



# DEPARTMENT OF CITY PLANNING

## RECOMMENDATION REPORT

### City Planning Commission

**Date:** April 11, 2024  
**Time:** after 8:30 a.m.  
**Place:** Los Angeles City Hall  
Council Chamber, Room 340  
200 North Spring Street  
Los Angeles, CA 90012

This meeting may be available virtually, in a hybrid format. The meeting's telephone number and access code number will be provided no later than 72 hours before the meeting on the meeting agenda published at <https://planning.lacity.org/about/commissionsboards-hearings> and/or by contacting [cpc@lacity.org](mailto:cpc@lacity.org).

**Public Hearing:** November 15, 2023

**Appeal Status:** Off-Menu Incentives and Waivers are not further appealable. On-Menu Incentives, Conditional Use, and Project Permit are appealable to City Council

**Expiration Date:** April 18, 2024  
**Multiple Approval:** Yes

**PROJECT LOCATION:** 10756 West Wilkins Avenue

**PROPOSED PROJECT:** The project is the construction of a new 5-story, 56-foot-tall multi-family residential building consisting of 11 dwelling units (including two (2) Very Low Income Units). The project will be approximately 11,941 square feet with a Floor Area Ratio ("FAR") of approximately 3.66:1. The project will provide seven (7) vehicular parking spaces and 12 long-term bicycle parking spaces in one (1) subterranean level. The site is currently improved with a single-family dwelling that will be demolished. No Protected or Significant Trees are located on the property. The project includes necessary grading and a haul route for the cut and export of 3,200 cubic yards of soil.

**REQUESTED ACTION:**

1. Pursuant to California Environmental Quality Act ("CEQA") Guidelines, an Exemption from CEQA pursuant to CEQA Guidelines, Article 19, Sections 15301 (Class 1) and 15332 (Class 32), and that there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies.

**Case No.:** CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**CEQA No.:** ENV-2023-5877-CE  
**Related Cases:** N/A  
**Council No.:** 5 – Katy Yaroslavsky  
**Plan Area:** Westwood  
**Plan Overlay:** Westwood Community Multi-Family Specific Plan Westwood  
**Certified NC:**  
**GPLU:** Low Medium II Residential  
**Zone:** [Q]RD1.5-1  
**Applicant:** FIN Holdings LLC & Wilkins Group LLC  
**Representative:** Daniel Ahadian, nur – Development | Consulting

2. Pursuant to Los Angeles Municipal Code (“LAMC”) Section 12.24 U.26, a Conditional Use Permit for a 102.5 percent increase in density in lieu of the otherwise permitted 35 percent increase in density allowed under LAMC Section 12.22 A.25.
3. Pursuant to LAMC Section 12.22 A.25, a Density Bonus/Affordable Housing Incentive Program Compliance Review to permit the construction of a Housing Development Project totaling 11 units, reserving two (2) units for Very Low Income Household Occupancy for a period of 55 years, with the following On- and Off-Menu Incentives and Waivers of Development Standards:
  - a. An On-Menu Incentive to permit an FAR of 3.66:1 in lieu of 3:1 as otherwise permitted in the [Q]RD1.5-1 zone;
  - b. An On-Menu Incentive to permit a building height of 56 feet, in lieu of the 45 feet otherwise permitted by the [Q]RD1.5-1 zone;
  - c. An Off-Menu Incentive to permit a 11-foot – 7-inch front yard setback on the Ohio Avenue frontage in lieu of the 15 feet otherwise required by LAMC Section 12.09.1 B.1.
  - d. A Waiver of Development Standards to permit a 10-foot front yard setback on the Wilkins Avenue frontage in lieu of the 15 feet otherwise required by LAMC Section 12.09.1 B.1.
  - e. A Waiver of Development Standards to permit 72 percent of required open space located above ground level in lieu of the 25 percent otherwise allowed by Section 6.A.3 of the Westwood Community Multi-Family Specific Plan.
4. Pursuant to LAMC Section 16.50, a Design Review for compliance with the requirements of the Westwood Community Design Review Board.
5. Pursuant to LAMC Section 11.5.7 C, a Project Permit Compliance Review for a Project within the Westwood Community Multi-Family Specific Plan.

#### RECOMMENDED ACTIONS:

1. **Determine**, that based on the whole of the administrative record, the project is exempt from CEQA pursuant to State CEQA Guidelines, Article 19, Sections 15301 (Class 1) and 15332 (Class 32), and that there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies.
2. **Approve**, pursuant to LAMC Section 12.24 U.26, a Conditional Use Permit for a 102.5 percent increase in density in lieu of the otherwise permitted 35 percent increase in density allowed under LAMC Section 12.22 A.25.
3. **Approve**, pursuant to LAMC Section 12.22 A.25, a **Density Bonus/Affordable Housing Incentive Program Compliance Review** to permit the construction of a Housing Development Project totaling 11 units, reserving two (2) units for Very Low Income Household Occupancy for a period of 55 years, with the following requested three (3) **On- and Off-Menu Incentives** and two (2) **Waivers of Development Standards**:
  - a. An On-Menu Incentive to permit an FAR of 3.66:1 in lieu of 3:1 as otherwise permitted in the [Q]RD1.5-1 zone;



- b. An On-Menu Incentive to permit a building height of 56 feet, in lieu of the 45 feet otherwise permitted by the [Q]RD1.5-1 zone;
  - c. An Off-Menu Incentive to permit a 11-foot – 7-inch front yard setback on the Ohio Avenue frontage in lieu of the 15 feet otherwise required by LAMC Section 12.09.1 B.1.
  - d. A Waiver of Development Standards to permit a 10-foot front yard setback on the Wilkins Avenue frontage in lieu of the 15 feet otherwise required by LAMC Section 12.09.1 B.1.
  - e. A Waiver of Development Standards to permit 72 percent of required open space located above ground level in lieu of the 25 percent otherwise allowed by Section 6.A.3 of the Westwood Community Multi-Family Specific Plan.
4. **Approve**, pursuant to LAMC Section 16.50, a **Design Review** for compliance with the requirements of the Westwood Community Design Review Board.
  5. **Approve**, pursuant to LAMC Section 11.5.7 C, a **Project Permit Compliance Review** for a Project within the Westwood Community Multi-Family Specific Plan.
  6. **Adopt** the attached Conditions of Approval; and
  7. **Adopt** the attached Findings.

VINCENT P. BERTONI, AICP  
Director of Planning

 for  
Theodore L. Irving, AICP, Principal City Planner

  
Juliet Oh, Senior City Planner

  
Kevin Fulton, City Planning Associate  
Telephone: (213) 978-1210

**ADVICE TO PUBLIC:** \*The exact time this report will be considered during the meeting is uncertain since there may be several other items on the agenda. Written communications may be mailed to the *Commission Secretariat, Room 272, City Hall, 200 North Spring Street, Los Angeles, CA 90012* (Phone No. 213-978-1300) or emailed to [cpc@lacity.org](mailto:cpc@lacity.org). While all written communications are given to the Commission for consideration, the initial packets are sent to the week prior to the Commission's meeting date. If you challenge these agenda items in court, you may be limited to raising only those issues you or someone else raised at the public hearing agendized herein, or in written correspondence on these matters delivered to this agency at or prior to the public hearing. As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability, and upon request, will provide reasonable accommodation to ensure equal access to these programs, services and activities. Sign language interpreters, assistive listening devices, or other auxiliary aids and/or other services may be provided upon request. To ensure availability of services, please make your request not later than three working days (72 hours) prior to the meeting by calling the Commission Secretariat at (213) 978-1300.

## TABLE OF CONTENTS

<b>Project Analysis .....</b>	<b>A-1</b>
Project Summary	
Background	
Housing Replacement	
Requested Entitlements	
Public Hearing and Design Review Board	
Professional Volunteer Program	
Issues	
Conclusion	
<b>Conditions of Approval.....</b>	<b>C-1</b>
<b>Findings .....</b>	<b>F-1</b>
Density Bonus / Affordable Housing Incentive Program Findings	
Conditional Use Findings	
Design Review Findings	
Project Permit Compliance Review Findings	
CEQA Findings	
Additional Mandatory Findings	
<b>Public Hearing and Communications.....</b>	<b>P-1</b>
<b>Exhibits:</b>	
Exhibit A – Project Plans	
Exhibit B – Site Photos, ZIMAS Profile Report, and Maps	
Exhibit C – Agency Correspondence	
Exhibit D – Environmental Documents	
Notice of Exemption (ENV-2023-5877-CE)	
Transportation Assessment Form	
Tree Disclosure Statement and Report	
Geology and Soils Report Approval Letter	
Air Quality Technical Report	
Noise Technical Report	
Exhibit E – Public Correspondence	

## PROJECT ANALYSIS

### PROJECT SUMMARY

The project is the construction of a new 5-story, 56-foot-tall multi-family residential building consisting of 11 dwelling units (including two (2) Very Low Income Units). It will consist of six (6) two-bedroom units and five (5) one-bedroom units. The project will be approximately 11,941 square feet with a Floor Area Ratio ("FAR") of approximately 3.66:1. The project will provide seven (7) vehicular parking spaces and 12 long-term bicycle parking spaces in one (1) subterranean level with access from a two-way driveway on Ohio Avenue. One (1) short-term bicycle parking space will be provided at ground level. According to a Tree Report prepared by Lisa Smith, The Tree Resource, dated August 17, 2023, there are no protected trees on the subject site or public right-of-way. However, there are two (2) non-protected trees on the subject site proposed for removal as part of the project. There are also five (5) street trees in the public right-of-way that will be retained and protected in place. The project also includes necessary grading and a haul route for the cut and export of 3,200 cubic yards of soil. The site is currently improved with a vacant single-family dwelling proposed for demolition.

The subterranean level will feature the vehicular and long-term bicycle parking spaces along with storage spaces, trash & recycling rooms, as well as other mechanical and electrical equipment rooms. The ground floor will feature a landscaped entry area providing pedestrian access from Wilkins Avenue into the building's lobby, a recreation room, and two (2) residential units with private patios. The second floor will feature three (3) residential units, two (2) of which will have private patios. The third floor will feature two (2) residential units and a recreation room connected to a landscaped terrace. The fourth floor will feature two (2) residential units with private patios and a recreation room. The fifth floor will feature two (2) residential units with private patios and a common access, landscaped terrace. The roof level will feature mechanical equipment and two (2) common access roof decks with landscaping accessible by an elevator and two (2) stairwells. The roof level will also feature solar photovoltaic panels mounted to a structure above the stairwells and elevator.

### BACKGROUND

#### Subject Property

The project site consists of one (1) relatively flat through lot with frontages of approximately 109.41 feet on both Wilkins and Ohio Avenue and 56.63 feet along both abutting properties, resulting in a total area of 6,744 square feet. The Bureau of Engineering will require a 3-foot dedication along Ohio Avenue as part of the project, resulting in a net lot area of 6,217 square feet. Pursuant to a determination by the Los Angeles Department of Building and Safety (LADBS), dated May 12, 2021, the lot lines fronting Wilkins and Ohio Avenue are considered Front Lot Lines. The subject property is also located in a Transit Priority Area (ZI-2452), a Special Grading Area (BOE Basic Grid Map A-13372), Urban Agriculture Incentive Zone, and within the Santa Monica Fault Zone. The project site is currently improved with a single-family dwelling that will be demolished. There are no protected trees on the subject site or associated public right-of-way. Five (5) existing non-protected trees in the public right-of-way will remain in place. There are also two (2) non-protected trees on the subject site proposed for removal as part of the project.

#### Zoning and Land Use Designation

The project site is located within the Westwood Community Plan, Westwood Community Multi-Family Specific Plan (WMFSP), Westwood Community Design Review Board Specific Plan, and the West Los Angeles Transportation Improvement and Mitigation Specific Plan. The subject site

has a Low Medium II Residential land use designation, with corresponding zones of RD1.5-1, RD2, RW2, and RZ2.5. The site is zoned [Q]RD1.5-1, consistent with the land use designation. The RD1.5 Zone allows for one dwelling unit per 1,500 square feet of lot area. The project site is also in Height District 1 which permits a floor area of three times the Buildable Area (FAR 3:1) and a maximum building height of 45 feet in the RD1.5 Zone. The Q condition on the project site, enacted through Ordinance No. 163,187, requires that all projects with two (2) or more units be subject to review by the Westwood Community Design Review Board.

### Surrounding Uses

The subject site is in an urbanized area near the University of California - Los Angeles (UCLA) campus, Ronald Reagan UCLA Medical Center, and the West Los Angeles VA Medical Center. Surrounding properties along this block of Wilkins and Ohio Avenue (bounded by Selby Avenue to the east and Malcolm Avenue to the west) are also zoned [Q]RD1.5-1 and improved with multi-family dwellings ranging from one (1) to four (4) stories in height. The directly abutting properties to the west along Wilkins and Ohio Avenue are improved with two-story multi-family dwellings. The properties to the north are zoned [Q]RD1.5-1, R1-1-O, [Q]R3-1-O, and [Q]R5-3-O. These properties are improved with single & multi-family dwellings ranging from one (1) to three (3) stories in height as well as a mixed-use corridor along Wilshire Boulevard improved with high-rise residential and commercial structures. The properties to the east are zoned [Q]RD1.5-1 and R1-1-O and improved with single & multi-family dwellings ranging from one (1) to three (3) stories in height. The properties to the south are zoned [Q]RD1.5-1-O R1-1, and [Q]PF-1XL-O and improved with educational and religious uses, including St. Paul the Apostle Church (a Historic/Cultural Landmark), St. Paul the Apostle School, Ralph Waldo Emerson Community Charter School, and the Los Angeles California Mormon Temple complex. Properties to the south are also improved with single & multi-family dwellings ranging from one (1) to five (5) stories in height. The properties to the west are zoned [Q]RD1.5-1, R1-1, and C4-1VL-POD. These properties are improved with single & multi-family dwellings as well as commercial structures along Westwood Boulevard that range from one (1) to three (3) stories in height.

### Streets and Circulation

Wilkins Avenue, fronting the property to the north, is designated by Mobility Plan 2035 as a Local Street - Standard, with a right-of-way width of 60 feet and roadway width of 36 feet. This section of Wilkins Avenue is currently dedicated to a 60-foot right-of-way width, a 36-foot roadway width, and is improved with a curb, sidewalk, and street trees.

Ohio Avenue, fronting the property to the south and east, is designated by Mobility Plan 2035 as a Collector Street, with a right-of-way width of 66 feet and roadway width of 40 feet. This section of Ohio Avenue is currently dedicated to a 63-foot right-of-way width, a 34-foot roadway width, and is improved with a curb, gutter, sidewalk, and street trees. The Bureau of Engineering will require a 3-foot dedication along Ohio Avenue as part of the project.

### Public Transit

The subject site is located within ½ mile of a Major Transit Stop located at the intersection of Westwood & Wilshire Boulevard, served by the future Los Angeles County Metropolitan Transit Authority ("Metro") Purple (D) Line station, Santa Monica's Big Blue Bus, and the Los Angeles Department of Transportation (LADOT).

### Relevant Cases and Building Permits

Subject Site:

1936LA08131: On April 7, 1936, the Los Angeles Department of Building and Safety issued a Building Permit for the construction of a single-family dwelling on the subject site.

Building Permit No. 19019-20000-00917: On March 7, 2019, the Los Angeles Department of Building and Safety issued a Building Permit for the demolition of a detached garage onsite.

Case No. 855452: On April 12, 2019, the Los Angeles Department of Building and Safety (LADBS) issued an Order to Comply and Notice of Fee for unpermitted plumbing and electrical work concerning the remodel of four (4) existing units onsite. In a letter dated February 16, 2022, LADBS terminated Case No. 855452.

Building Permit No. 21010-10000-05158: On October 5, 2021, the applicant filed a Building Permit for the new five-story, 11-unit apartment building over one (1) subterranean parking level. The permit is pending and has not been issued at the time of preparing this report.

DIR-2022-3382-TOC-DRB-SPP-HCA: On May 12, 2022, the applicant filed a Transit Oriented Communities Affordable Housing Incentive Program, Project Permit Compliance, and Design Review for the construction of a new 5-story, 7-unit multi-family dwelling over one level of subterranean parking. This application was withdrawn on August 9, 2023.

#### Surrounding Sites:

Case No. DIR-2022-5913-DB-DRB-SPP-HCA: On December 14, 2022, the Director of Planning approved a Density Bonus Affordable Housing Incentive Program, Project Permit Compliance, and Design Review for the construction of a new 4-story multi-family dwelling totaling 11 units, reserving one (1) unit for Very Low Income Households, located at 10770 – 10776 West Wilkins Avenue.

Case No. DIR-2019-2657-DRB-SPP-TOC: On May 14, 2020, the City Planning Commission denied an appeal and sustained the Director of Planning's determination, issued on January 13, 2020, to approve a Transit Oriented Communities Affordable Housing Incentive Program, Project Permit Compliance and Design Review for the construction of a new 5-story multi-family dwelling totaling 10 units, reserving two (2) units for Very Low Income Households, located at 10757 – 10759 West Wilkins Avenue. The applicant abandoned the approved entitlements in a letter dated October 28, 2022.

Case No. DIR-2017-5262-DRB-SPP-SPPA-WDI: On November 12, 2019, the Director of Planning approved a Project Permit Compliance, Design Review, and a Specific Plan Adjustment for the construction of nine (9) four-story single-family dwellings with a 6-foot – 9-inch rear masonry wall in lieu of the 8 feet required by the WMFSP. The Director of Planning also dismissed a Waiver of Dedication request for the project located at 10733 – 10741 ½ West Ohio Avenue.

Case No. VTT-77201-SL: On November 12, 2019, the Advisory Agency approved a Vesting Tentative Tract Map for a maximum of nine (9) small lots in conjunction with the construction of nine (9) new single-family dwellings located at 10733 – 10741 ½ West Ohio Avenue.

Case No. DIR-2007-1250-DRB-SPP: On September 11, 2007, the Director of Planning approved a Project Permit Compliance and Design Review for the construction of a new 3-story multi-family dwelling totaling eight (8) units located at 10761 - 10765 West Wilkins Avenue.

## **HOUSING REPLACEMENT**

On October 9, 2019, the Governor signed the Housing Crisis Act of 2019 (SB 330) into law. The Housing Crisis Act was further amended and extended by Senate Bill 8, effective January 1, 2022. SB 330/SB 8 creates new state laws regarding the production, preservation and planning for housing, and establishes a statewide housing emergency until January 1, 2034. During the duration of the statewide housing emergency, SB 330/SB 8, among other things, creates new housing replacement requirements for Housing Development Projects by prohibiting the approval of any proposed housing development project on a site that will require the demolition of existing residential dwelling units or occupied or vacant “Protected Units” unless the proposed housing development project replaces those units. These replacement requirements are now codified at Government Code Section 66300.5 and 66300.6. Pursuant to the Determination made by Los Angeles Housing Department (LAHD), dated July 18, 2023, one (1) unit needs to be replaced with equivalent type, with one (1) unit restricted to Very Low Income Households. The LAHD housing replacement requirements are satisfied by the two (2) Very Low Income Units provided through this Density Bonus Affordable Housing Incentive Program.

## **REQUESTED ENTITLEMENTS**

### **Density Bonus / Affordable Housing Incentives Program**

Pursuant to the State Density Bonus Law, the City must grant up to three (3) incentives for a project that includes 15 percent of the total (base density) units for Very Low Income Households. The State Density Bonus Law further stipulates that in no case may a city apply any development standard that will have the effect of physically precluding the construction of a development and allows applicants to submit to a city a proposal for the waiver or reduction of development standards that will have the effect of physically precluding the construction of a development. The City implements the State Density Bonus Law through the Density Bonus Ordinance (No. 179,681).

The applicant proposes to utilize LAMC Section 12.22 A.25 (Affordable Housing Incentives – Density Bonus) to construct a total of 11 dwelling units, with two (2) dwelling units set aside for Very Low Income Household Occupancy for a period of 55 years. Density Bonus projects are eligible for three (3) incentives if they reserve at least 15 percent of base dwelling units for Very Low Income Households or at least 30 percent of base dwelling units for Low Income Households. The project is eligible for three (3) Density Bonus Incentives because two (2) units will be reserved for Very Low Income Households (38 percent of 5 base dwelling units). The applicant is requesting three (3) Density Bonus Incentives as follows:

- a. An On-Menu Incentive to permit an FAR of 3.66:1 in lieu of 3:1 as otherwise permitted in the [Q]RD1.5-1 zone;
- b. An On-Menu Incentive to permit a building height of 56 feet, in lieu of the 45 feet otherwise permitted by the [Q]RD1.5-1 zone;
- c. An Off-Menu Incentive to permit a 11-foot – 7-inch front yard setback on the Ohio Avenue frontage in lieu of the 15 feet otherwise required by LAMC Section 12.09.1 B.1.

Per California Government Code Section 65915(e)(1) and Section 12.22 A.25(g) of the LAMC, a Housing Development Project may also request other “waiver[s] or reduction[s] of development standards that will have the effect of physically precluding the construction of a development meeting the [affordable set-aside percentage] criteria of subdivision (b) at the densities or with the concessions or incentives permitted under [State Density Bonus Law]”. In addition to the

Density Bonus Incentives, the applicant is requesting two (2) Waivers of Development Standards, as follows:

- a. A Waiver of Development Standards to permit a 10-foot front yard setback on the Wilkins Avenue frontage in lieu of the 15 feet otherwise required by LAMC Section 12.09.1 B.1.
- b. A Waiver of Development Standards to permit 72 percent of required open space located above ground level in lieu of the 25 percent otherwise allowed by Section 6.A.3 of the Westwood Community Multi-Family Specific Plan.

#### Conditional Use - Density

The City's Density Bonus Ordinance (Ordinance No. 179,581), codified in LAMC Section 12.22 A.25, permits a maximum density increase of up to 35 percent in exchange for setting aside 11 percent of the base density units for Very Low Income Households in accordance with the State Density Bonus Law (Government Code Section 65915). The stated calculation is still applicable to the City due to the exemption from current statutory calculations pursuant to Government Code Section 65915(s). The State Density Bonus Law (Government Code Section 65915(n)) also allows a city to grant a density bonus greater than 35 percent for a development, if permitted by a local ordinance. The City adopted the Value Capture Ordinance (Ordinance No. 185,373), codified in LAMC Section 12.24 U.26, to permit a density increase greater than 35 percent with the approval of a Conditional Use. In exchange for the increased density, the Value Capture Ordinance requires projects to set aside one (1) additional percent of base density units above the 11 percent for Very Low Income Households for every additional 2.5 percent density increase above the 35 percent.

Below is a table showing the requisite percentage of affordable housing units for Very Low Income Households based on the percentage of density increase.

<b>Percentage of Base Density to be Restricted to Very Low Income Households</b>	<b>Percentage of Density Increase Granted</b>
11	35
12	37.5
13	40
14	42.5
15	45
16	47.5
17	50
18	52.5
19	55
20	57.5
21	60
22	62.5
23	65
24	67.5
25	70
26	72.5
27	75

28	77.5
29	80
30	82.5
31	85
32	87.5
33	90
34	92.5
35	95
36	97.5
37	100
<b>38</b>	<b>102.5</b>

The project site is zoned [Q]R1.5-1, which permits a base density of five (5) dwelling units on the subject property. The Density Bonus Ordinance permits a density bonus of up to 35 percent in exchange for setting aside 11 percent of the five (5) base density units for Very Low Income Households. With the Density Bonus Ordinance, the project would be permitted a density bonus of two (2) units allowing a total of seven (7) units on site in exchange for setting aside one (1) unit for Very Low Income Households. All density calculations are required to be rounded up to the next whole number pursuant to Government Code Section 65915(f)(5).

The applicant also requests a Conditional Use for a density increase in excess of 35 percent pursuant to LAMC Section 12.24 U.26, to allow a 102.5 percent increase in density for a total of 11 dwelling units in lieu of five (5) dwelling units as otherwise permitted in the [Q]RD1.5-1 Zone. As provided in the table above, the applicant is required to set aside at least 38 percent, or two (2) units, of five (5) base density units for the 102.5 percent density increase. The applicant is setting aside two (2) units restricted to Very Low Income Households for a period of 55 years. As such, the project satisfies the minimum percentage of base density restricted to Very Low Income Households to be eligible for a 102.5 percent density increase.

#### Design Review Board

Pursuant to LAMC Section 16.50, the applicant requests a Design Review and Recommendation for a project within the Westwood Community Design Review Board Specific Plan. The project complies with Section 16.50, Subsection E of the Los Angeles Municipal Code and the relevant review procedures and criteria of the Westwood Community Design Review Board Specific Plan.

#### Project Permit Compliance Review

Pursuant to LAMC Section 11.5.7, the applicant requests a Project Permit Compliance Review for a project within the Westwood Community Multi-Family Specific Plan (WMFSP). These development regulations include a specific provision in Section 6.A.3 that limits required open space above ground level to 25 percent of the total needed for the project. As described above, State Density Bonus Law, and therefore LAMC 12.22 A.25 & 12.24 U.26, supersede the WMFSP's Design Standards.

The applicant requests a Waiver of Development Standards from Section 6.A.3 of the WMFSP as follows:

- a. A Waiver of Development Standards to permit 72 percent of required open space located above ground level in lieu of the 25 percent otherwise allowed by Section 6.A.3 of the Westwood Community Multi-Family Specific Plan.



## **PUBLIC HEARING**

A joint public hearing was held by a Hearing Officer and the Westwood Design Review Board (DRB). The meeting was held in person at Belmont Village Senior Living - Westwood on Wednesday, November 15, 2023. A Second Final Review by the Westwood DRB took place on Wednesday March 20, 2024, at the same location. Comments from the public hearings are documented in Public Hearing and Communications, Page P-1.

### **Westwood Design Review Board**

As outlined in the Westwood Community Design Review Board (DRB) Specific Plan Section 6.A., the design review process may be conducted through both an optional preliminary review and a mandatory final review. The applicant attended two (2) Final Reviews on November 15, 2023, and March 20, 2024.

The project's design was first presented to the Westwood DRB for Final Review on November 15, 2023. This meeting also included a joint public hearing held by the Hearing Officer. At the meeting, the applicant's representative (Daniel Ahadian) and architect (Pouya Payan) gave an overview of the project and key design elements. Most DRB members praised the project's design but raised concerns about compatibility with the surrounding neighborhood as well as St. Paul the Apostle Church, a Historic/Cultural Monument. Some members thought the design would be more appropriate in a commercial corridor than a residential neighborhood and did not like the exterior strip lighting and glass guardrails on some of the balconies. Concerns about the window size & locations, upward facing lighting, and benches in the front yards were also raised. The applicant's team agreed to redesign the project in response to these concerns and return for a Second Final Review.

The project was presented to the Westwood DRB for Second Final Review on March 20, 2024, before a quorum of four (4) DRB members. At the meeting, the applicant's representative (Daniel Ahadian) and architect (Pouya Payan) gave an overview of the specific design changes made in response to feedback from the previous meeting. On the facade, they changed the originally proposed black corrugated metal to Spanish Walnut wood composite siding. The lighter color of the new material was intended to be more consistent with the nearby Mediterranean Revival buildings. Additionally, the balcony strip lighting was replaced with wall sconces and the glass balcony guardrails were changed to steel picket railings. They also reduced the window sizes and made revised the locations to be symmetrical rather than scattered in the previous design. Finally, they removed the front yard benches. Although outside the DRB's purview, the applicant's representative also noted revisions to the driveway design to enhance pedestrian safety in response to concerns raised at the previous hearing. These revisions included reducing the height of the adjacent planter, flaring out the driveway apron, and installing convex mirrors on both ends of the driveway.

The DRB members acknowledged the effort made by the applicant to address their concerns and the thoroughness of their presentation. While they agreed the design had improved from the previous version, most of the DRB members in attendance remained concerned that the design was not compatible with the neighborhood context or appropriate for the site given its proximity to St. Paul the Apostle Church. Some DRB members were also concerned about the massing of the building and the color of the new façade material. After extensive discussion with the applicant's team and deliberation, the DRB was unable to reach consensus on a recommendation and the Applicant did not agree to an extension of time. Therefore, pursuant to LAMC Section 16.50 E.3(c) the DRB failed to act on the proposed project and did not provide a recommendation to the City Planning Commission.

## **PROFESSIONAL VOLUNTEER PROGRAM**

The Project was reviewed by the Department of City Planning's Urban Design Studio ("UDS") and the Professional Volunteer Program ("PVP"). The PVP panel reviewed the Project on September 12, 2023. The following comments were provided by the PVP:

### *Pedestrian First:*

- From the plans the pedestrian entrance seems to be prominent and well emphasized, with its scale, lighting and the deep recess but the rendering may not present it in the best way.
- An inviting and interesting landscape presence from the street is suggested, so the exception from meeting the minimum 50% of open space located on the ground floor seems justified.
- It would be helpful if more information was provided on how the seating is to be constructed.

### *360° Design:*

- For once we have a project that definitely follows the Citywide Design Guideline of having a clear and consistent architectural idea.
- It seems in character with the Westwood neighborhood and with a distinctive treatment for such a prominent location on this corner and getting a lot of units on a pretty constrained site.
- Applicant provided window details that indicate an 8" inset, which would help animate the façades but difficult to understand how this depth is possible, within 2 x 6 stud walls.
- Dropping the garage roof slab to provide more soil depth for the ground floor planters is a nice touch, to reduce their scale and impact at the sidewalk but could get eliminated for cost.
- When projects propose anything at all unusual, it could be advantageous to engage with LADBS' case management early in the plan-check process; see: [LADBS case management](#).
- Odd that the renderings show power poles and overhead lines on Wilkins that don't exist.

### *Climate-Adapted:*

- Please clarify how the proposed solar PV is to be installed and identify any potential LADBS issues, as it's only indicated by a dashed line and no upper roof plan is provided; it's unclear whether it's on a solid roof or on some type of frame or grid.
- Without a pre-2023 LADBS permit application, project must comply with 2022 California Energy Code and, while there was an earlier permit application in 2021, it was for a distinctly different project, at half the scale with only seven units (don't know how LADBS views this).
- The open spaces on the upper levels step back and seem to be visible from above and below.
- It might be more effective if the parking layout could be made more efficient and the walls pulled back from the property lines, to allow landscape to be installed directly into the ground.

The applicant was responsive to the comments and revised the plans to clarify that the proposed solar PV array will be mounted to a structure located above the common access walkways on the roof.

## ISSUES

### Pedestrian Safety

The project site is located on the western side of a four-way intersection where Wilkins, Selby, and Ohio Avenue meet. The site is also directly across Ohio Avenue from St. Paul the Apostle Church and School and within 600 feet of Ralph Waldo Emerson Community Charter School and the Los Angeles Mormon Temple complex. Planning Staff received several letters from parishioners at St. Paul's and parents of children that attend the school regarding the project's potential to worsen pedestrian safety at this intersection. They noted that school children and parishioners regularly use the Ohio Avenue crosswalk on the western side of this heavily trafficked intersection and the frequency that motorists do not stop for the crosswalk and/or drive recklessly. They argue that the project, in particular the proposed driveway on Ohio Avenue, would exacerbate an already dangerous situation.

However, there is no substantial evidence that the proposed 11-unit multi-family dwelling with only seven (7) onsite parking spaces would adversely impact pedestrian safety at this intersection. According to the City of Los Angeles Vehicle Miles Traveled (VMT) Calculator Version 1.4 and the LADOT Transportation Assessment Referral Form, dated September 5, 2023, the proposed project is expected to generate 39 daily vehicle trips. This is well below the 250 daily trip minimum that would require an additional traffic study. Moreover, the project's proposed driveway and garage are designed to minimize risk to pedestrians in the surrounding public right-of-way. In accordance with LADOT guidelines, the proposed driveway on Ohio Avenue is located as far as possible from the intersection (92 feet from the crosswalk) and the garage security gate will be 22 feet from the property line, in excess of the 20-foot minimum. The applicant is also utilizing AB 2097 to limit the amount of onsite parking to seven (7) spaces for the 11 units. Section 5.B.1 of the WMFSP would normally require 25 onsite parking spaces. Limiting the amount of onsite parking spaces will reduce the traffic impact of the project and the potential for accidents between drivers and pedestrians.

The project will also improve driver and pedestrian safety at the corner of Wilkins and Ohio Avenue. According to ZIMAS, the existing property line at the corner is 16 feet from the street. The Bureau of Engineering will require a 17-foot dedication at the corner of Wilkins and Ohio Avenue as part of the project. Moreover, the proposed structure will be located 18 feet from this new property line, in excess of the required 15-foot front yard setback. The land dedication will more than double the size of the landing area at the corner for pedestrians while also improving visibility for drivers turning from Ohio to Wilkins Avenue or vice versa.

Nevertheless, the applicant has also revised the driveway plans to provide additional pedestrian safety measures in response to community feedback. As shown on Sheet A-03.1 of Exhibit A, convex mirrors will be installed at both points where the driveway meets the sidewalk. This will improve visibility for both pedestrians and residents accessing the garage by giving them a wider area of view. They will also flare out the driveway width from 12 to 14 feet near the sidewalk and reduce the height of the adjacent planter from 48 to 12 inches. These measures will further improve visibility for drivers departing the garage and turning left toward the intersection as well as pedestrians heading west on the sidewalk.

### Height/Massing

The subject site is zoned [Q]RD1.5-1, with a Height District No. 1 that establishes a 45-foot height limit and a maximum FAR of 3:1. However, pursuant to LAMC Section 12.22 A.25(g)(2), the applicant has requested On-Menu Density Bonus Incentives to permit a maximum building height of 56 feet and a FAR of 3.66:1 in exchange for setting aside two (2) units for Very Low Income Households for 55 years.

Pursuant to Government Code Section 65915 and LAMC Section 12.22 A.25, and the findings stated therein, the Commission must approve a density bonus and requested incentive(s) unless the Commission makes a finding based on substantial evidence that the incentives do not result in identifiable and actual cost reductions to provide for affordable housing costs as defined in California Health and Safety Code Section 50052.5 or Section 50053 for rents for the affordable units. The record does not contain substantial evidence that would allow the Commission to deny the incentives by making a finding that the requested incentives do not provide for affordable housing costs per State Law. As described in pages F-1 to F-2 of this Staff Report, there is also no substantial evidence in the record that the proposed incentives will have a specific adverse impact.

The requested incentive will allow the developer to expand the building envelope so the additional units can be constructed, provide for design efficiencies, and increase the overall space dedicated to residential uses. These incentives support the applicant's decision to set aside two (2) Very Low Income Units for 55 years. The surrounding properties are predominately improved with single and multi-family dwellings ranging from one (1) to four (4) stories in height. While the proposed 5-story building is slightly taller than most of the surrounding structures, the design includes multiple features that reduce its massing. These include a well-articulated façade with a series of private balconies, roof terraces, landscaping, recessed windows, and height transitions. For instance, the third and fifth level along the northwestern façade feature landscaped roof terraces that are recessed a maximum of 18 feet – 2 inches and 13 feet – 9 inches respectively from the level below.

### Parking

Section 5.B.1 of the WMFSP would normally require 2.25 automobile parking spaces for each dwelling unit containing four (4) habitable rooms or less. As such, 25 automobile parking spaces would be required for the proposed 11-unit multi-family dwelling since each unit would have fewer than four (4) habitable rooms.

However, on September 22, 2022, the Governor signed Assembly Bill (AB) 2097, which prohibits a public agency from imposing or enforcing any minimum automobile parking requirement on any residential, commercial, or other development project that is within one-half mile of a Major Transit Stop, with minor exceptions. A development project, for purposes of this bill, includes any project requiring a discretionary entitlement or building permit to allow the construction, reconstruction, alteration, addition, or change of use of a structure or land. Consistent with AB 2097, the project is a development project within one-half mile of a Major Transit Stop and therefore is not subject to the WMFSP's minimum automobile parking requirement.

However, the applicant has revised the subterranean garage plans to increase the number of automobile parking spaces from six (6) to seven (7) in response to concerns raised about the lack of onsite parking.

### CONCLUSION

Based on evaluation of the project and information submitted, input from the public, and the proposed project's compliance with the General Plan, Los Angeles City Planning recommends the City Planning Commission approve the requested actions and adopt the attached Conditions of Approval and Findings.

Approval of the requests herein will enable the creation of 11 new residential units, including two (2) deed restricted affordable units, in a Higher Opportunity Area as defined in the Housing Element of the General Plan. The project will situate high-quality residential units and amenities

in a developed urban area within walking distance of a major university (UCLA) and employment center as well as a variety of commercial uses. The proposed multi-family dwelling includes multiple recreation and amenity areas, including common access recreation rooms and landscaped roof terraces as well as private balconies. Finally, the project will enhance the physical appearance of the property and surrounding area through its thoughtful and interesting design features, including a well-articulated façade and extensive multi-level landscaping.

## CONDITIONS OF APPROVAL

### Density Bonus Conditions

1. **Site Development.** Except as modified herein, the project shall be in substantial conformance with the plans and materials submitted by the Applicant, stamped “Exhibit A,” and attached to the subject case file. No change to the plans will be made without prior review by the Department of City Planning and written approval by the Director of Planning. Each change shall be identified and justified in writing. Minor deviations may be allowed in order to comply with the provisions of the Los Angeles Municipal Code or the project conditions.
2. **Residential Density.** The project shall be limited to a maximum density of 11 dwelling units including Density Bonus Units.
3. **On-Site Restricted Affordable Units.** Two (2) units shall be reserved for Very Low Income Household Occupancy, as defined by California Government Code Section 65915 and by the Los Angeles Housing Department (LAHD). In the event the SB 8 Replacement Unit condition number 5 below requires additional affordable units or more restrictive affordability levels, the most restrictive requirements shall prevail.
4. **Changes in Restricted Units.** Deviations that change the composition of units shall be consistent with LAMC Section 12.22 A.25 (9a-d) and State Density Bonus Law (Government Code Section 65915).
5. **SB 8 Replacement Units (California Government Code Section 66300 et seq.)** The project shall be required to comply with the Replacement Unit Determination (RUD) letter, dated July 18, 2023, to the satisfaction of LAHD. The most restrictive affordability levels shall be followed in the covenant. In the event the On-site Restricted Affordable Units condition requires additional affordable units or more restrictive affordability levels, the most restrictive requirements shall prevail.
6. **Housing Requirements.** Prior to issuance of a building permit, the owner shall execute a covenant to the satisfaction of LAHD to make two (2) units available to Very Low Income Households, or equal to 38 percent of the project’s proposed residential density allowed, for sale or rental, as determined to be affordable to such households by LAHD for a period of 55 years. In the event the applicant reduces the proposed density of the project, the number of required reserved on-site Restricted Units may be adjusted, consistent with LAMC Section 12.22 A.25, to the satisfaction of LAHD. Enforcement of the terms of said covenant shall be the responsibility of LAHD. The applicant shall submit a copy of the recorded covenant to the Department of City Planning for inclusion in this file. The project shall comply with the Guidelines for the Affordable Housing Incentives Program adopted by the City Planning Commission and with any monitoring requirements established by the LAHD.

Unless otherwise required by state or federal law, the project shall provide an onsite building manager’s unit, which the owner shall designate in the covenant. The Owner may not use an affordable restricted unit for the manager’s unit.

7. **Floor Area Ratio (FAR) (On-Menu).** The project shall be limited to a maximum FAR of 3.66:1.
8. **Height (On-Menu).** The project shall be limited to 56 feet in building height.
9. **Front Yard Setback (Off-Menu).** The project shall observe a 11-foot – 7-inch front yard setback along the Ohio Avenue frontage.

10. **Front Yard Setback (Waiver).** The project shall observe a 10-foot front yard setback along the Wilkins Avenue frontage.
11. **Open Space (Waiver).** A minimum of 1,111 square feet (28 percent) of required open space shall be located at ground level.
12. **Parking Per AB 2097.** The project shall be permitted to provide a minimum of zero automobile parking spaces pursuant to AB 2097. Seven (7) automobile parking spaces are provided.

### **Project Permit Compliance Conditions**

13. **Open Space.** The open space shall meet all other requirements of the Westwood Community Multi-Family Specific Plan.
  - a. A minimum of 3,850 square feet of open space shall be provided as depicted on Sheets A-01.1 and A-01.6 of Exhibit "A".
  - b. A minimum of 50 percent of total required open space shall be landscaped as depicted on Sheets A-01.6 and LP-1 of Exhibit "A".
  - c. Paved areas shall consist of stamped concrete, tile, and/or brick pavers as depicted on Sheets A-01.6 and LP-1 of Exhibit "A".
  - d. No more than 50 percent of the required front yards shall count towards the open space requirement as depicted on Sheets A-01.1 and A-01.6 of Exhibit "A".
  - e. Required side yards shall not be counted toward the open space requirements.
  - f. The provided Open Space and Landscaping shall be consistent with Sheets A-01.1, A-01.6, LP-1, LP-2, LP-3, LP-4, and LP-5 of Exhibit "A,":
14. **Street Trees.** Street Trees shall be provided to the satisfaction of the Urban Forestry Division of the Bureau of Street Services and shall be planted at a minimum ratio of at least one for every 30 lineal feet of street frontage abutting a project. Street Trees shall be at least 12 feet in height and not less than three inches in caliper at the time of planting.
15. **Screening.** As depicted on Sheet A-05.6 of Exhibit "A", all structures on the roof, such as air conditioning units, antennae, and other equipment, except solar panels, shall be fully screened from view from any adjacent properties, as seen from the grade.

### **Conditional Use Conditions**

16. **Lighting Design.** Areas where nighttime uses are located shall be maintained to provide sufficient illumination of the immediate environment so as to render objects or persons clearly visible for the safety of the public and emergency response personnel. All pedestrian walkways, storefront entrances, and vehicular access ways shall be illuminated with lighting fixtures. Lighting fixtures shall be harmonious with the building design. Wall mounted lighting fixtures to accent and complement architectural details at night shall be installed on the building to provide illumination to pedestrians and motorists.
17. **Heat Island Effect.** To reduce the heat island effect, a minimum of 50 percent of the area of pathways, patios, driveways or other paved areas shall use materials with a minimum initial

Solar Reflectance value of 0.35 in accordance with ASTM (American Society of Testing Materials) standards.

18. **Electric Vehicle Parking.** All electric vehicle charging spaces (EV Spaces) and electric vehicle charging stations (EVCS) shall comply with the regulations outlined in Sections 99.04.106 and 99.05.106 of Article 9, Chapter IX of the LAMC.
19. Any parking spaces provided above LAMC requirements shall be provided with EV chargers to immediately accommodate electric vehicles within the parking areas.
20. **Unbundled Parking.** Residential parking shall be unbundled from the cost of the rental units, with the exception of parking for Restricted Affordable Units.
21. **Landscape Plan.** Revised landscape plans shall be submitted to show the size and location of all plants. The landscape plan shall indicate landscape points for the Project as required by LAMC 12.40 and Landscape Ordinance Guidelines "O". All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be landscaped, including an automatic irrigation system, and maintained in accordance with a final landscape plan prepared by a licensed landscape architect or licensed architect, and submitted for approval to the Department of City Planning. The final landscape plan shall be in substantial conformance with the submitted Landscape Plan, Exhibit "A," and shall incorporate any modifications required as a result of this grant.
22. **Soil Depths.** Shrubs, perennials, and groundcover shall require a minimum soil depth as follows, based on height or canopy at maturity:
  - a. For heights of less than 1-foot, the minimum soil depth shall be 18-inches.
  - b. For heights ranging from 1-foot to 8-feet, the minimum soil depth shall be 24-inches.
  - c. For heights ranging from 9-feet to 15-feet, the minimum soil depth shall be 36-inches.
  - d. For heights ranging from 15-feet to 40-feet, the minimum soil depth shall be 42-inches.

Trees shall require a 42 inch minimum soil depth.

Further, the minimum amount of soil volume for tree wells on the rooftop or any above grade open spaces shall be based on the size of the tree at maturity:

- e. 220 cubic feet for trees with a canopy diameter ranging from 15 to 19 feet.
  - f. 400 cubic feet for trees with a canopy diameter ranging from 20 to 24 feet.
  - g. 620 cubic feet for trees with a canopy diameter ranging from 25 to 29 feet.
  - a. 900 cubic feet for trees with a canopy diameter ranging from 30 to 34 feet
23. **Solar and Electric Generator.** Generators used during the construction process shall be electric or solar powered. Solar generator and electric generator equipment shall be located as far away from sensitive uses as feasible. Where power poles are available, electricity from power poles and/or solar-powered generators rather than temporary diesel or gasoline generators shall be used during construction.
  24. **Solar-ready Buildings.** The Project shall comply with the Los Angeles Municipal Green Building Code, Section 99.05.211, to the satisfaction of the Department of Building and Safety.
  25. **Signage.** There shall be no off-site commercial signage on construction fencing during construction.



26. **Windows.** The project shall use “bird protection glass”, such as non-reflective darker tinted glass (i.e. “Ornilux”), specifically designed to help prevent bird strike deaths.

### **Administrative Conditions**

27. **Final Plans.** Prior to the issuance of any building permits for the project by the Department of Building and Safety, the applicant shall submit all final construction plans that are awaiting issuance of a building permit by the Department of Building and Safety for final review and approval by the Department of City Planning. All plans that are awaiting issuance of a building permit by the Department of Building and Safety shall be stamped by Department of City Planning staff “Plans Approved”. A copy of the Plans Approved, supplied by the applicant, shall be retained in the subject case file.

28. **Notations on Plans.** Plans submitted to the Department of Building and Safety, for the purpose of processing a building permit application shall include all of the Conditions of Approval herein attached as a cover sheet, and shall include any modifications or notations required herein.

29. **Approval, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, review of approval, plans, etc., as may be required by the subject conditions, shall be provided to the Department of City Planning prior to clearance of any building permits, for placement in the subject file.

30. **Code Compliance.** Use, area, height, and yard regulations of the zone classification of the subject property shall be complied with, except where granted conditions differ herein.

31. **Department of Building and Safety.** The granting of this determination by the Director of Planning does not in any way indicate full compliance with applicable provisions of the Los Angeles Municipal Code Chapter IX (Building Code). Any corrections and/or modifications to plans made subsequent to this determination by a Department of Building and Safety Plan Check Engineer that affect any part of the exterior design or appearance of the project as approved by the Director, and which are deemed necessary by the Department of Building and Safety for Building Code compliance, shall require a referral of the revised plans back to the Department of City Planning for additional review and sign-off prior to the issuance of any permit in connection with those plans.

32. **Condition Compliance.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning.

33. **Covenant.** Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded in the County Recorder’s Office. The agreement shall run with the land and shall be binding on any subsequent property owners, heirs or assign. The agreement must be submitted to the Department of City Planning for approval before being recorded. After recordation, a copy bearing the Recorder’s number and date shall be provided to the Department of City Planning for attachment to the file.

### **34. Indemnification and Reimbursement of Litigation Costs.**

Applicant shall do all of the following:

- (i) Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City’s processing and approval of this entitlement, including but not limited to, an action to attack,

challenge, set aside, void, or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions, or to claim personal property damage, including from inverse condemnation or any other constitutional claim.

- (ii) Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages, and/or settlement costs.
- (iii) Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the Applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than \$50,000. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).
- (iv) Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).
- (v) If the City determines it necessary to protect the City's interest, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.

The City shall notify the applicant within a reasonable period of time of its receipt of any action and the City shall cooperate in the defense. If the City fails to notify the applicant of any claim, action, or proceeding in a reasonable time, or if the City fails to reasonably cooperate in the defense, the applicant shall not thereafter be responsible to defend, indemnify or hold harmless the City.

The City shall have the sole right to choose its counsel, including the City Attorney's office or outside counsel. At its sole discretion, the City may participate at its own expense in the defense of any action, but such participation shall not relieve the applicant of any obligation imposed by this condition. In the event the Applicant fails to comply with this condition, in whole or in part, the City may withdraw its defense of the action, void its approval of the entitlement, or take any other action. The City retains the right to make all decisions with respect to its representations in any legal proceeding, including its inherent right to abandon or settle litigation.

For purposes of this condition, the following definitions apply:

"City" shall be defined to include the City, its agents, officers, boards, commissions, committees, employees, and volunteers.

"Action" shall be defined to include suits, proceedings (including those held under alternative dispute resolution procedures), claims, or lawsuits. Actions includes actions, as defined herein, alleging failure to comply with any federal, state or local law.

Nothing in the definitions included in this paragraph are intended to limit the rights of the City or the obligations of the Applicant otherwise created by this condition.

## FINDINGS

### DENSITY BONUS/AFFORDABLE HOUSING INCENTIVES

1. **Government Code Section 65915 and LAMC Section 12.22 A.25 state that the Commission shall approve a density bonus and requested incentive(s)/waiver(s) unless the Commission finds that:**
  - a. **The incentives do not result in identifiable and actual cost reductions to provide for affordable housing costs as defined in California Health and Safety Code Section 50052.5 or Section 50053 for rents for the affordable units.**

The record does not contain substantial evidence that would allow the City Planning Commission to make a finding that the requested incentives do not result in identifiable and actual cost reductions to provide for affordable housing costs per State Law. The California Health & Safety Code Sections 50052.5 and 50053 define formulas for calculating affordable housing costs for Very Low, Low, and Moderate Income Households. Section 50052.5 addresses owner-occupied housing and Section 50053 addresses rental households. Affordable housing costs are a calculation of residential rent or ownership pricing not to exceed 25 percent gross income based on area median income thresholds dependent on affordability levels.

The applicant proposes to construct a total of 11 dwelling units, of which two (2) dwelling units will be set aside for Very Low Income Household Occupancy for a period of 55 years. Density Bonus projects are eligible for three (3) incentives if they reserve at least 15 percent of base dwelling units for Very Low Income Households or at least 30 percent of base dwelling units for Low Income Households. The project is eligible for three (3) Density Bonus Incentives because two (2) units will be reserved for Very Low Income Households (38 percent of base dwelling units). The requests for increases in height and allowable FAR as well as a reduced front yard setback qualify as requested Incentives. The remaining requests to allow a reduction in the other front yard setback and relief from the ground floor open space requirement are Waivers of Development Standards.

**FAR:** The subject site is zoned [Q]RD1.5-1 which permits a maximum Floor Area Ratio ("FAR") of 3:1. LAMC Section 12.22 A.25 allows an FAR increase of 35 percent through an On-Menu Incentive which would allow a 4.05:1 FAR. The applicant has requested an On-Menu Incentive to allow a 3.66:1 FAR in lieu of the otherwise permitted 3:1 FAR. While the proposed project qualifies for a maximum 4.05:1 FAR, the project is providing a maximum floor area of 11,941 square feet or a 3.66:1 FAR. The proposed FAR allows an additional 2,158 square feet than would normally be permitted. As proposed, the additional FAR will allow for the construction of the affordable dwelling units. The requested incentive will allow the developer to expand the building envelope so the additional units can be constructed, provide for design efficiencies, allow fixed costs of construction to be spread over more floor area, and increase the overall space dedicated to residential uses.

<b>FAR by-right</b>	<b>Buildable Lot Area (sf)</b>	<b>Permitted Floor Area (sf)</b>
3:1	3,261	3,261 x 3.0 = <b>9,783</b>

FAR Requested	Buildable Lot Area (sf)	Proposed Floor Area (sf)	Additional Floor Area (sf)
3.66:1	3,261	11,941	11,941 – 9,783 = <b>2,158</b>

**Height:** The subject site is zoned [Q]RD1.5-1, with a Height District No. 1 that permits a maximum 45-foot building height. The applicant has requested an On-Menu Incentive for an 11-foot height increase to allow a maximum height of 56 feet. The enclosed staircases and elevator shaft are allowed to exceed the maximum building height by 20 feet in accordance with Section 12.21.1 B.3 of the LAMC. Utilization of the height incentive enables the construction of one (1) additional level, without which the project would lose at least two (2) units. The requested On-Menu Incentive facilitates the provision of two (2) Very Low Income Units by allowing one (1) additional story of residential uses that could not be constructed under the normally required 45-foot height limit.

**Front Yard Setback (Ohio Avenue):** Pursuant to LAMC Section 12.09.1 B.1, projects in the RD1.5-1 Zone must provide front yard setbacks of at least 15 feet. According to a determination by LADBS, dated May 12, 2021, the project site is considered a Through Lot and has two (2) Front Lot Lines on Wilkins Avenue and Ohio Avenue. Therefore, the project would be required to have two (2) 15-foot front yard setbacks along both streets. The applicant has requested an Off-Menu Incentive to permit a 11-foot – 7-inch front yard setback on the Ohio Avenue frontage. The project site has a unique triangular shape that makes the buildable area unusually small. As such, strict compliance with the front yard setback requirement would reduce the project's building envelope and restrict the number and range of units that could be constructed. The requested Off-Menu Incentive will allow for an expanded building envelope and design efficiencies that will facilitate the provision of additional density bonus units and help offset the cost of the two (2) required Very Low Income Units. Expanding each floorplate to accommodate requested floor area also avoids the cost of constructing an additional story to the development that would be needed to accommodate floor area and project amenities.

- b. The waiver[s] or reduction[s] of development standards relate to development standards that will not have the effect of physically precluding the construction of a development meeting the [affordable set-aside percentage] criteria of subdivision (b) at the densities or with the concessions or incentives permitted under [State Density Bonus Law]" (Government Code Section 65915(e)(1))**

A project that meets the requirements of Government Code 65915 may request other "waiver[s] or reduction[s] of development standards that will have the effect of physically precluding the construction of a development meeting the [affordable set-aside percentage] criteria of subdivision (b) at the densities or with the concessions or incentives permitted under [State Density Bonus Law]" (Government Code Section 65915(e)(1)).

Therefore, the request for the following is recommended as Waivers of Development Standards. Without the below Waivers, the existing development standards would physically preclude development of the base units, build out of the incentives, and project amenities:

**Front Yard Setback (Wilkins Avenue):** Pursuant to LAMC Section 12.09.1 B.1, projects in the RD1.5-1 Zone must provide front yard setbacks of at least 15 feet. According to a determination by LADBS, dated May 12, 2021, the project site is considered a Through Lot and has two (2) Front Lot Lines on Wilkins Avenue and Ohio Avenue. Therefore, the project would be required to have two (2) 15-foot front yard setbacks along both streets. The applicant has requested a Waiver of Development Standards to permit a 10-foot front yard setback on the Wilkins Avenue frontage. The project site has a unique triangular shape that makes the buildable area unusually small. As such, strict compliance with the front yard setback requirement would reduce the project's buildable area and restrict the number and range of units that could be constructed. The requested Waiver of Development Standards will allow for an expanded building envelope and design efficiencies that will facilitate the provision of additional density bonus units and help offset the cost of the two (2) Very Low Income Units.

**Ground Level Open Space:** Section 6.A.3 of the WMFSP states that the project's requisite amount of open space shall be located at the ground level except that one-fourth of the open space may be located above the ground level. Projects in RD Zones are required to provide a minimum of 350 square feet of open space per dwelling unit. Additionally, the WMFSP has its own open space definition that supersedes LAMC Section 12.21.G and requires that all open space be open from the ground to the sky. In contrast, LAMC Section 12.21.G allows 25 percent of open space to be indoors. The applicant is requesting a Waiver of Development Standards to permit 72 percent of open space located above ground level in lieu of the 25 percent allowed by the WMFSP. Strict adherence to this regulation would require at least 1,777 square feet of additional ground floor open space, equal to more than 50 percent of the proposed building footprint. As such, denial of the waiver would have the effect of physically precluding construction of the density bonus units. This Waiver of Development Standards will allow for an expansion of the building envelope that will facilitate the provision of additional density bonus units and help offset the cost of the two (2) Very Low Income Units.

The existing development standards would physically preclude development of the proposed density bonus units and additional floor area, as strict compliance with the front yard setback and ground floor open space regulations would require the removal of floor area that encroaches into that space and could otherwise be dedicated to the number, configuration, and livability of affordable housing units. Therefore, the requested Waivers of Development Standards are recommended for approval.

- c. **The Incentive(s) / waiver(s) will have specific adverse impact upon public health and safety or the physical environment, or on any real property that is listed in the California Register of Historical Resources and for which there is no feasible method to satisfactorily mitigate or avoid the specific adverse Impact without rendering the development unaffordable to Very Low, Low and Moderate Income households. Inconsistency with the zoning ordinance or the general plan land use designation shall not constitute a specific, adverse impact upon the public health or safety (Gov. Code 65915(d)(1)(B) and 65589.5(d)).**

There is no evidence in the record that the proposed density bonus incentive(s) or waiver(s) will have a specific adverse impact upon public health and safety or the physical environment, or on any real property that is listed in the California Register of Historical Resources. A "specific adverse impact" is defined as, "a significant, quantifiable, direct and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete" (LAMC Section 12.22 - A.25(b)).

The project does not involve a contributing structure in a designated Historic Preservation Overlay Zone or on the City of Los Angeles list of Historical-Cultural Monuments. The project is located within a Special Grading Area (BOE Basic Grid Map A-13372) and the Santa Monica Fault Zone. However, there is no substantial evidence in the record which identifies a written objective health and safety standard that has been exceeded or violated. Based on the above, there is no substantial evidence in the record that the project's proposed incentives or waivers will have a specific adverse impact on the physical environment, on public health and safety, or on property listed in the California Register of Historic Resources.

**d. The incentive(s) are contrary to state or federal laws.**

There is no evidence in the record that the proposed incentives are contrary to state or federal law.

### **CONDITIONAL USE FINDINGS**

**2. The project will enhance the built environment in the surrounding neighborhood or will perform a function or provide a service that is essential or beneficial to the community, city, or region.**

The project will provide an essential service to the community, city, and region through the provision of mixed income housing units, including two (2) new Very Low Income Units. The project site is located within the [Q]RD1.5-1 Zone, which is limited to a density of one (1) dwelling unit per 1,500 square feet of lot area. As such, the 6,774 square-foot site has a base density of five (5) units.

The Density Bonus Ordinance permits a density bonus of up to 35 percent in exchange for setting aside 11 percent of the five (5) base density units for Very Low Income Households. The State Density Bonus Law (Government Code Section 65915(n)) allows a city to grant a density bonus greater than 35 percent for a development, if permitted by a local ordinance. The City adopted the Value Capture Ordinance (Ordinance No. 185,373), codified in LAMC Section 12.24 U.26, to permit a density increase greater than 35 percent with the approval of a Conditional Use. In exchange for the increased density, the Value Capture Ordinance requires projects to set aside one (1) additional percent of base density units above the 11 percent for Very Low Income Households for every additional 2.5 percent density increase above the 35 percent. A density increase of 102.5 percent may be granted if a project sets aside 38 percent of base density units for Very Low Income Households.

For the subject property, a 35 percent by-right density bonus would allow for seven (7) units (equal to an increase of two (2) units beyond the 5-unit base density) to be constructed on the project site. In order to qualify for the 35 percent by-right density bonus, the project would be required to set aside 11 percent of the base density, or one (1) unit, for Very Low Income Households. The applicant requests an additional 67.5 percent density bonus through a Conditional Use to allow a total of 11 dwelling units. This is an increase beyond what would otherwise be permitted with the by-right 35 percent density bonus. As such, the project must set aside at least 38 percent of the base density, or two (2) Very Low Income units, to obtain the requested 102.5 percent density bonus. As previously noted, the project is providing two (2) Very Low Income Units. Therefore, the project satisfies the minimum percentage of base density restricted to Very Low Income Households to be eligible for a 102.5 percent density increase.

According to the 2021-2029 Housing Element of the City of Los Angeles, pages 99-100, the City's Regional Housing Needs Assessment allocation for Very Low Income Households is 57,989 units over the 6<sup>th</sup> Housing Element Cycle. Between 2014 and 2020, the City permitted a total of 7,012 Very Low Income Units. Additionally, more than 75% of Very Low Income Renters in the City are cost burdened, meaning that housing costs account for more than 30 percent of their income (p.90 of Housing Element). In 2019, Los Angeles had a higher percentage of cost burdened renter households than any other major American city (p.88 of Housing Element). Therefore, the increased intensity of the proposed development will be offset by the provision of two (2) new Very Low Income Units required by the City's Density Bonus policy.

Additionally, the project is located approximately 3,047 feet from UCLA's campus. The project site and the properties in the surrounding area are predominately developed with multi-family residential uses ranging from one (1) to five (5) stories in height. Students, who are low income by nature of their studies, account for many residents in the surrounding area. The project will replace a vacant single-family dwelling with a new 11-unit multi-family dwelling, resulting in a net increase of 10 units to the city's housing stock without displacing any households or removing rent-controlled units. Therefore, the proposed project would provide a service that is essential and beneficial to the community, city, and region.

**3. The project's location, size, height, operations, and other significant features will be compatible with and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare, and safety.**

The proposed project is the construction of a new 5-story, 56-foot-tall residential building comprised of 11 dwelling units (including two (2) Very Low Income Units). The project will have a floor area of approximately 11,941 square feet with a corresponding FAR of 3.66:1. Seven (7) vehicular parking spaces and 12 long-term bicycle parking spaces will be provided in one (1) subterranean level accessed via a two-way driveway on Ohio Avenue. One (1) short-term bicycle parking space will be provided at ground level. The project will also involve the grading and export of approximately 3,200 cubic yards of soil. There are no protected trees on the subject site or associated public right-of-way according to a Tree Report prepared by The Tree Resource, dated August 17, 2023. There are two (2) non-protected trees on the project site proposed for removal and five (5) non-protected street trees in the public right-of-way that will be maintained. Three (3) new street trees in the public right-of-way are also proposed. The site is currently improved with a vacant single-family dwelling proposed for demolition.

The subject site is in an urbanized area near the UCLA campus, Ronald Reagan UCLA Medical Center, and the West Los Angeles VA Medical Center. It is also located within ½ mile of a Major Transit Stop located at the intersection of Westwood & Wilshire Boulevard, served by the future Los Angeles County Metropolitan Transit Authority ("Metro") Purple (D) Line station, Santa Monica's Big Blue Bus, and the Los Angeles Department of Transportation (LADOT).

The subject site is in an urbanized area near the University of California - Los Angeles (UCLA) campus, Ronald Reagan UCLA Medical Center, and the West Los Angeles VA Medical Center. Surrounding properties along this block of Wilkins and Ohio Avenue (bounded by Selby Avenue to the east and Malcolm Avenue to the west) are also zoned [Q]RD1.5-1 and improved with multi-family dwellings ranging from one (1) to four (4) stories in height. The directly abutting properties to the west along Wilkins and Ohio Avenue are improved with two-story multi-family dwellings. The properties to the north are zoned [Q]RD1.5-1, R1-1-O, [Q]R3-1-O, and [Q]R5-3-O. These properties are improved with single & multi-family dwellings

ranging from one (1) to three (3) stories in height as well as a mixed-use corridor along Wilshire Boulevard improved with high-rise residential and commercial structures. The properties to the east are zoned [Q]RD1.5-1 and R1-1-O and improved with single & multi-family dwellings ranging from one (1) to three (3) stories in height. The properties to the south are zoned [Q]RD1.5-1-O, R1-1, and [Q]PF-1XL-O and improved with educational and religious uses, including St. Paul the Apostle Church (a Historic/Cultural Landmark), St. Paul the Apostle School, Ralph Waldo Emerson Community Charter School, and the Los Angeles California Mormon Temple complex. Properties to the south are also improved with multi-family residential uses ranging from one (1) to five (5) stories in height. The properties to the west are zoned [Q]RD1.5-1, R1-1, and C4-1VL-POD. These properties are improved with single & multi-family dwellings as well as commercial structures along Westwood Boulevard that range from one (1) to three (3) stories in height.

The subject site is zoned [Q]RD1.5-1, with a Height District No. 1 that permits a maximum FAR of 3:1 and a maximum height of 45 feet. LAMC Section 12.22 A.25 permits 35 percent FAR increase (4.05:1 FAR) and a 11-foot height increase through On-Menu Incentives. The applicant has requested an On-Menu Incentives for a 3.66:1 FAR and a maximum building height of 56 feet. While the proposed project qualifies for a maximum 4.05:1 FAR, the project is providing a maximum floor area of 11,941 square feet or a 3.66:1 FAR. The proposed FAR allows an additional 2,506 square feet. While the project's floor area and height are larger than some of the existing multi-family dwellings in the vicinity, the proposed 3.66:1 FAR is less than the maximum of 4.05:1 FAR allowed through the Density Bonus Ordinance.

Moreover, the project has incorporated design features that reduce its massing, provide visual interest, and add both natural light and open-air circulation. The ground floor features a two-story entryway to the residential lobby that engages pedestrians along Wilkins Avenue. The ground level also utilizes an oatmeal colored cement plaster for the facade, which differentiates it from the upper levels in both material type and color. The required yards at ground level will also feature extensive landscaping, including 15 trees that will create a pleasing transition from the sidewalk to the façade. The building envelope is also well-articulated with a series of private balconies, landscaped roof terraces, recessed windows, and height transitions. The third and fifth level along the northwestern façade feature landscaped roof terraces that are recessed a maximum of 18 feet – 2 inches and 13 feet – 9 inches respectively from the level below.

The project will also move the existing driveway from Wilkins Avenue to reduce potential conflicts with the driveway at the abutting property (10764 Wilkins Ave), which is directly adjacent to the current driveway. The new two-way driveway will be located on Ohio Avenue more than 100 feet from the closest driveway and will be the minimum possible width to reduce potential conflicts with pedestrians. The proposed driveway will also be located as far as possible (92 feet) from the Ohio Avenue crosswalk on the western side of the intersection and the garage security gate will be 22 feet from the property line, in excess of the 20-foot minimum. According to the City of Los Angeles Vehicle Miles Traveled (VMT) Calculator Version 1.4 and the LADOT Transportation Assessment Referral Form, dated September 5, 2023, the proposed 11-unit multi-family dwelling with seven (7) onsite vehicular parking spaces is expected to generate 39 daily vehicle trips, well below the minimum 250 daily vehicle trips that would require an additional traffic study.

The project will also improve driver and pedestrian safety at the corner of Wilkins and Ohio Avenue. According to ZIMAS, the existing property line at the corner is 16 feet from the street. The Bureau of Engineering will require a 17-foot dedication at the corner of Wilkins and Ohio Avenue as part of the project. Moreover, the proposed structure will be located 18 feet from this new property line, in excess of the required 15-foot front yard setback. The land dedication



will more than double the size of the landing area at the corner for pedestrians while also improving visibility for drivers turning from Ohio to Wilkins Avenue or vice versa.

Nevertheless, the applicant has also revised the driveway plans to provide additional pedestrian safety measures in response to community feedback. As shown on Sheet A-03.1 of Exhibit A, convex mirrors will be installed at both points where the driveway meets the sidewalk. This will improve visibility for both pedestrians and residents accessing the garage by giving them a wider area of view. They will also flare out the driveway width from 12 to 14 feet near the sidewalk and reduce the height of the adjacent planter to 12 inches. These measures will further improve visibility for drivers departing the garage and turning left toward the intersection as well as pedestrians heading west on the sidewalk.

Given the site's proximity to public transit and many surrounding uses, including UCLA, the project's location, size, height, operations, and other significant features will be compatible with and will not adversely affect adjacent properties, the surrounding neighborhood, or the public health, welfare, and safety.

Therefore, as described above, the project will provide amenities and features that will enhance the surrounding neighborhood rather than further degrade or adversely affect other properties.

**4. The project substantially conforms with the purpose, intent and provisions of the General Plan, the applicable community plan, and any applicable specific plan.**

The Los Angeles General Plan sets forth goals, objectives and programs that guide both Citywide and community specific land use policies. The General Plan is comprised of a range of State-mandated elements, including, Land Use, Transportation, Noise, Safety, Housing and Conservation. The City's Land Use Element is divided into 35 community plans that establish parameters for land use decisions within those sub-areas of the City.

The General Plan is a long-range document determining how a community will grow, reflecting community priorities and values while shaping the future. Policies and programs set forth in the General Plan are subjective in nature, as the General Plan serves as a constitution for development and foundation for land use decisions. The project substantially conforms with the following purposes and objectives of the General Plan Elements: Framework Element, Land Use Element (Westwood Community Plan), Housing Element, and Mobility Element.

The project site is located within the Westwood Community Plan, Westwood Community Multi-Family Specific Plan (WMFSP), Westwood Community Design Review Board Specific Plan, and the West Los Angeles Transportation Improvement and Mitigation Specific Plan. The subject site has a Low Medium II Residential land use designation, with corresponding zones of RD1.5-1, RD2, RW2, and RZ2.5. The site is zoned [Q]RD1.5-1, consistent with the land use designation. The RD1.5 Zone allows for one dwelling unit per 1,500 square feet of lot area. The project site is also in Height District 1 which permits a floor area of three times the Buildable Area (FAR 3:1) and a maximum building height of 45 feet in the RD1.5 Zone. The Q condition on the project site, enacted through Ordinance No. 163,187, requires that all projects with two (2) or more units be subject to review by the Westwood Community Design Review Board.

Framework Element

The General Plan designates the subject site for Low Medium II Residential land uses, with corresponding zones of RD1.5-1, RD2, RW2, and RZ2.5. The property is zoned [Q]RD1.5-1, consistent with the land use designation.

The proposed project conforms with the following goals, objectives, and policies of the Framework Element:

**Objective 3.1:** *Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors.*

**Policy 3.2.3:** *Provide for the development of land use patterns that emphasize pedestrian/bicycle access and use in appropriate locations.*

**Objective 3.7:** *Provide for the stability and enhancement of multi-family residential neighborhoods and allow for growth in areas where there is sufficient public infrastructure and services and the residents' quality of life can be maintained or improved.*

**Objective 4.2:** *Encourage the location of new multi-family housing development to occur in proximity to transit stations, along some transit corridors, and within some high activity areas with adequate transitions and buffers between higher density developments and surrounding lower density residential neighborhoods.*

**Policy 4.2.1:** *Offer incentives to include housing for very low and low-income households in mixed-use developments.*

**Objective 7.9:** *Ensure that the available range of housing opportunities is sufficient, in terms of location, concentration, type, size, price/rent/range, access to local services and access to transportation, to accommodate future population growth and enable a reasonable portion of the City's work force to both live and work in the City.*

**Policy 7.9.1:** *Promote the provision of affordable housing through means which require minimal subsidy levels and which, therefore, are less detrimental to the City's fiscal structure.*

The project involves the construction of a 11-unit, five-story multi-family dwelling on a site located approximately 2,500 feet from the future Metro D (Purple) Line station at the corner of Wilshire & Westwood Boulevard. The development will emphasize pedestrian/bicycle access by limiting onsite automobile parking to seven (7) spaces while also providing 12 long-term bicycle parking spaces. Moreover, the site is located within walking distance from UCLA, Ronald Reagan UCLA Medical Center, the West Los Angeles VA Medical Center, major commercial corridors along Westwood Boulevard and Westwood Village, and a variety of other employment and commercial uses.

The project is also located in an area with sufficient public infrastructure and services because the proposed multi-family residential building will be on a previously developed site that was served by all required utilities and public services and is consistent with the General Plan. The project site is served by the Los Angeles Police Department and Los Angeles Fire Department, Los Angeles Unified School District, and other public services. Additionally, the site is currently served by the Los Angeles Department of Water and Power, the Southern California Gas Company, and the Bureau of Sanitation. As such, the site can be adequately served by all required utilities and public services.

Finally, the project is requesting Density Bonus Incentives and Waivers of Development Standards in exchange for the provision of two (2) Very Low Income Units for 55 years. These Very Low Income Units will not require any public subsidy.

As such, the proposed project is consistent with the General Plan Framework.

#### Land Use Element – Westwood Community Plan

The proposed project aligns with the intent of the Westwood Community Plan including the following:

**Goal 1:** *A safe, secure, and high quality residential environment for all economic, age, and ethnic segments of the community.*

**Objective 1-1:** *To provide for the preservation of existing housing and for the development of new housing to meet the diverse economic and physical needs for the existing residents and projected population of the Plan area to the year 2010.*

**Policy 1-1.2:** *Protect the quality of residential environment and promote the maintenance and enhancement of the visual and aesthetic environment of the community.*

**Policy 1-1.3:** *Provide for adequate multi-family residential development.*

**Policy 1-2.1:** *Locate higher density residential within designated multiple family areas and near commercial centers and major bus routes where public service facilities and infrastructure will support this development.*

**Objective 1-3:** *To preserve and enhance the varied and distinct residential character and integrity of existing residential neighborhoods.*

**Objective 1-4:** *To promote the adequacy and affordability of multiple-family housing and increase its accessibility to more segments of the population.*

**Policy 1-4.1:** *Promote greater individual choice in type, quality, price, and location of housing, including student housing within one mile of the UCLA campus.*

**Policy 1-4.2:** *Ensure that new housing opportunities minimize displacement of residents.*

The proposed project meets the above goals, policies, and objectives by providing multi-family dwelling units in a new, safe, and secure building. The proposed project is located within a neighborhood designated for Low Medium II Residential Land Uses, which includes multi-family residential uses, and is well served by facilities and necessary infrastructure. The project site is located approximately 3,078 feet from the UCLA campus and will result in a net increase of 10 dwelling units, including two (2) Very Low Income Units. The site is located in a Transit Priority Area (TPA) and within a ½ mile of the future Los Angeles Metropolitan Transportation Authority Purple (D) Line station at the corner of Wilshire & Westwood Boulevards, along with multiple local and rapid bus stops that encourage alternative modes of transportation. Finally, the project will not displace any existing residents as the site is currently improved with a vacant single-family dwelling.

#### Housing Element 2021-2029

The proposed project also conforms with the applicable goals, objectives, and policies of the Housing Element, including:

**Goal 1:** *A City where housing production results in an ample supply of housing to create more equitable and affordable options that meet existing and projected needs.*

**Objective 1.2:** *Facilitate the production of housing, especially projects that include Affordable Housing and/or meet Citywide Housing Priorities.*

**Objective 1.3:** *Promote a more equitable distribution of affordable housing opportunities throughout the city, with a focus on increasing Affordable Housing in Higher Opportunity Areas and in ways that further Citywide Housing Priorities.*

**Policy 1.3.2:** *Prioritize the development of new Affordable Housing in all communities, particularly those that currently have fewer Affordable units.*

**Goal 3:** *A City in which housing creates healthy, livable, sustainable, and resilient communities that improve the lives of all Angelenos.*

**Objective 3.2:** *Promote environmentally sustainable buildings and land use patterns that support a mix of uses, housing for various income levels and provide access to jobs, amenities, services, and transportation options.*

**Policy 3.2.2:** *Promote new multi-family housing, particularly Affordable and mixed income housing, in areas near transit, jobs, and Higher Opportunity Areas, in order to facilitate a better jobs-housing balance, help shorten commutes, and reduce greenhouse gas emissions.*

The proposed project will result in a net increase of 10 new dwelling units to the City's housing stock and conforms with the applicable provisions of the Housing Element. The applicant has requested deviations from code requirements through the Density Bonus program for increased FAR, height, as well as reduced yard setbacks and ground level open space in exchange for the two (2) Very Low Income Units. Pursuant to Density Bonus and Value Capture Ordinance requirements, 38 percent (2 units) of the base units, will be set aside for Very Low Income Households. Additionally, this mixed-income development will be located in a Higher Opportunity Area as defined in the Housing Element that is also near public transit options and a variety of retail, commercial, entertainment, recreational, educational and employment opportunities. The project is also in a community that currently has fewer affordable units. According to the Department of City Planning's Housing Progress Dashboard, 69 affordable units were approved in the Westwood Community Plan Area between 2015 – 2022. The citywide average over the same period was 669 affordable units per Plan Area.

#### Mobility Plan 2035

The proposed project also conforms with the following additional policies of the Mobility Plan, including:

**Policy 3.1:** *Access for All: Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes - including goods movement – as integral components of the City's transportation system.*

**Policy 3.3:** *Land Use Access and Mix: Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.*

The project is a pedestrian oriented development that provides affordable and market-rate units and is located 2,500 feet from the future Metro D (Purple) Line Station and several other public transit options. The site is also within walking distance from commercial corridors on Westwood Boulevard and Westwood Village as well as UCLA and a variety of other employment opportunities. The project will promote multi-modal transportation by limiting onsite vehicular parking to seven (7) spaces and providing 12 long term bicycle parking spaces.

#### Westwood Community Multi-Family Specific Plan

The Westwood Community Multi-Family Specific Plan (WMFSP) was adopted by the Los Angeles City Council and became effective on March 5, 1988, under Ordinance No. 163,203. The subject site is located within this Specific Plan which contains regulations on land use, density, height, parking, open space, landscaping, and design review procedures. Therefore, the project is subject to a Project Permit Compliance Review and has been conditioned for compliance prior to the issuance of building permits.

Therefore, the proposed project is consistent with the purposes, intent and provisions of the General Plan, Westwood Community Plan, Housing Element, Mobility Plan, and WMFSP by meeting several of its goals, objectives, and policies. Specifically, the project would provide housing to accommodate necessary residential growth as well as a mix of apartment sizes and affordability levels through the inclusion of two (2) Very Low Income Units.

#### **5. The project is consistent with and implements the affordable housing provisions of the Housing Element of the General Plan**

The City's Housing Element for 2021-2029 was adopted by the City Council on November 24, 2021. The Housing Element is the City's blueprint for meeting housing and growth challenges. It identifies the City's housing conditions and needs, reiterates goals, objectives, and policies that are the foundation of the City's housing and growth strategy, and provides the array of programs the City has committed to implement to create sustainable, mixed-income neighborhoods across the City.

As provided under Finding No. 4, the proposed Project would be in conformance with the following goals, objectives, and policies of the Housing Element as described below:

***Goal 1:*** A City where housing production results in an ample supply of housing to create more equitable and affordable options that meet existing and projected needs.

***Objective 1.2:*** Facilitate the production of housing, especially projects that include Affordable Housing and/or meet Citywide Housing Priorities.

***Objective 1.3:*** Promote a more equitable distribution of affordable housing opportunities throughout the city, with a focus on increasing Affordable Housing in Higher Opportunity Areas and in ways that further Citywide Housing Priorities.

***Policy 1.3.2:*** Prioritize the development of new Affordable Housing in all communities, particularly those that currently have fewer Affordable units.

***Goal 3:*** A City in which housing creates healthy, livable, sustainable, and resilient communities that improve the lives of all Angelenos.

**Objective 3.2:** *Promote environmentally sustainable buildings and land use patterns that support a mix of uses, housing for various income levels and provide access to jobs, amenities, services, and transportation options.*

**Policy 3.2.2:** *Promote new multi-family housing, particularly Affordable and mixed income housing, in areas near transit, jobs, and Higher Opportunity Areas, in order to facilitate a better jobs-housing balance, help shorten commutes, and reduce greenhouse gas emissions.*

The project will implement the affordable housing provisions of the Housing Element by providing two (2) Low Income Units in a “Higher Opportunity Area” as defined in the Housing Element. Additionally, this mixed-income development will be located near public transit options and a variety of retail, commercial, entertainment, recreational, educational, and employment opportunities. The development is also in a community that currently has fewer affordable units. According to the Department of City Planning’s Housing Progress Dashboard, 69 affordable units were approved in the Westwood Community Plan Area between 2015 – 2022. The citywide average over the same period was 669 affordable units per Plan Area.

**6. The project contains the requisite number of Restricted Affordable Units, based on the number of units permitted by the maximum allowable density on the date of application, as follows:**

- A. 11% Very Low Income Units for a 35% density increase; or**
- B. 20% Low Income Units for a 35% density increase; or**
- C. 40% Moderate Income Units for a 35% density increase in for-sale projects.**

**The project may then be granted additional density increases beyond 35% by providing additional affordable housing units in the following manner:**

- D. For every additional 1% set aside of Very Low Income Units, the project is granted an additional 2.5% density increase; or**
- E. For every additional 1% set aside of Low Income Units, the project is granted an additional 1.5% density increase; or**
- F. For every additional 1% set aside of Moderate Income Units in for-sale projects, the project is granted an additional 1% density increase; or**
- G. In calculating the density increase and Restricted Affordable Units, each component of any density calculation, including base density and bonus density, resulting in fractional units shall be separately rounded up to the next whole number.**

The project site is zoned [Q]R1.5-1, which permits a base density of five (5) dwelling units on the subject property. The Density Bonus Ordinance permits a density bonus of up to 35 percent in exchange for setting aside 11 percent of the five (5) base density units for Very Low Income Households. The project is permitted additional density increase beyond 35 percent by setting aside one (1) additional percent of base density units above the 11 percent for Very Low Income Households for every additional 2.5 percent density increase above the 35 percent. Below is a table showing the requisite percentage of affordable housing units for Very Low Income Households based on the percentage of density increase.

Percentage of Base Density to be Restricted to Very Low Income Households	Percentage of Density Increase Granted
11	35
12	37.5
13	40
14	42.5
15	45
16	47.5
17	50
18	52.5
19	55
20	57.5
21	60
22	62.5
23	65
24	67.5
25	70
26	72.5
27	75
28	77.5
29	80
30	82.5
31	85
32	87.5
33	90
34	92.5
35	95
36	97.5
37	100
<b>38</b>	<b>102.5</b>

The applicant also requests a Conditional Use for a density increase in excess of 35 percent pursuant to LAMC Section 12.24 U.26, to allow a 102.5 percent increase in density for a total of 11 dwelling units in lieu of five (5) dwelling units as otherwise permitted in the [Q]RD1.5-1 Zone. As provided in the table above, the applicant is required to set aside at least 38 percent, or two (2) units, of five (5) base density units for the 102.5 percent density increase. The applicant is setting aside two (2) units that will be restricted to Very Low Income Households for a period of 55 years. As such, the project satisfies the minimum percentage of base density to be restricted to Very Low Income Households to be eligible for a 102.5 percent density increase.

**7. The project meets any applicable dwelling unit replacement requirements of California Government Code Section 65915(c)(3).**

On October 9, 2019, the Governor signed into law the Housing Crisis Act of 2019 (SB 330). The Housing Crisis Act was further amended and extended by Senate Bill 8, effective January

1, 2022. SB 330/SB 8 creates new state laws regarding the production, preservation and planning for housing, and establishes a statewide housing emergency until January 1, 2034. During the duration of the statewide housing emergency, SB 330/SB 8, among other things, creates new housing replacement requirements for Housing Development Projects by prohibiting the approval of any proposed housing development project on a site that will require the demolition of existing residential dwelling units or occupied or vacant "Protected Units" unless the proposed housing development project replaces those units. Pursuant to the Determination made by Los Angeles Housing Department (LAHD), dated July 18, 2023, one (1) unit needs to be replaced with equivalent type, with one (1) unit restricted to Very Low Income Households. The LAHD housing replacement requirements are satisfied by the two (2) Very Low Income Units provided through this Density Bonus Affordable Housing Incentive Program.

8. **The project's Restricted Affordable Units are subject to a recorded affordability restriction of 55 years from the issuance of the Certificate of Occupancy, recorded in a covenant acceptable to the Housing and Community Investment Department, and subject to fees as set forth in Section 19.14 of the Los Angeles Municipal Code.**

The applicant proposes to set aside two (2) Deed Restricted Affordable Units. Per the Conditions of Approval, the applicant is required to execute a covenant to the satisfaction of LAHD to make two (2) Deed Restricted Affordable Units available to Very Low Income Households for rental as determined to be affordable to such households by LAHD for a period of 55 years. The applicant is required to present a copy of the recorded covenant to the Department of City Planning and the proposed project shall comply with any monitoring requirements established by LAHD. Therefore, as conditioned, the project satisfies this finding in regard to subjected restricted affordable units to recorded affordability per LAHD and is subject to fees as set forth in Section 19.14 of the LAMC.

9. **The project addresses the policies and standards contained in the City Planning Commission's Affordable Housing Incentives Guidelines.**

The City Planning Commission approved the Affordable Housing Incentives Guidelines (CPC-2005-1101-CA) on June 9, 2005. The Guidelines were subsequently approved by City Council (CF 05-1345) on February 20, 2008, as a component of the City of Los Angeles Density Bonus Ordinance. The Guidelines describe the density bonus provisions and qualifying criteria, incentives available, design standards, and the procedures through which projects may apply for a density bonus and incentives. LAHD utilizes these Guidelines in the preparation of Housing Covenants for Affordable Housing Projects. On April 9, 2010, the City Council adopted updates to the City's Density Bonus Ordinance (CF 05-1345-S1, Ordinance No. 181,142). However, at that time, the Affordable Housing Incentives Guidelines were not updated to reflect changes to the City's Density Bonus Ordinance or more recent changes in State Density Bonus Law located in the Government Code. Therefore, where there is a conflict between the Guidelines and current laws, the current law prevails. Additionally, many of the policies and standards contained in the Guidelines, including design and location of affordable units to be comparable to the market-rate units, equal distribution of amenities, monitoring requirements, and affordability levels, are covered by the State Density Bonus Laws.

The project requests a 102.5 percent density increase above the five (5) base density units to permit a total of 11 dwelling units. The project will set aside two (2) units for Very Low Income Households. As such, the project is consistent with the State Density Bonus Law and the local Density Bonus Ordinance, which the Affordable Housing Incentives Guidelines implement. Therefore, the project complies with the City Planning Commission's Affordable Housing Incentives Guidelines.



## **DESIGN REVIEW FINDINGS**

### **10. A recommendation was not made by the Westwood Community Design Review Board, pursuant to Los Angeles Municipal Code Section 16.50.**

The project was presented to the Design Review Board for final review at public hearings on November 15, 2023, and March 20, 2024. The project's design was first presented to the Westwood DRB for Final Review on November 15, 2023. This meeting also included a joint public hearing held by the Hearing Officer. At the meeting, the applicant's representative (Daniel Ahadian) and architect (Pouya Payan) gave an overview of the project and key design elements. Most DRB members praised the project's design but raised concerns about compatibility with the surrounding neighborhood as well as St. Paul the Apostle Church, a Historic/Cultural Monument. Some members thought the design would be more appropriate in a commercial corridor than a residential neighborhood and did not like the exterior strip lighting and glass guardrails on some of the balconies. Concerns about the window size & locations, upward facing lighting, and benches in the front yards were also raised. The applicant's team agreed to redesign the project in response to these concerns and return for a Second Final Review.

The project was presented to the Westwood DRB for Second Final Review on March 20, 2024, before a quorum of four (4) DRB members. At the meeting, the applicant's representative (Daniel Ahadian) and architect (Pouya Payan) gave an overview of the specific design changes made in response to feedback from the previous meeting. On the facade, they changed the originally proposed black corrugated metal to Spanish Walnut wood composite siding. The lighter color of the new material was intended to be more consistent with the nearby Mediterranean Revival buildings. Additionally, the balcony strip lighting was replaced with wall sconces and the glass balcony guardrails were changed to steel picket railings. They also reduced the window sizes and made revised the locations to be symmetrical rather than scattered in the previous design. Finally, they removed the front yard benches. Although outside the DRB's purview, the applicant's representative also noted revisions to the driveway design to enhance pedestrian safety in response to concerns raised at the previous hearing.

The DRB members acknowledged the effort made by the applicant to address their concerns and the thoroughness of their presentation. While they agreed the design had improved from the previous version, most of the DRB members in attendance remained concerned that the design was not compatible with the neighborhood context or appropriate for the site given its proximity to St. Paul the Apostle Church. Some DRB members were also concerned about the massing of the building and the color of the new façade material. After extensive discussion with the applicant's team and deliberation, the DRB was unable to reach consensus on a recommendation and the Applicant did not agree to an extension of time. Therefore, pursuant to LAMC Section 16.50 E.3(c) the DRB failed to act on the proposed project and did not provide a recommendation to the City Planning Commission.

## **PROJECT PERMIT COMPLIANCE REVIEW FINDINGS**

### **11. The project substantially complies with the applicable regulations, findings, standards, and provisions of the specific plan.**

- a. *Section 5.A Building Height.* This section of the WMFSP limits building height when a project immediately abuts an R1 zone and is not applicable to the project. The project site does not immediately abut an R1 zone. Immediately abutting properties are zoned [Q]RD1.5-1.

- b. Section 5.B *Parking Standards* requires 2.25 parking spaces per unit with four habitable rooms or less and 3.25 parking spaces per unit with more than four habitable rooms. Of the parking spaces required, guest parking shall be provided at a ratio of 0.25 space for every dwelling unit. However, on September 22, 2022, the Governor signed Assembly Bill (AB) 2097, which added Government Code Section (§) 65863.2. AB 2097 prohibits a public agency from imposing or enforcing any minimum automobile parking requirement on any residential, commercial, or other development project that is within one-half mile of a Major Transit Stop, with minor exceptions. A development project, for purposes of this bill, includes any project requiring a discretionary entitlement or building permit to allow the construction, reconstruction, alteration, addition, or change of use of a structure or land. Consistent with AB 2097, the project is a development project within one-half mile of a Major Transit Stop and is therefore not subject to a minimum automobile parking requirement.
- c. Section 6.A.1 *Open Space* requires 350 square feet of open space per unit for RD Zones. The WMFSP would therefore require 3,850 square feet of open space for a 11-unit multi-family dwelling in the [Q]RD1.5-1 Zone. As shown in Exhibit A, the project will provide 3,914 square feet of open space in conformance with Section 6.A.1 of the WMFSP.
- d. Section 6.A.2 *Open Space* is not applicable because the project does not include any guest rooms.
- e. Section 6.A.3 *Open Space* requires that 75 percent of required open space be located at ground level and 50 percent of required open space be landscaped. The applicant has requested a Waiver of Development Standards to allow 72 percent of required open space (2,739 square feet) located above the ground level pursuant to LAMC Section 12.25 and State Density Bonus law, which supersede the WMFSP. As discussed in Finding No. 1, the project qualifies for the subject Waiver. However, the project does comply with the minimum landscaping requirement. As shown in Exhibit A, 59 percent (2,292 square feet) of open space will be landscaped in conformance with the WMFSP's minimum landscape requirement for open space areas.
- f. Section 6.A.4 *Open Space* allows projects with stories above the first habitable level that are setback at least 10 feet from the level below to count these setback areas towards the open space requirement if 40 percent of the setback area is landscaped. As shown in Exhibit A, the proposed third and fifth level are setback a maximum of 18 feet – 2 inches and 13 feet – 9 inches respectively from the level below. Both setback areas count toward required open space because 41 percent of each setback area is landscaped. As such, the project is in conformance with Section 6.A.4 of the WMFSP.
- g. Section 6.A.5 *Open Space* of the Specific Plan requires that paved areas consist of stamped concrete, tile and/or brick pavers. As shown on Exhibit A, the project's paved areas will consist of Concrete and Tile Pavers in conformance with Section 6.A.5 of the WMFSP.
- h. Section 6.A.6 *Open Space* allows 50 percent of the required front and rear yard areas to be included as open space provided those yard areas are landscaped. Pursuant to a determination by the Los Angeles Department of Building and Safety (LADBS), dated May 12, 2021, the lot lines fronting Wilkins and Ohio Avenue are considered Front Lot Lines. Therefore, the project site has two (2) front yard areas. As shown in Exhibit A, the proposed front yards along Wilkins and Ohio Avenue have a combined area of 2,223 square feet, of which 1,263 square feet (56 percent) is landscaped.

- Consequently, 50 percent of the required front yard areas (1,111 square feet) may be counted toward the open space requirement in conformance with Section 6.A.6 of the WMFSP.
- i. Section 6.B *Walkways* requires that any project built on one or more lots with a width of 150 feet or more shall have a walkway which is a minimum of 10 feet in width for every 50 feet of lot width. As shown in Exhibit A, the project site has a maximum width of 109 feet. Therefore, Section 6.B of the Specific Plan is not applicable.
  - j. Section 6.C. *Building Setbacks* is not applicable because the subject site is not directly across the street and within 200 feet of an R1 zone.
  - k. Section 6.D *Garage* of the WMFSP permits only one level of parking garage above the natural existing grade, up to a maximum of 7-feet in height measured to the floor elevation of the level immediately above the parking garage. As shown in Exhibit A, the proposed garage will be in one (1) subterranean level. Therefore, Section 6.D of the WMFSP is not applicable.
  - l. Section 6.E.1 *Yard Requirements* requires that a minimum of fifty percent of the required front, rear, and side yards be landscaped. As depicted in Exhibit A, the proposed front yards (2,223 square feet) will feature 1,263 square feet of landscaping, which is 56 percent of their total area. The 321 square-foot south westerly side yard proposes 161 square feet (51 percent) of landscaping and the 358 square-foot westerly side yard proposes 180 square feet (51 percent) of landscaping. As such, the project is in conformance with Section 6.E.1 of the WMFSP.
  - m. Sections 6.E.2 *Yard Requirements* mandates a 20-foot rear yard for any projects immediately abutting a R1 or more restrictive zone along the rear property line. Section 6.E.2 of the WMFSP is not applicable because the project site does not have any rear property lines, pursuant to a determination by LADBS, dated May 12, 2021. Moreover, the immediately abutting properties are also zoned [Q]RD1.5-1. Therefore, Section 6.E.2 of the WMFSP is not applicable.
  - n. Sections 6.E.3 *Yard Requirements* mandates a 10-foot side yard for any projects that immediately abutting a R1 or more restrictive zone along the side property lines. Section 6.E.3 of the WMFSP is not applicable because the abutting properties along the side property lines are zoned [Q]RD1.5-1.
  - o. Section 6.F *Buffer* is not applicable because the subject site does not immediately abut an R1 zone. Immediately abutting properties are zoned [Q]RD1.5-1.
  - p. Section 6.G *Screening* requires that structures on the roof be fully screened from view from adjacent properties, as seen from the grade. As depicted on Sheet A-05.6 of Exhibit A, mechanical equipment on the roof is setback from the edges of the property and screened from view in conformance with Section 6.G of the WMFSP.
  - q. Section 7.A. *Landscape Standards* requires that a Landscape Plan be prepared by a licensed architect or landscape architect and submitted to the Westwood Community Design Review Board (DRB) for review. In addition, the Landscape Plan is required to illustrate details of the plants and plant material (i.e., names, size at maturity, locations, planting schedule, irrigation plan) and must include a variety of plant materials. As depicted in Exhibit A, the Landscape Plan has been prepared by a landscape architect and includes: an irrigation plan; a variety of plant material, including grass and other ground cover, shrubs, and trees; and, clear identification of plant material locations,

and size at maturity. The Landscape Plans were reviewed by the Westwood DRB at public hearings on November 15, 2023, and March 20, 2024. The DRB had positive feedback regarding the location and amount of proposed landscaping. However, as discussed in Finding No. 10, the DRB was unable to reach consensus on a recommendation and the Applicant did not agree to an extension of time following extensive discussion with the applicant's team and deliberation. Therefore, pursuant to LAMC Section 16.50 E.3(c) the DRB failed to act on the proposed project and did not provide a recommendation to the City Planning Commission. LAMC Section 16.50 E.3(d) states that the decision-maker shall approve a project as presented to the board if it is in compliance with the specific regulations of the applicable specific plan. As outlined in the Findings above, the project complies with the applicable regulations of the Specific Plan.

- r. Section 7.B. *Street Trees* requires street trees to be approved by the Urban Forestry Division of the Bureau of Street Services and to be planted at a minimum ratio of one for every 30 lineal feet of street frontage abutting the project. The Specific Plan also requires Street Trees to be at least 12 feet in height and not less than three inches in caliper at the time of planting. As shown in Exhibit A, there are five (5) existing street trees along the 109-foot Wilkins Avenue frontage that will be maintained and protected in place. The applicant also proposes three (3) new street trees along the 109-foot Ohio Avenue frontage. Additionally, the conditions of approval require proposed street trees to be reviewed and approved by the Street Tree Division of the Bureau of Street Maintenance. As such, the project is in conformance with Section 7.B of the WMFSP.
- s. Section 8 *Design Review Procedures* states that no building permit shall be issued for any project, structure, or other development of property, unless the project has been reviewed and approved in accordance with the Design Review Board procedures of Section 16.50 and the Specific Plan procedures of Section 11.5.7 of the LAMC. The proposed project was reviewed, pursuant to LAMC Section 16.50, during Westwood Community Design Review Board hearings on November 15, 2023, and March 20, 2024. As discussed in Finding No. 10, after extensive discussion with the applicant's team and deliberation, the DRB was unable to reach consensus on a recommendation and the Applicant did not agree to an extension of time. Therefore, pursuant to LAMC Section 16.50 E.3(c) the DRB failed to act on the proposed project and did not provide a recommendation to the City Planning Commission. LAMC Section 16.50 E.3(d) states that the decision-maker shall approve a project as presented to the board if it is in compliance with the specific regulations of the applicable specific plan. As outlined in the Findings above, the project complies with the applicable regulations of the Specific Plan.

**12. That the project incorporates mitigation measures, monitoring measures when necessary, or alternatives identified in the environmental review which would mitigate the negative environmental effects of the project, to the extent physically feasible**

The Department of City Planning determined, based on the whole of the administrative record, that the Project is exempt from the California Environmental Quality Act ("CEQA") pursuant to State CEQA Guidelines, Sections 15301 (Class 1) and 15332 (Class 32), and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies. The Notice of Exemption and Justification for Project Exemption for Environmental Case No. ENV-2023-5877-CE is provided in the case file and attached as Exhibit D. Therefore, no mitigation measures or alternatives were identified in the environmental review.

**CEQA FINDINGS**

The Department of City Planning determined, based on the whole of the administrative record, that the Project is exempt from the California Environmental Quality Act (“CEQA”) pursuant to State CEQA Guidelines, Article 19, Sections 15301 (Class 1) and 15332 (Class 32), and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies. The Notice of Exemption and Justification for Project Exemption for Environmental Case No. ENV-2023-5877-CE is provided in the case file and attached as Exhibit D.

The project is the construction of a new 5-story, 56-foot-tall multi-family residential building consisting of 11 dwelling units (including two (2) Very Low Income Units). It will consist of six (6) two-bedroom units and five (5) one-bedroom units. The project will be approximately 11,941 square feet with a Floor Area Ratio (“FAR”) of approximately 3.66:1. The project will provide seven (7) vehicular parking spaces and 12 long-term bicycle parking spaces in one (1) subterranean level with access from a two-way driveway on Ohio Avenue. One (1) short-term bicycle parking space will be provided at ground level. According to a Tree Report prepared by Lisa Smith, The Tree Resource, dated August 17, 2023, there are no protected trees on the subject site or public right-of-way. However, there are two (2) non-protected trees on the subject site proposed for removal as part of the project. There are also five (5) street trees in the public right-of-way that will be retained and protected in place. The project includes necessary grading and a haul route for the cut and export of 3,200 cubic yards of soil. The site is currently improved with a vacant single-family dwelling proposed for demolition.

#### CEQA Determination – Class 1 Categorical Exemption Applies

A project qualifies for a Class 1 Categorical Exemption if it involves the demolition and removal of individual small structures, including up to three (3) single-family residences in urbanized areas. The proposed project qualifies for a Class 1 Categorical Exemption because it involves the demolition of a single-family dwelling on a site located in an urbanized area within the City of Los Angeles.

#### CEQA Determination – Class 32 Categorical Exemption Applies

A project qualifies for a Class 32 Categorical Exemption if it is developed on an infill site and meets the following criteria:

- (a) **The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with the applicable zoning designation and regulations.**

The project site is located within the Westwood Community Plan, Westwood Community Multi-Family Specific Plan (WMFSP), Westwood Community Design Review Board Specific Plan, and the West Los Angeles Transportation Improvement and Mitigation Specific Plan. Please see Findings 10 and 11 regarding the project’s consistency with the WMFSP and the Westwood Community Design Review Board Specific Plan.

The subject site has a Low Medium II Residential land use designation, with corresponding zones of RD1.5-1, RD2, RW2, and RZ2.5. The site is zoned [Q]RD1.5-1, consistent with the land use designation. The RD1.5 Zone allows for one dwelling unit per 1,500 square feet of lot area. The project site is also in Height District 1 which permits a floor area of three times the Buildable Area (FAR 3:1) and a maximum building height of 45 feet in the RD1.5 Zone. The Q condition on the project site, enacted through Ordinance No. 163,187, requires that all projects with two (2) or more units be subject to review by the Westwood Community Design Review Board.

The project site, located at 10756 West Wilkins Avenue, has frontages of approximately 109 feet on both Wilkins and Ohio Avenue and 56.63 feet along both abutting properties, resulting in a total area of 6,744 square feet. The Bureau of Engineering will require a 3-foot dedication along Ohio Avenue as part of the project, resulting in a net lot area of 6,217 square feet. As such, the project site is consistent with the minimum lot width and lot area requirements for the RD1.5 Zone. Pursuant to State Density Bonus Law and LAMC Section 12.22 – A.25, the applicant is requesting On & Off-Menu Incentives and Waivers of Development Standards in exchange for providing two (2) Very Low Income Units for 55 years.

First, the proposed project is consistent with the following goals, objectives, and policies of the General Plan Framework Element:

***Objective 3.1:*** Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors.

***Policy 3.2.3:*** Provide for the development of land use patterns that emphasize pedestrian/bicycle access and use in appropriate locations.

***Objective 3.7:*** Provide for the stability and enhancement of multi-family residential neighborhoods and allow for growth in areas where there is sufficient public infrastructure and services and the residents' quality of life can be maintained or improved.

***Objective 4.2:*** Encourage the location of new multi-family housing development to occur in proximity to transit stations, along some transit corridors, and within some high activity areas with adequate transitions and buffers between higher density developments and surrounding lower density residential neighborhoods.

***Policy 4.2.1:*** Offer incentives to include housing for very low and low-income households in mixed-use developments.

***Objective 7.9:*** Ensure that the available range of housing opportunities is sufficient, in terms of location, concentration, type, size, price/rent/range, access to local services and access to transportation, to accommodate future population growth and enable a reasonable portion of the City's work force to both live and work in the City.

***Policy 7.9.1:*** Promote the provision of affordable housing through means which require minimal subsidy levels and which, therefore, are less detrimental to the City's fiscal structure.

The project involves the construction of a 11-unit, five-story multi-family dwelling on a site located approximately 2,500 feet from the future Metro D (Purple) Line station at the corner of Wilshire & Westwood Boulevard. The development will emphasize pedestrian/bicycle access by limiting onsite automobile parking to seven (7) spaces while also providing 12 long-term bicycle parking spaces. Moreover, the site is located within walking distance from UCLA, Ronald Reagan UCLA Medical Center, the West Los Angeles VA Medical Center, major commercial corridors along Westwood Boulevard and Westwood Village, and a variety of other employment and commercial uses.

The project is also located in an area with sufficient public infrastructure and services because the proposed multi-family residential building will be on a previously developed site that was served by all required utilities and public services and is consistent with the General Plan. The project site is served by the Los Angeles Police Department and Los Angeles Fire Department, Los Angeles Unified School District, and other public services. Additionally, the site is currently served by the Los Angeles Department of Water and Power, the Southern California Gas Company, and the Bureau of Sanitation. As such, the site can be adequately served by all required utilities and public services.

Finally, the project is utilizing Density Bonus incentives and waivers in exchange for the provision of two (2) Very Low Income Units for 55 years. The Very Low Income Units will not require any public subsidy.

The proposed project is also consistent with the following goals, objectives, and policies of the General Plan Housing Element:

***Goal 1:*** A City where housing production results in an ample supply of housing to create more equitable and affordable options that meet existing and projected needs.

***Objective 1.2:*** Facilitate the production of housing, especially projects that include Affordable Housing and/or meet Citywide Housing Priorities.

***Objective 1.3:*** Promote a more equitable distribution of affordable housing opportunities throughout the city, with a focus on increasing Affordable Housing in Higher Opportunity Areas and in ways that further Citywide Housing Priorities.

***Policy 1.3.2:*** Prioritize the development of new Affordable Housing in all communities, particularly those that currently have fewer Affordable units.

***Goal 3:*** A City in which housing creates healthy, livable, sustainable, and resilient communities that improve the lives of all Angelenos.

***Objective 3.2:*** Promote environmentally sustainable buildings and land use patterns that support a mix of uses, housing for various income levels and provide access to jobs, amenities, services, and transportation options.

***Policy 3.2.2:*** Promote new multi-family housing, particularly Affordable and mixed income housing, in areas near transit, jobs, and Higher Opportunity Areas, in order to facilitate a better jobs-housing balance, help shorten commutes, and reduce greenhouse gas emissions.

The proposed project will result in a net increase of 10 new dwelling units to the City's housing stock and conforms with the applicable provisions of the Housing Element. The project will provide two (2) Low Income Units among the 11 total units in a "Higher Opportunity Area" as defined in the Housing Element. Additionally, this mixed-income development will be located near public transit options and a variety of retail, commercial, entertainment, recreational, educational, and employment opportunities. The development is also in a community that currently has fewer affordable units. According to the Department of City Planning's Housing Progress Dashboard, 69 affordable units were approved in the Westwood Community Plan Area between 2015 – 2022. The citywide average over the same period was 669 affordable units per Plan Area.

Next, the project is consistent with the following goals, objectives, and policies of the Westwood Community Plan, one of the Land Use Elements of the General Plan:

**Goal 1:** *A safe, secure, and high quality residential environment for all economic, age, and ethnic segments of the community.*

**Objective 1-1:** *To provide for the preservation of existing housing and for the development of new housing to meet the diverse economic and physical needs for the existing residents and projected population of the Plan area to the year 2010.*

**Policy 1-1.2:** *Protect the quality of residential environment and promote the maintenance and enhancement of the visual and aesthetic environment of the community.*

**Policy 1-1.3:** *Provide for adequate multi-family residential development.*

**Policy 1-2.1:** *Locate higher density residential within designated multiple family areas and near commercial centers and major bus routes where public service facilities and infrastructure will support this development.*

**Objective 1-3:** *To preserve and enhance the varied and distinct residential character and integrity of existing residential neighborhoods.*

**Objective 1-4:** *To promote the adequacy and affordability of multiple-family housing and increase its accessibility to more segments of the population.*

**Policy 1-4.1:** *Promote greater individual choice in type, quality, price, and location of housing, including student housing within one mile of the UCLA campus.*

**Policy 1-4.2:** *Ensure that new housing opportunities minimize displacement of residents.*

The proposed project meets the above goals, policies, and objectives by providing multi-family dwelling units in a new, safe, and secure building. The proposed project is located within a neighborhood designated for Low Medium II Residential Land Uses, which includes multi-family residential uses, and is well served by facilities and necessary infrastructure. The project site is located approximately 3,078 feet from the UCLA campus and will result in a net increase of 10 dwelling units, including two (2) Very Low Income Units. The site is located in a Transit Priority Area (TPA) and within a ½ mile of the future Los Angeles Metropolitan Transportation Authority Purple (D) Line station at the corner of Wilshire & Westwood Boulevards, along with multiple local and rapid bus stops that encourage alternative modes of transportation. Finally, the project will not displace any existing residents as the site is currently improved with a vacant single-family dwelling.

Finally, the project is consistent with the following policies of the General Plan Mobility Element:

**Policy 3.1:** *Access for All: Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes - including goods movement – as integral components of the City's transportation system.*



***Policy 3.3: Land Use Access and Mix: Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.***

The project is a pedestrian oriented development that provides affordable and market-rate units and is located 2,500 feet from the future Metro D (Purple) Line Station and several other public transit options. The site is also within walking distance from commercial corridors on Westwood Boulevard and Westwood Village as well as UCLA and a variety of other employment opportunities. The project will promote multi-modal transportation by limiting onsite vehicular parking to seven (7) spaces and providing 12 long term bicycle parking spaces.

As such, the project is consistent with the applicable Westwood Community Plan designation and policies and all applicable zoning designations and regulations as permitted by State Density Bonus Law.

**(b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.**

The subject site is wholly within the City of Los Angeles, on a site that is approximately 0.16 acres (6,774 square feet). It will be 0.14 acres (6,217 square feet) following dedications required by the Bureau of Engineering as part of the project. The subject site is in an urbanized area near the University of California - Los Angeles (UCLA) campus, Ronald Reagan UCLA Medical Center, and the West Los Angeles VA Medical Center. Surrounding properties along this block of Wilkins and Ohio Avenue (bounded by Selby Avenue to the east and Malcolm Avenue to the west) are also zoned [Q]RD1.5-1 and improved with multi-family dwellings ranging from one (1) to four (4) stories in height. The directly abutting properties to the west along Wilkins and Ohio Avenue are improved with two-story multi-family dwellings. The properties to the north are zoned [Q]RD1.5-1, R1-1-O, [Q]R3-1-O, and [Q]R5-3-O. These properties are improved with single & multi-family dwellings ranging from one (1) to three (3) stories in height as well as a mixed-use corridor along Wilshire Boulevard improved with high-rise residential and commercial structures. The properties to the east are zoned [Q]RD1.5-1 and R1-1-O and improved with single & multi-family dwellings ranging from one (1) to three (3) stories in height. The properties to the south are zoned [Q]RD1.5-1-O, R1-1, and [Q]PF-1XL-O and improved with educational and religious uses, including St. Paul the Apostle Church (a Historic/Cultural Landmark), St. Paul the Apostle School, Ralph Waldo Emerson Community Charter School, and the Los Angeles California Mormon Temple complex. Properties to the south are also improved with multi-family residential uses ranging from one (1) to five (5) stories in height. The properties to the west are zoned [Q]RD1.5-1, R1-1, and C4-1VL-POD. These properties are improved with single & multi-family dwellings as well as commercial structures along Westwood Boulevard that range from one (1) to three (3) stories in height.

**(c) The project site has no value as habitat for endangered, rare or threatened species.**

The site is previously disturbed and surrounded by development and therefore is not, and has no value as, a habitat for endangered, rare or threatened species. The site is currently developed with a vacant single-family dwelling. According to a Tree Report prepared by Lisa Smith, The Tree Resource, dated August 17, 2023, there are no protected trees on the subject site or public right-of-way. However, there are two (2) non-protected trees on the subject site proposed for removal as part of the project. There are also five (5) street trees in the public right-of-way that will be retained and protected in

place. Furthermore, the project site does not adjoin any open space or wetlands that could support habitat for endangered, rare or threatened species. Therefore, the site does not contain or have value as habitat for endangered, rare or threatened species and is not located adjacent to any habitat for endangered, rare or threatened species.

(d) **Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.**

A Noise Technical Report prepared by DKA Planning, dated August 2023, confirmed that the Project would not result in significant construction-related or operational noise impacts on the environment. The analysis considered noise from construction activities, operational noise sources from periodic delivery and trash hauling, outdoor use areas, conversation, rooftop equipment, off-site traffic, vibration, impacts to sensitive receptors. The analysis concluded that the project would not result in any significant effects relating to noise.

Furthermore, the project does not exceed the threshold criteria established by LADOT for preparing a traffic study. According to the City of Los Angeles VMT Calculator Version 1.4 and LADOT Transportation Assessment Referral Form, dated September 5, 2023, the proposed 11-unit multi-family dwelling with seven (7) onsite vehicular parking spaces is expected to generate 39 daily vehicle trips, well below the minimum 250 daily vehicle trips that would require a traffic study. The Project will also be governed by an approved haul route under City Code requirements, which will regulate the route hauling trucks will travel, and the times at which they may leave the site, thereby reducing any potential traffic impacts to less than significant.

An Air Quality Technical Report prepared by DKA Planning, dated August 2023, evaluated the project's potential air quality effects by estimating the potential construction and operations emissions of criteria pollutants and comparing those levels to significance thresholds provided by the Southern California Air Quality Management District (SCAQMD). The project's emissions were estimated using the CalEEMod 2022.1.1.17 model for the purposes of evaluating air quality impacts of proposed projects. The analysis considered construction activity emissions during site preparation, grading, building construction, paving, and architectural coating, as well as effects to sensitive receptors. The analysis confirms that the project would not exceed SCAQMD significance thresholds for air quality impacts.

Additionally, the project will be subject to Regulatory Compliance Measures (RCMs). These require compliance with the City of Los Angeles Noise Ordinance, pollutant discharge, dewatering, stormwater mitigations; and Best Management Practices for stormwater runoff. RCMs include but are not limited to:

- **Regulatory Compliance Measure RC-AQ-1 (Demolition, Grading and Construction Activities): Compliance with provisions of the SCAQMD District Rule 403.** The project shall comply with all applicable standards of the Southern California Air Quality Management District, including the following provisions of District Rule 403:
  - All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD District Rule 403. Wetting could reduce fugitive dust by as much as 50 percent.
  - The construction area shall be kept sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind.

- All clearing, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 mph), so as to prevent excessive amounts of dust.
  - All dirt/soil loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.
  - All dirt/soil materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust.
  - General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.
  - Trucks having no current hauling activity shall not idle but be turned off.
- **Regulatory Compliance Measure RC-NO-1 (Demolition, Grading, and Construction Activities):** The project shall comply with the City of Los Angeles Noise Ordinance and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.
  - **Regulatory Compliance Measure RC-GEO-1 (Seismic):** The design and construction of the project shall conform to the California Building Code seismic standards as approved by the Department of Building and Safety.
  - **Regulatory Compliance Measure RC-HAZ-2: Explosion/Release (Methane Zone):** As the Project Site is within a methane zone, prior to the issuance of a building permit, the Site shall be independently analyzed by a qualified engineer, as defined in Ordinance No. 175,790 and Section 91.7102 of the LAMC, hired by the Project Applicant. The engineer shall investigate and design a methane mitigation system in compliance with the LADBS Methane Mitigation Standards for the appropriate Site Design Level which will prevent or retard potential methane gas seepage into the building. The Applicant shall implement the engineer's design recommendations subject to DOGGR, LADBS and LAFD plan review and approval.
  - **Regulatory Compliance Measure RC-HAZ-3: Explosion/Release (Soil Gases):** During subsurface excavation activities, including borings, trenching and grading, OSHA worker safety measures shall be implemented as required to preclude any exposure of workers to unsafe levels of soil-gases, including, but not limited to, methane.

These RCMs will ensure the project will not have significant impacts on noise, air quality, and water quality. Furthermore, the project does not exceed the threshold criteria established by LADOT for preparing a traffic study. Therefore, approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.

(e) **The site can be adequately served by all required utilities and public services.**

The project site will be adequately served by all public utilities and services because the proposed multi-family residential building will be on a previously developed site that was served by all required utilities and public services and is consistent with the General Plan. The project site is served by the Los Angeles Police Department and Los Angeles Fire Department, Los Angeles Unified School District, and other public services. Additionally, the site is currently served by the Los Angeles Department of Water and Power, the Southern California Gas Company, and the Bureau of Sanitation. As such, the site can be adequately served by all required utilities and public services.

Therefore, the project meets all of the Criteria for the Class 32 Categorical Exemption.

CEQA Section 15300.2: Exceptions to the Use of Categorical Exemptions

There are five (5) Exceptions which must be considered in order to find a project exempt under Class 32:

- (a) **Cumulative Impacts.** *All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.*

Properties in the vicinity are predominantly developed with a mix of single and multi-family dwellings and the subject site is of a similar size and slope to nearby properties. According to Navigate LA and the Department of Building and Safety Haul Route Requests Status Table, there are two approved (10757 – 10759 West Wilkins Avenue & 10770 – 10776 West Wilkins Avenue), and zero pending haul route applications within 600 feet of the project site. However, the Director of Planning received a letter from the 10757 – 10759 West Wilkins Avenue project applicant on September 11, 2022, requesting abandonment of the project approved under Case Nos. DIR-2019-2657-DRB-SPP-TOC-1A and ENV-2019-2658-CE.

In light of the increase in construction activity in Grading Hillside Areas and the increase in associated truck traffic related to the import and export of soil, a haul route monitoring program is being implemented by the Department of Building and Safety for Council Districts 4 and 5 for added enforcement to ensure safety and to protect the quality of life of area residents. As part of this program, a haul route monitor is assigned to a geographic area to monitor haul routes and keep track of daily activities in order to minimize impacts to neighboring residents. Haul routes are tracked via a Map for each district to identify the locations of construction sites for which a haul route was required.

In addition, haul route approvals will be subject to recommended conditions prepared by LADOT to be considered by the Board of Building and Safety Commissioners that will reduce the impacts of construction related hauling activity, monitor the traffic effects of hauling, and reduce haul trips in response to congestion. While there are three other known projects of the same type in the same neighborhood as the subject project, the hauling periods will be reviewed by LADOT and LADBS to reduce overlap. The proposed project shall comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter (Log #118330), dated August 6, 2021, for the proposed project and as it may be subsequently amended or modified.

There is a succession of projects of the same type within this neighborhood; however, there is no evidence in the file (including in any technical studies) that there is a foreseeable cumulative significant impact from these projects in an any impact category; including in transportation due to LADOT and LADBS permitting and monitoring practices. Therefore, in conjunction with citywide RCMs and compliance with other applicable regulations, no foreseeable cumulative impacts are expected.

- (b) **Significant Effect Due to Unusual Circumstances.** *A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.*

The project proposes an 11-unit multi-family residential building in an area zoned and designated for such development. The project site is also of a similar size and slope to nearby properties. The surrounding properties on the adjacent blocks of Wilkins and Ohio Avenue are improved with single and multi-family dwellings ranging from one (1)

to four (4) stories in height that host between one (1) and fifteen dwellings per site. While the proposed project is slightly taller than most of the surrounding structures, the applicant qualifies for a 11-foot height increase pursuant to LAMC Section 12.25 A.25 and State Density Bonus Law. Furthermore, there is no substantial evidence in the administrative record that this project will cause a significant effect. Thus, there are no unusual circumstances which may lead to a significant effect on the environment, and this exception does not apply.

- (c) **Scenic Highways.** *A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway.*

The only State Scenic Highway within the City of Los Angeles is the Topanga Canyon State Scenic Highway, State Route 27, which travels through a portion of Topanga State Park. State Route 27 is located approximately nine (9) miles west of the subject site. Therefore, the subject site will not create any impacts within a designated state scenic highway, and this exception does not apply.

- (d) **Hazardous Waste Sites.** *A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code*

According to Envirostor, the State of California's database of Hazardous Waste Sites, neither the subject site, nor any site in the vicinity, is identified as a hazardous waste site. The project site is not identified as a hazardous waste site or is on any list compiled pursuant to Section 65962.5 of the Government Code.

- (e) **Historical Resources.** *A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.*

The project site is currently developed with a single-family dwelling that is not listed in the National Register of Historic Places, California Register of Historical Resources, the Los Angeles Historic-Cultural Monuments Register, and/or any local register, and was not found to be a potential historic resource based on the City's HistoricPlacesLA website or SurveyLA, the citywide survey of Los Angeles.

The property directly across Ohio Avenue from the project site is improved with St. Paul the Apostle Catholic Church and School, a designated Historic/Cultural Landmark in the City of Los Angeles. However, the project's height, massing, and other defining features would not obscure or take away from the aesthetic of the historic resource due to the physical separation between the historic resource and proposed project – which would be located a minimum of 80 feet from the church. Additionally, the proposed project will not expand over the street and St. Paul the Apostle Church and School will remain visible from the public right-of-way along this block of Ohio Avenue. Moreover, the Los Angeles City Planning Office of Historic Resources reviewed the proposal and noted that the proposed project would not have any adverse impacts to the historic resource.

As such, the project will not result in a substantial adverse change to the significance of a historic resource and this exception does not apply.

**ADDITIONAL MANDATORY FINDINGS**

13. The National Flood Insurance Program Rate Maps, which are a part of the Flood Hazard Management Specific Plan adopted by the City Council by Ordinance No. 172,081 have been reviewed and it has been determined that this project is located outside of a flood zone.

## PUBLIC HEARING AND COMMUNICATIONS

### PUBLIC HEARING

A joint public hearing was held by a Hearing Officer and the Westwood Design Review Board. The meeting was held in person at Belmont Village Senior Living - Westwood on Wednesday, November 15, 2023, at approximately 6:00 p.m. The hearing was held as a joint public hearing conducted by the Hearing Officer, Kevin Fulton, on behalf of the City Planning Commission in taking testimony for Case No. CPC-2023-5876-CU-DB-DRB-SPP-VHCA and ENV-2023-5877-CE and with the Westwood Design Review Board (DRB). All interested parties were invited to attend the public hearing at which they could listen, ask questions, or present testimony regarding the project. The purpose of the hearing was to obtain testimony from affected and/or interested parties regarding this application. Interested parties are also invited to submit written comments regarding the request prior to the hearing. The environmental impact analysis was among the matters to be considered at the hearing. The hearing notice was mailed and published in the newspaper and posted on site in accordance with LAMC noticing requirements.

The public hearing was attended by the applicants (Babak Nehoray & Karim Makarehchi), their representative (Daniel Ahadian) & architect (Pouya Payan) and 30 members from the community. There was a total of 12 speakers at the hearing during public comment.

Applicant Presentation. The applicant's representative (Daniel Ahadian) & architect (Pouya Payan) described the site location, project description, requested entitlements, and their goals for the project. They also gave an overview of the floor plans and elevations. The following are the main points of the presentation:

- The project would bring much needed housing to Westwood on a site with great public transit access and walking distance from major amenities.
- The project includes two (2) deed restricted affordable units and would not displace anyone or remove any RSO units as the site currently hosts a vacant single-family dwelling.
- The project features a tapered design and includes articulations and material changes that reduce the massing and provide visual interest.
- Five (5) existing street trees on Wilkins Avenue will be maintained and three (3) more street trees on Ohio Avenue will be planted. Extensive on-site landscaping at ground level and upper story terraces will further enhance the pedestrian experience.
- The project exceeds the amount of open space required by the WMFSP.

### Comments in Opposition of the Project:

- Concerns raised about the lack of onsite parking and potential negative impact this could have on availability of street parking.
- Project would add additional cars to a heavily trafficked intersection that is already dangerous for parishioners at St. Paul's and children attending the school onsite.
- Motorists are frequently distracted or drive recklessly, location of the driveway on Ohio Avenue near the crosswalk poses a health and safety hazard.
- Amount of grading would require 100+ truckloads that could endanger children at nearby schools.
- Project design is not compatible with the scale and character of the surrounding neighborhood.

### Applicant's Response to Comments:

- Noted that the purpose of the hearing was to listen and gather feedback - wanted to ensure the project was sensitive to important nearby uses.
- Explained that proposed driveway is on Ohio Avenue because it has a lower elevation than the Wilkins frontage, which would require a longer ramp & reduce the number of parking spaces they could provide.
- Reiterated that the project is limited to 11 units and six (6) onsite parking spaces – claimed there would likely be 0-1 cars leaving the building during main pick up/drop off hours at the school.
- Noted that they commissioned a traffic study and would share the results.
- Expressed willingness to make accommodations to surrounding neighbors during the grading process and noted that this would require a separate hearing.

During the DRB review, some members noted that the design would be more appropriate in a commercial corridor than a residential neighborhood. Additionally, they did not like the exterior strip lighting and glass guardrails on some of the balconies. Concerns about the window size & locations, upward facing lighting, and benches in the front yards were also raised. The applicant's team agreed to redesign the project in response to these concerns and return for a Second Final Review.

The project was presented to the Westwood DRB for Second Final Review at Belmont Village Senior Living – Westwood on Wednesday March 20, 2024, at approximately 6:05 pm. A quorum of four (4) DRB members were present. At the meeting, the applicant's representative (Daniel Ahadian) and architect (Pouya Payan) gave an overview of the specific design changes made in response to feedback from the previous meeting. On the facade, they changed the originally proposed black corrugated metal to Spanish Walnut wood composite siding. The lighter color of the new material was intended to be more consistent with the nearby Mediterranean Revival buildings. Additionally, the balcony strip lighting was replaced with wall sconces and the glass balcony guardrails were changed to steel picket railings. They also reduced the window sizes and made revised the locations to be symmetrical rather than scattered in the previous design. Finally, they removed the front yard benches. Although outside the DRB's purview, the applicant's representative also noted revisions to the driveway design to enhance pedestrian safety in response to concerns raised at the previous hearing.

The DRB members acknowledged the effort made by the applicant to address their concerns and the thoroughness of their presentation. While they agreed the design had improved from the previous version, most of the DRB members in attendance remained concerned that the design was not compatible with the neighborhood context or appropriate for the site given its proximity to St. Paul the Apostle Church. Some DRB members were also concerned about the massing of the building and the color of the new façade material. After extensive discussion with the applicant's team and deliberation, the DRB was unable to reach consensus on a recommendation and the Applicant did not agree to an extension of time. Therefore, pursuant to LAMC Section 16.50 E.3(c) the DRB failed to act on the proposed project and did not provide a recommendation to the City Planning Commission.

## **WRITTEN CORRESPONDENCE**

The Applicant's Representative submitted a summary of community outreach efforts for the case file included in Exhibit E. Beyond the required early notification to the Westwood Neighborhood Council and 500-foot noticing for the public hearing, they have met with and had follow up conversations with representatives from Council District 5 and stakeholders from St. Paul the Apostle Church. They have also personally reached out to abutting property owners and have had phone conversations with neighboring residents following the public hearing in November 2023. Additionally, they did the 100-foot noticing prior to the Second Final DRB Review in March



2024 and had follow up phone conversations with community members after this hearing. They have also presented the project at a Westwood Neighborhood Council meeting. However, the Neighborhood Council has not yet taken any actions on the project at the time this report was written.

Planning Staff have received 290 letters opposing the project from neighboring residents & stakeholders as well as parents of children that attend St. Paul the Apostle Catholic School. Additionally, one pupil attending the school submitted a letter in opposition. The letters broadly echoed the concerns raised during the public hearing and focused heavily on the project's potential to exacerbate already dangerous traffic conditions at the intersection of Ohio and Wilkins Avenue. Concerns regarding the privacy and safety of children attending St. Paul's were also raised since the school playground could be visible to residents occupying the project's upper story units. The lack of onsite parking and skepticism regarding the potential for residents to utilize public transit also featured prominently in the letters. Finally, concerns about the project jeopardizing the character and integrity of the neighborhood and a belief that the applicant was overreaching with the density request were also expressed.

**EXHIBIT A**

**PROJECT PLANS**

**CPC-2023-5876-CU-DB-DRB-SPP-VHCA**

# WILKINS

10756 W WILKINS AVE

## OWNER

WILKINS GROUP LLC AND FIN HOLDINGS LLC  
PO BOX 252233  
LOS ANGELES, CA 90025

## ARCHITECT

LABRYINTH DESIGN STUDIO INC.  
1600 SAWTELLE BLVD, #230  
LOS ANGELES, CA 90025  
POUYA@LABYRINTH-DS.COM

## LAND USE CONSULTANT

nūr - DEVELOPMENT | CONSULTING  
864 S ROBERTSON BLVD, 3RD FLOOR  
LOS ANGELES, CA 90035  
DANIEL@NURDEVELOPMENT.COM

## LANDSCAPE ARCHITECT

SQA INC.  
380 N PALM ST, SUITE B  
BREA, CA 92821  
LA@SQLAINC.COM



Tel: 818.200.5005

These drawings and specifications are the property and copyright of the Designer and shall not be used for any other work except by written agreement with the Designer.

PROJECT:  
10756 W. WILKINS AVE.  
LOS ANGELES, CA 90024

**ADDRESS** 10756 W WILKINS AVE

**LEGAL DESCRIPTION** LOT 1 OF BLOCK 30 OF TRACT NO. 7803

**APN** 4325-019-001

## REQUESTED ENTITLEMENTS

- CUP to allow a 102.5% density increase for 11 units
- On-Menu Incentive for FAR increase of 20% from 3:1 to 3.6:1
- Off-Menu Incentive for Front Yard Setback reduction of 5' from 15' to 10' on Wilkins
- Off-Menu Incentive for Front Yard Setback reduction of 3' 5" from 15' to 11' 7" on Ohio
- Waiver to increase height by 11' from 45' to 56'
- Waiver to allow 72% of open space to be above ground level in lieu of the 25% max
- Westwood Specific Plan DRB and SPP

**LOT AREA** 6,774

**ZONING** [Q]RD1.5-1

## RESIDENTIAL DENSITY

LOT AREA FOR DENSITY 6,774  
DENSITY RATIO FOR RD1.5 1 DU/1,500 SF  
BASE DENSITY: 6,774 / 1,500 = 4.5 = 4  
BASE DENSITY (ROUND UP) 5  
MINISTERIAL DENSITY BONUS: 35% OF 5 = 1.75 = 2  
MAX MINISTERIAL DENSITY: 5 + 2 = 7  
PROPOSED DENSITY 11  
PROPOSED DENSITY BONUS %AGE 102.5%  
RESTRICTED SET-ASIDE %AGE @ 102.5% DENSITY INCREASE 38%

VLI UNITS REQUIRED PER DB: 38% X 5 = 1.9 = 2  
VLI UNITS REQUIRED PER LAHD RUD: 1

TOTAL PROVIDED UNITS 11  
MARKET RATE UNITS 9  
VLI UNITS PER DB 2

## RESIDENTIAL UNIT MIX

1-BR 5  
2-BR 6  
TOTAL 11

## FLOOR AREA & FAR (ZONING)

BUILDABLE AREA 3,261  
ALLOWABLE FAR PER R3-1 3:1  
MAX SQUARE FOOTAGE: 3,145 x 3 = 9,783  
DB INCENTIVE INCREASE: 9,435 x 35% = 3,424  
MAX FLOOR AREA ALLOWED 13,207  
  
TOTAL FLOOR AREA PROVIDED 11,941  
TOTAL FAR PROVIDED 3.66

## HEIGHT / STORIES

MAX HEIGHT / STORIES PER [Q]RD1.5-1 45-FEET / NO LIMIT  
MAX HEIGHT W/ DB INCENTIVE: 45 + 11 = 56-FEET / NO LIMIT  
PROPOSED HEIGHT 56-FEET / 5-STORIES

## AUTO PARKING

PARKING REQUIRED PER AB 2097 (SITE IS WITHIN 1/2 MILE OF TRANSIT) 0  
  
TOTAL PARKING PROVIDED 7  
  
EV PARKING REQUIREMENT (30%) 2  
EVCS (FULL INSTALL) (10%) 1  
EVSE (FUTURE INSTALL) 1

## BIKE PARKING

RES LONG-TERM REQUIRED: (11/1) = 11  
RES SHORT-TERM REQUIRED: (11/10) = 1  
RESIDENTIAL LONG-TERM PROVIDED 12  
RESIDENTIAL SHORT-TERM PROVIDED 1  
  
TOTAL BIKE PARKING REQUIRED 12  
TOTAL BIKE PARKING PROVIDED 13

## OPEN SPACE

OPEN SPACE REQUIRED PER WESTWOOD SP: 11 X 350 = 3,850  
  
OPEN SPACE PROVIDED (SEE OPEN SPACE DIAGRAM FOR DETAIL)  
FRONT YARDS (QUALIFIED) 1,111  
LEVEL 3 PATIO 547  
LEVEL 5 PATIO 248  
ROOFTOP DECK #1 1,329  
ROOFTOP DECK #1 679  
TOTAL PROVIDED SQUARE FOOTAGE 3,914  
  
OPEN SPACE %AGE ALLOWED ABOVE GRADE PER WESTWOOD SP 25%  
REQUIRED OPEN SPACE PROVIDED ABOVE GRADE 2,739  
OPEN SPACE %AGE PROVIDED ABOVE GRADE W/ DB INCENTIVE 72%  
  
REQUIRED # OF TREES: 11 DU / 4 TREES 2.8  
TREES PROVIDED 4

SETBACK	LOCATION	REQUIRED	PROVIDED
FRONT	WILKINS	15-FEET	10-FEET
FRONT	OHIO	15-FEET	11.5-FEET
SIDE	WESTERLY PL	8-FEET	8-FEET
SIDE	NORTHWEST PL	8-FEET	8-FEET

Revisions

OWNER:  
WILKINS OWNER  
CO

Drawing Title

COVER SHEET

Scale:

Date: March 2021  
Job No: 2021 - WILKINS  
Drawn By: A.A.  
Checked By: P.P.

Drawing No.

A-01.1



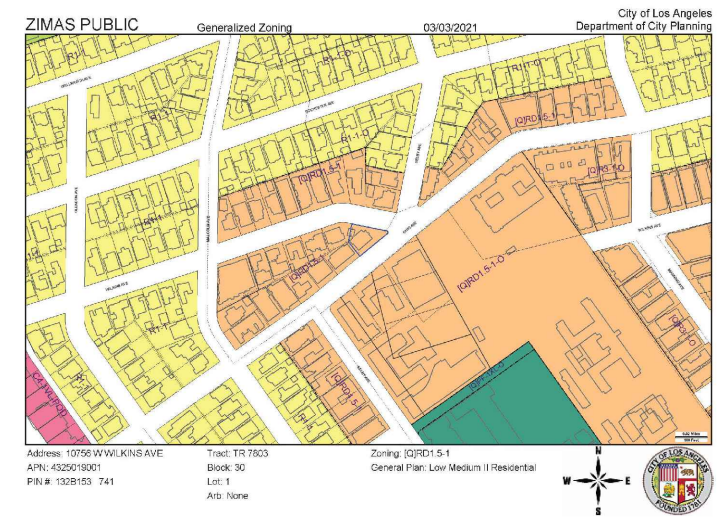
Tel: 818.200.5005  
 These drawings and specifications are the property and copyright of the Designer and shall not be used for any other work except by written agreement with the Designer.

**LEGAL DESCRIPTION:**

LOTS: 1  
 BLOCK: 30  
 TRACT NO.: TR 7803  
 M.B. 88-73/75 ( SHTS 3-5) MAP SHEET 132B153  
 APN: 4325019001

**PROJECT INFORMATION**

ADDRESS: 10756 W WILKINS AVE, LOS ANGELES, CALIFORNIA 90024  
 LOT AREA BEFORE DEDICATION: 6,774 S.F.  
 LOT AREA AFTER DEDICATION: 6,217 S.F.  
 ZONING: [Q] RD 1.5-1  
 COMMUNITY PLAN AREA: WESTWOOD  
 AREA PLANNING COMMISSION: WEST LOS ANGELES  
 NEIGHBORHOOD COUNCIL: WESTWOOD  
 COUNCIL DISTRICT: CD 5- PAUL KORETZ  
 GENERAL PLAN LAND USE: LOW MEDIUM II RESIDENTIAL  
 SPECIFIC PLAN AREA: WEST L.A. TRANSPORTATION IMPROVEMENT  
 SPECIFIC PLAN AREA: WESTWOOD COMMUNITY DRB  
 SPECIFIC PLAN AREA: WESTWOOD COMMUNITY MULTIPLE FAMILY DEVELOPMENT STANDARDS  
 LA TRANSIT PRIORITY AREA (ZI-2452)- TOC 3 SEE A-01.2  
 OCCUPANCY: R-2 (RESIDENTIAL), S-2 (PARKING)  
 SPRINKLER THROUGHOUT (NFPA 13 SPRINKLER SYSTEM PER 903.1.1 REQUIRED PER 506.3)



**SCOPE OF WORK**

NEW 5 STORY ( 11 UNIT) MULTY FAMILY APARTMENT BUILDING WITH SUBTERRANEAN GARAGE UTILIZING 3 OFF MENU INCENTIVES AND 2 DEVELOPMENT STANDARDS WAIVER

**GRADING**

NEW PROJECT PROPOSES 3,000 CU YD GRADING CUT/EXPORT

**CONSULTANTS AND SHEET TITLE**

<b>ARCHITECT</b> LABYRINTH DESIGN STUDIO 1600 SAWTELLE BLVD., SUITE 230 LOS ANGELES, CA. 90025 VASA KOSTIC POUYA PAYAN TEL: (310) 473-1416 EMAIL: Pouya@labyrinth-ds.com	<b>TREE CONSULTANT:</b> Lisa Smith Registered Consulting Arborist #464 ISA Certified Arborist #WE3782 ISA Tree Risk Assessor Qualified 310-663-2290 www.THETREERESOURCE.com	<b>LAND USE CONSULTANT</b> nur - DEVELOPMENT   CONSULTING 864 S ROBERTSON BLVD, 3RD FLOOR LOS ANGELES, CA 90035 DANIEL@NURDEVELOPMENT.COM
<b>PROPERTY SURVEYOR:</b> FRED GHALCHI M&G CIVIL ENGINEERING & LAND SURVEYING 347 SOUTH ROBERTSON BLVD. BEVERLY HILLS, CA 90211 TEL: (310) 659-0871 FAX: (310) 659-0845	<b>ELECTRICAL ENGINEER</b> ROBERT TOMASIAN, P.E. TOMTECH ENGINEERING 2550 HONOLULU AVE., SUITE 206 MONTROSE, CA 91020 T (818) 219-7192 / W (818) 275-3888 ROBERT@TOMTECHENG.COM	
<b>SOILS ENGINEER:</b> IRVINE GEOTECHNICAL INC 145 NJ SIERRA MADRE BLVD., SUITE # 1 PASADENA, CA 91107 626-844-6641	<b>SHADE SHADOW STUDY</b> DHS & ASSOCIATES INC 275 Centennial Way #205 Tustin CA 92780 (714) 665 6569	
<b>LANDSCAPE ARCHITECT</b> SQLA INC., C/O SAMUEL KIM 2669 SATURN ST. BREA, CA, 92821 T: (213) 383-1788 - (562)905-0800 F: (562)905-0880 la@sqlainc.com, samuel@sqlainc.com, www.sqlainc.com	<b>OWNER</b> Babak Nehoray PO Box 252233, Los Angeles, CA 90025 babak@LuMarCorporation.com office 310.477.6333   mobile 310.571.8822	

**SHEET INDEX**

<b>ARCHITECT</b>	<b>ARCHITECT</b>
A-01.1 COVER SHEET	A-01.1 COVER SHEET
A-01.2 COVER SHEET 2	A-01.2 COVER SHEET 2
A-01.4 FRONT YARD DETERMINATION	A-01.4 FRONT YARD DETERMINATION
A-01.5 AREA CALCULATIONS AND DIAGRAMS	A-01.5 AREA CALCULATIONS AND DIAGRAMS
A-01.6 OPEN SPACE CALCULATIONS	A-01.6 OPEN SPACE CALCULATIONS
A-01.7 OPEN SPACE CALCULATIONS	A-01.7 OPEN SPACE CALCULATIONS
A-02.1 SHADE STUDY	A-02.1 SHADE STUDY
A-02.2 SHADE STUDY	A-02.2 SHADE STUDY
A-03.1 SITE PLAN / PLOT PLAN	A-03.1 SITE PLAN / PLOT PLAN
A-04.1 PARKING PLAN	A-04.1 PARKING PLAN
A-05.1 1ST FLOOR PLAN	A-05.1 1ST FLOOR PLAN
A-05.2 2ND FLOOR PLAN	A-05.2 2ND FLOOR PLAN
A-05.3 3RD FLOOR PLAN	A-05.3 3RD FLOOR PLAN
A-05.4 4TH FLOOR PLAN	A-05.4 4TH FLOOR PLAN
A-05.5 5TH FLOOR PLAN	A-05.5 5TH FLOOR PLAN
A-07.1 NORTH ELEVATION	A-07.1 NORTH ELEVATION
A-07.2 SOUTH ELEVATION	A-07.2 SOUTH ELEVATION
A-07.3 EAST ELEVATION	A-07.3 EAST ELEVATION
A-07.4 WEST ELEVATION	A-07.4 WEST ELEVATION
A-08.1 SECTION A-A	A-08.1 SECTION A-A
A-08.2 SECTION B-B	A-08.2 SECTION B-B
A-08.3 SECTION C-C	A-08.3 SECTION C-C
A-08.4 SECTION D-D	A-08.4 SECTION D-D
A-08.5 SECTION E-E	A-08.5 SECTION E-E
A-12.1 MATERIAL BOARD	A-12.1 MATERIAL BOARD
A-12.2 RENDERING PHOTO MONTAGE	A-12.2 RENDERING PHOTO MONTAGE
A-12.3 RENDERING PHOTO MONTAGE	A-12.3 RENDERING PHOTO MONTAGE
A-12.4 RENDERING	A-12.4 RENDERING
A-12.5 RENDERING	A-12.5 RENDERING
A-12.8 EXTERIOR LIGHT FIXTURES SPECS	A-12.8 EXTERIOR LIGHT FIXTURES SPECS

**SHEET INDEX**

<b>SURVEY</b>	<b>SURVEY</b>
SR-1 TOPOGRAPHIC SURVEY	SR-1 TOPOGRAPHIC SURVEY
SR-2 OHIO STREET SETBACK	SR-2 OHIO STREET SETBACK
<b>LANDSCAPE PLAN</b>	<b>LANDSCAPE PLAN</b>
LP-1 PLANTING PLAN (1ST FLOOR)	LP-1 PLANTING PLAN (1ST FLOOR)
LP-2 PLANTING PLAN (3RD FLOOR )	LP-2 PLANTING PLAN (3RD FLOOR )
LP-3 PLANTING PLAN (5TH FLOOR)	LP-3 PLANTING PLAN (5TH FLOOR)
LP-4 PLANTING PLAN ROOF DECK	LP-4 PLANTING PLAN ROOF DECK
LP-5 PLANTING DETAILS	LP-5 PLANTING DETAILS
LI-1 IRRIGATION PLAN (1ST Floor)	LI-1 IRRIGATION PLAN (1ST Floor)
LI-1A HYDROZONE PLAN (1ST Floor)	LI-1A HYDROZONE PLAN (1ST Floor)
LI-2 IRRIGATION PLAN (3RD Floor)	LI-2 IRRIGATION PLAN (3RD Floor)
LI-2A HYDROZONE PLAN (3RD Floor)	LI-2A HYDROZONE PLAN (3RD Floor)
LI-3 IRRIGATION PLAN (5TH Floor)	LI-3 IRRIGATION PLAN (5TH Floor)
LI-3A HYDROZONE PLAN (5TH Floor)	LI-3A HYDROZONE PLAN (5TH Floor)
LI-4 IRRIGATION PLAN (ROOF DECK)	LI-4 IRRIGATION PLAN (ROOF DECK)
LI-4A HYDROZONE PLAN (ROOF DECK)	LI-4A HYDROZONE PLAN (ROOF DECK)
LI-5 WATER EFFICIENCY LANDSCAPE WORK SHEET	LI-5 WATER EFFICIENCY LANDSCAPE WORK SHEET
LI-6 IRRIGATION DETAIL	LI-6 IRRIGATION DETAIL

**REPORT**

- 1- SOIL REPORT
- 2- SHADE SHADOW STUDY
- 3- TREE REPORT

**PROJECT:**  
 10756 W. WILKINS AVE.  
 LOS ANGELES, CA 90024

Revisions

OWNER:  
WILKINS OWNER CO

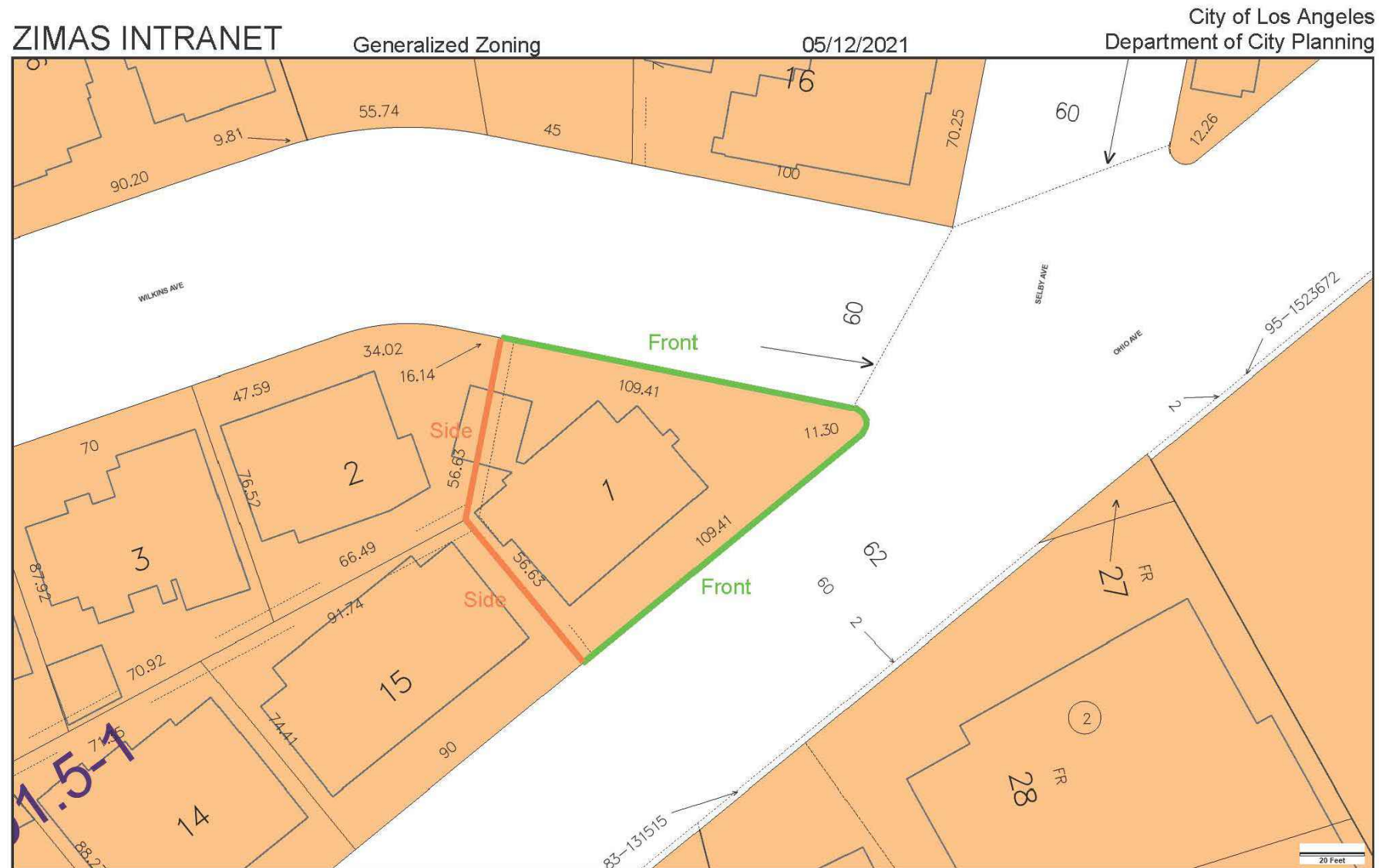
Drawing Title

COVER SHEET 2

Scale:  
 Date: March 2021  
 Job No: 2021 - WILKINS  
 Drawn By: A.A.  
 Checked By: P.P.  
 Drawing No.

**A-01.2**

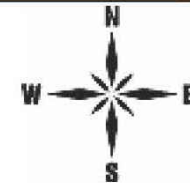




Address: 10756 W WILKINS AVE  
APN: 4325019001  
PIN #: 132B153 741

Tract: TR 7803  
Block: 30  
Lot: 1  
Arb: None

Zoning: [Q]RD1.5-1  
General Plan: Low Medium II Residential



**PROJECT:**  
10756 W. WILKINS AVE.  
LOS ANGELES, CA 90024

Revisions

OWNER:  
WILKINS OWNER  
CO

Drawing Title

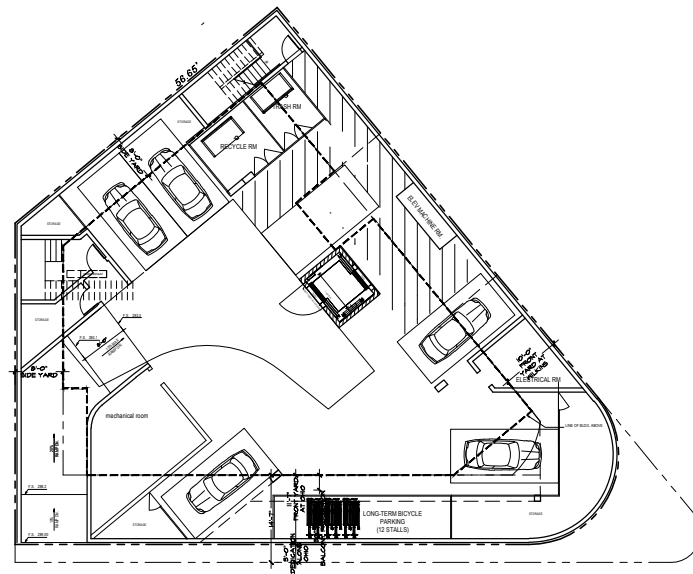
**FRONT YARD  
DETERMINATION  
MAP**

Scale:

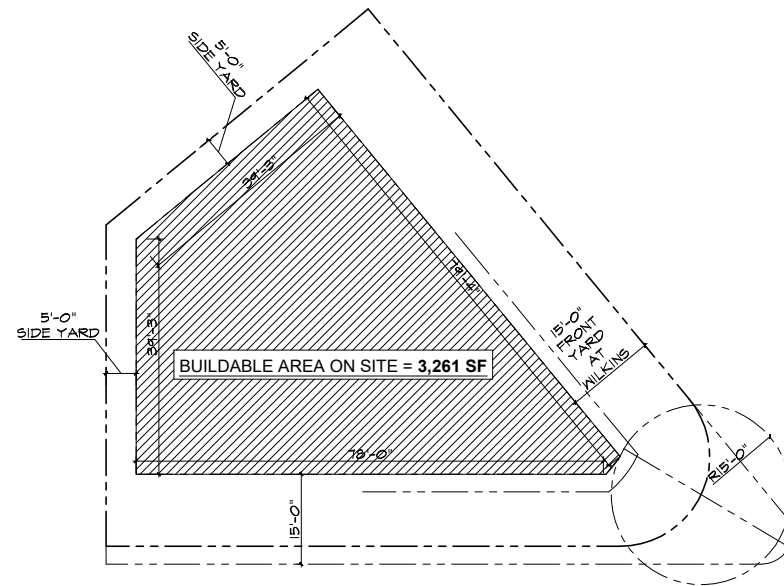
Date: March 2021  
Job No: 2021 - WILKINS  
Drawn By: A.A.  
Checked By: P.P.

Drawing No.

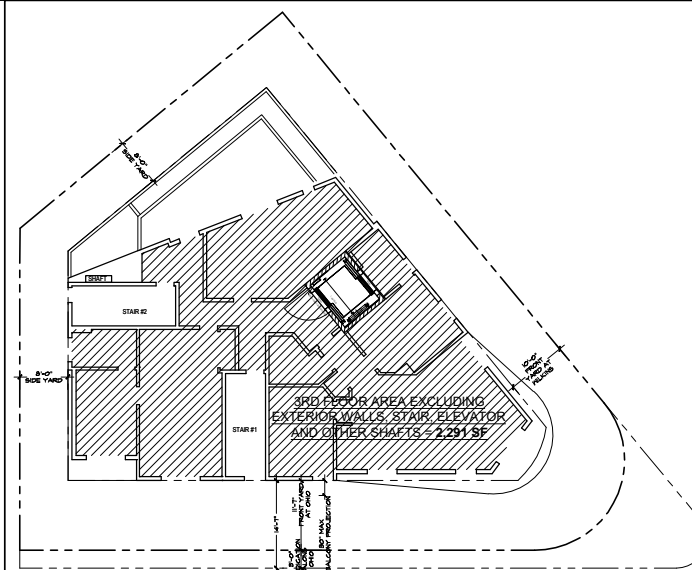
**A-01.4**



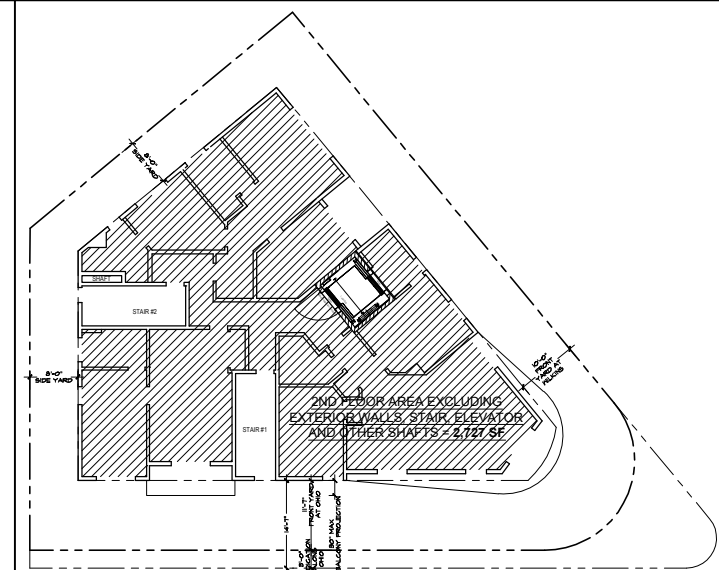
basement zoning floor area diagram. Any area that is not used for parking/driveway/storage room/building maintenance equipment room needs to be counted for zoning floor area ALL OF BASEMENT IS USED FOR ABOVE MENTIONED USES AND THERE IS NO ZONING FLOOR AREA IN BASEMENT



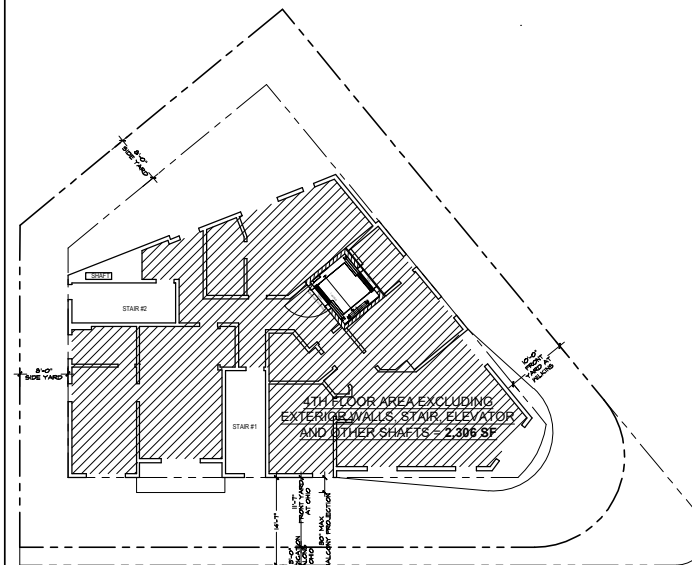
**BUILDABLE AREA DIAGRAM**



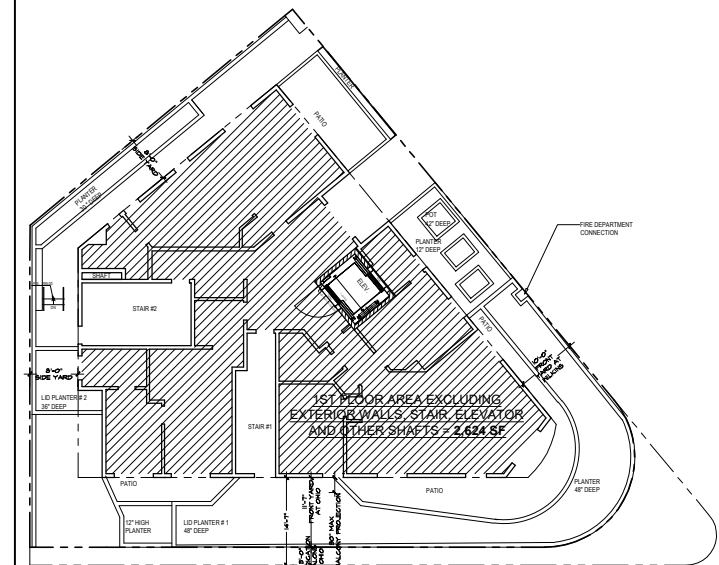
**3RD FLOOR (FAR)**



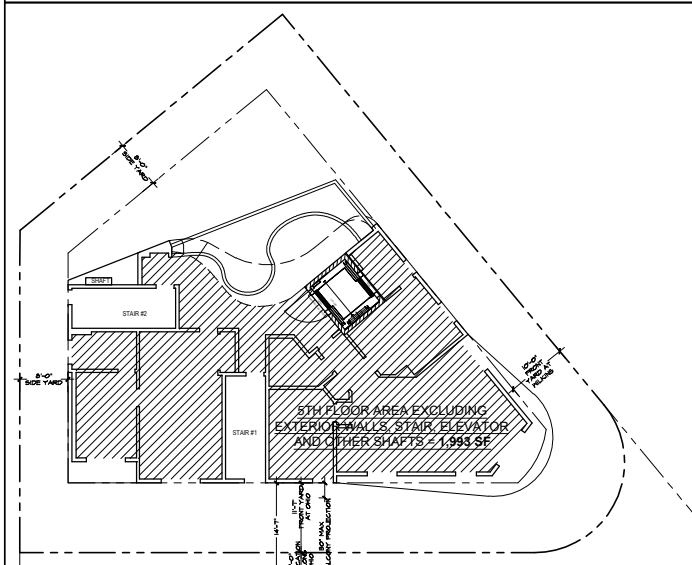
**2ND FLOOR (FAR)**



**4TH FLOOR (FAR)**



**1ST FLOOR (FAR)**



**5TH FLOOR (FAR)**

**TABLE OF GROSS BUILDING AREA (PER ZONING AND BUILDING CODE):**

LEVEL	GROSS BUILDING AREA - FAR (EXCLUDING EXT. WALLS, PROJECTED BALCONIES, ELEV., STAIRS, AND MECH. SHAFTS)	GROSS BUILDING AREA - BUILDING CODE (INCLUDING EXT. WALLS, PARKING, PROJECTED BALCONIES, EXCLUDING VENT SHAFTS AND COURTS)
BASEMENT	--	6,113 SF
1ST FLOOR	2,624 SF	2,801 SF
2ND FLOOR	2,727 SF	2,904 SF
3RD FLOOR	2,291 SF	2,468 SF
4TH FLOOR	2,306 SF	2,483 SF
5TH FLOOR	1,993 SF	2,270 SF
<b>TOTAL:</b>	<b>11,941 SF</b>	<b>19,039 SF</b>

	REQUIRED ( PER LAMC)	REQUIRED (PER DB )
FINAL FLOOR AREA RATIO	3:1	4.05:
BUILDABLE AREA ON SITE	3,261 SF	3,261 SF (SEE A-01.4)
MAX. ALLOWED	9,783 SF	13,207 SF
PROPOSED		11,941 ~ 3.6:1

**PROJECT:**  
 10756 W. WILKINS AVE.  
 LOS ANGELES, CA 90024

Revisions

OWNER:  
 WILKINS OWNER  
 CO

Drawing Title

**AREA  
 CALCULATIONS  
 AND DIAGRAMS**

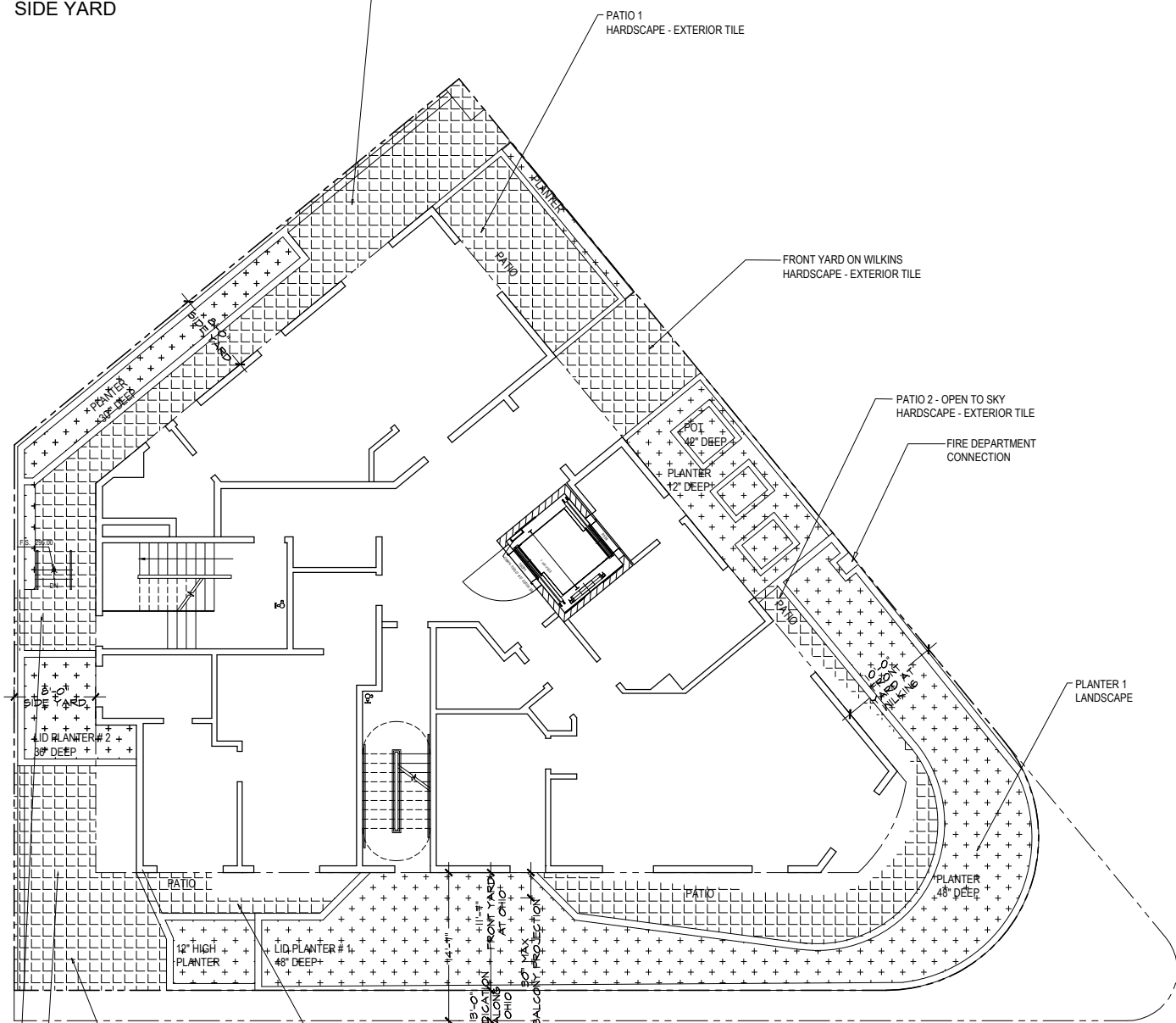
Scale: 1/32

Date: March 2021  
 Job No: 2021 - WILKINS  
 Drawn By: A.A.  
 Checked By: P.P.

Drawing No.

**A-01.5**

TOTAL WEST SIDE YARDS = 358 S.F.  
 LANDSCAPE IN SIDE YARD = 180 S.F.  
 LANDSCAPE > 50% OF REQUIRED  
 SIDE YARD



**1ST FLOOR PLAN**

TOTAL SOUTH WEST SIDE YARD = 321 S.F.  
 LANDSCAPE IN SOUTH WEST SIDE YARD = 161 S.F.  
 LANDSCAPE > 50% OF REQUIRED SIDE YARD

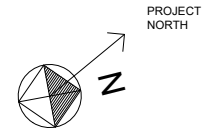
TOTAL AREA OF BOTH FRONT YARDS = 2223 S.F.  
 LANDSCAPE AREA IN BOTH FRONT YARDS = 1434 S.F.  
 OPEN SPACE PROVIDED IN FRONT YARDS = 1111  
 LANDSCAPE > 50% OF REQUIRED SIDE YARD

**LEGEND:**



TABLE OF PROVIDED LANDSCAPE AT SIDE-YARD  
 (NOT CONTRIBUTED TOWARDS OPEN SPACE):

LOCATION	HARDSCAPE	LANDSCAPE	TOTAL AREA	LANDSCAPE %
WEST SIDE-YARD	178 SF	180 SF	358 SF	51%
SIDE-YARD	190 SF	161 SF	321 SF	51%



Tel: 818.200.5005  
 These drawings and specifications are the property and copyright of the Designer and shall not be used for any other work except by written agreement with the Designer.

**PROJECT:**  
 10756 W. WILKINS AVE.  
 LOS ANGELES, CA 90024

Revisions

OWNER:  
 WILKINS OWNER  
 CO

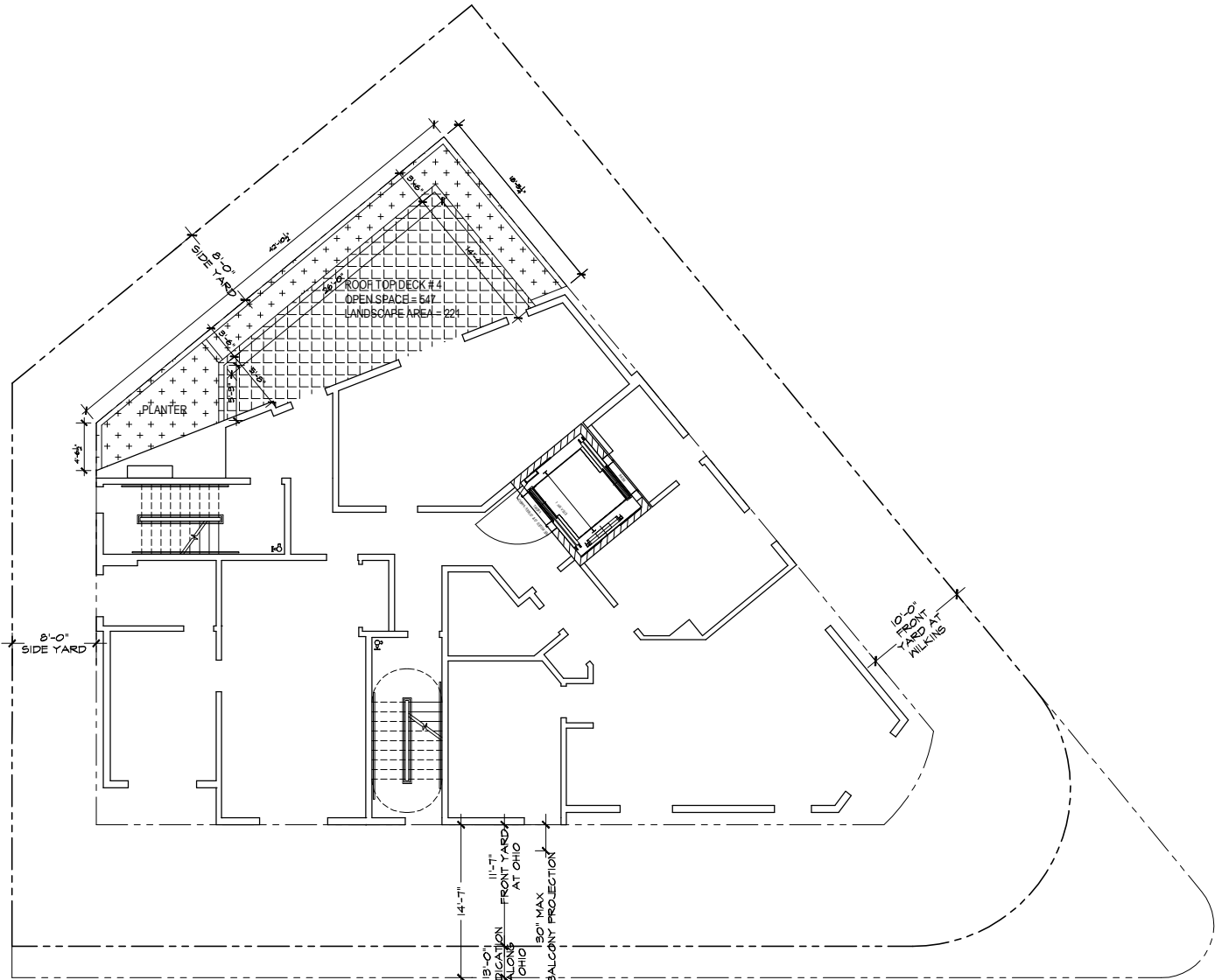
Drawing Title  
**OPEN SPACE  
 DIAGRAM**

Scale: 1/16  
 Date: March 2021  
 Job No: 2021 - WILKINS  
 Drawn By: A.A.  
 Checked By: P.P.

Drawing No.

**A-01.6**

PLOT DATE 03/07/2024



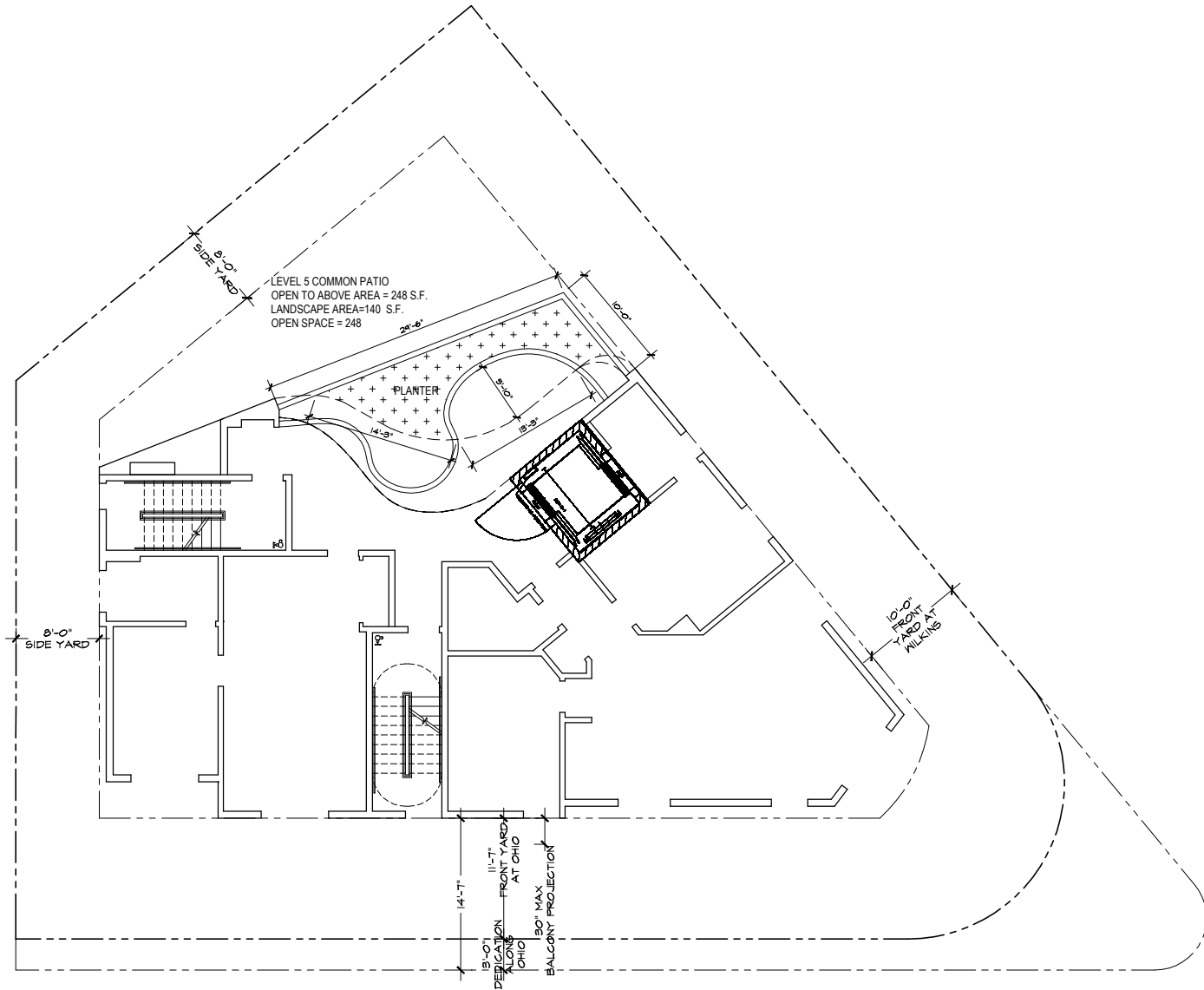
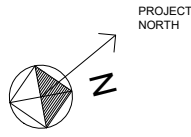
**3RD FLOOR PLAN**

TABLE OF PROVIDED OPEN SPACE (CONTRIBUTED TOWARDS REQUIRED OPEN SPACE):

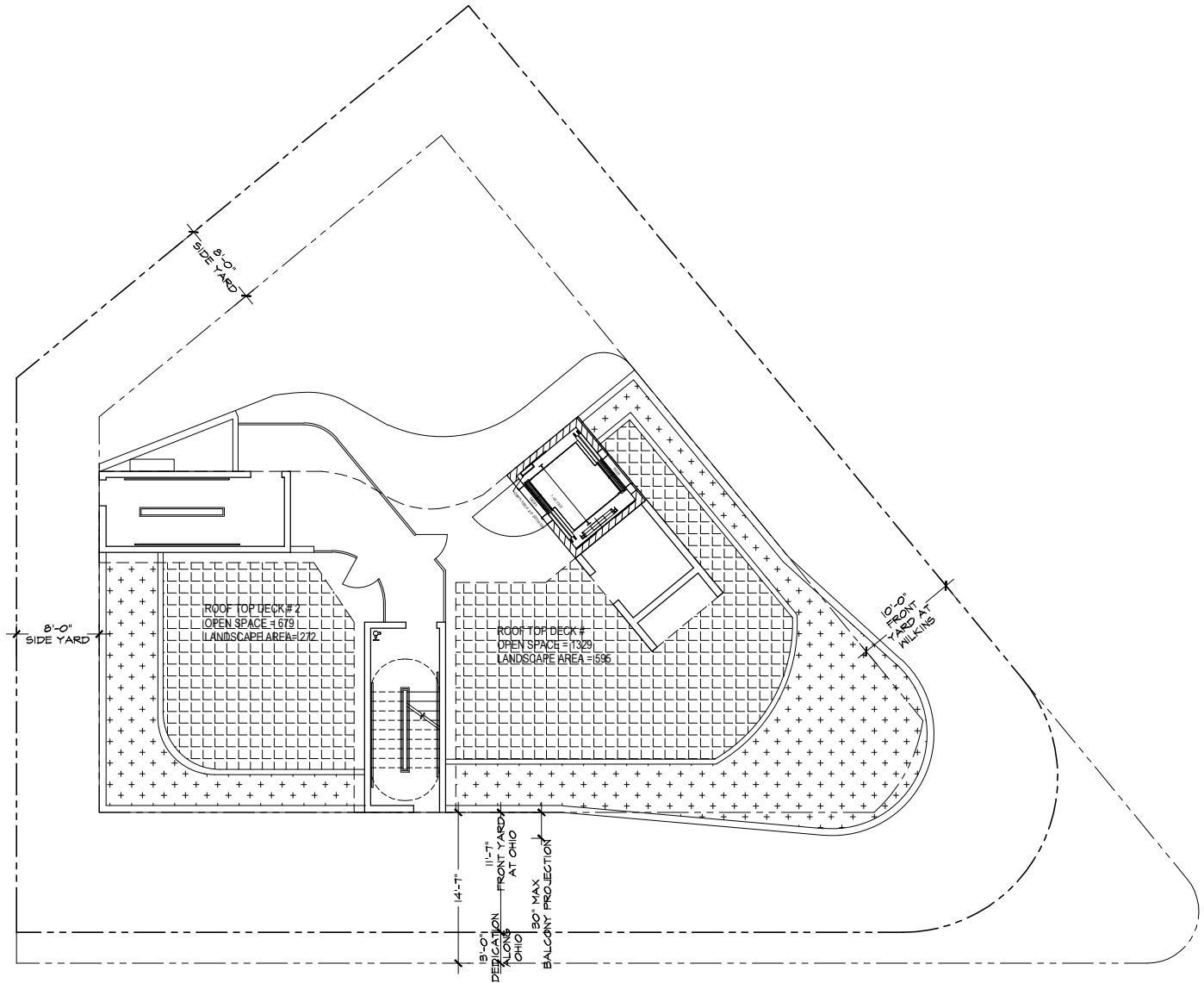
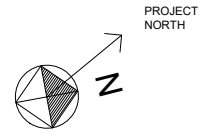
LOCATION	HARD-SCAPE	LAND-SCAPE	TOTAL AREA	% LAND-SCAPE	CONTRIBUTED TOWARD OPEN SPACE
<b>OPEN SPACE AT GRADE</b>					
FRONT YARDS	960 SF	1434 SF	2223 SF	64%	1111 SF
<b>OPEN SPACE ABOVE GRADE</b>					
LEVEL 3 PRIVATE PATIO	326 SF	221 SF	547 SF	41%	2803 SF*
LEVEL 5 COMMON PATIO	108 SF	140 SF	248 SF	56%	
ROOF TOP DECK # 1	734 SF	595 SF	1329 SF	44%	
ROOF TOP DECK # 2	407 SF	272 SF	679 SF	41%	
SUB-TOTAL:	1603 SF	1181 SF	2803 SF	--	
<b>TOTAL:</b>					<b>3,914 SF</b>

REQUESTED ENTITLEMENT # 6: WAIVER OF DEVELOPMENT STANDARDS TO ALLOW 72% OF OPEN SPACE TO BE ABOVE THE

REQUIRED OPEN SPACE PER WESTWOOD  
 350 S.F. per unit  
**11 X 350 = 3850**



**5TH FLOOR PLAN**



**ROOF PLAN**

**TABLE OF PROVIDED OPEN SPACE (CONTRIBUTED TOWARDS REQUIRED OPEN SPACE):**

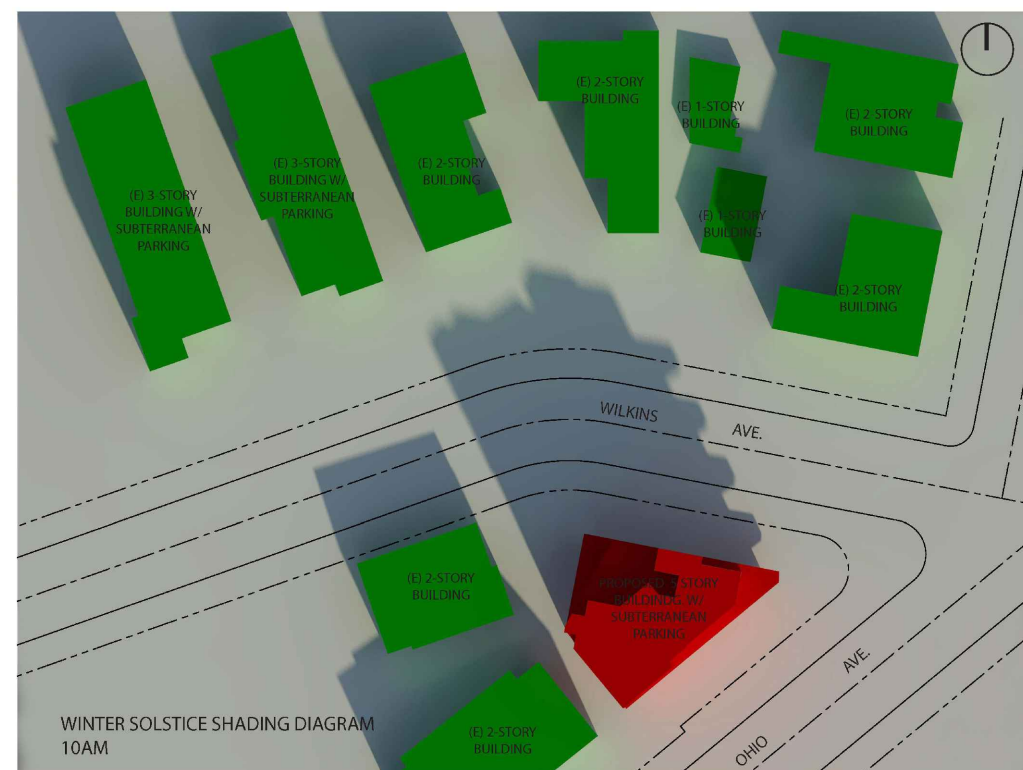
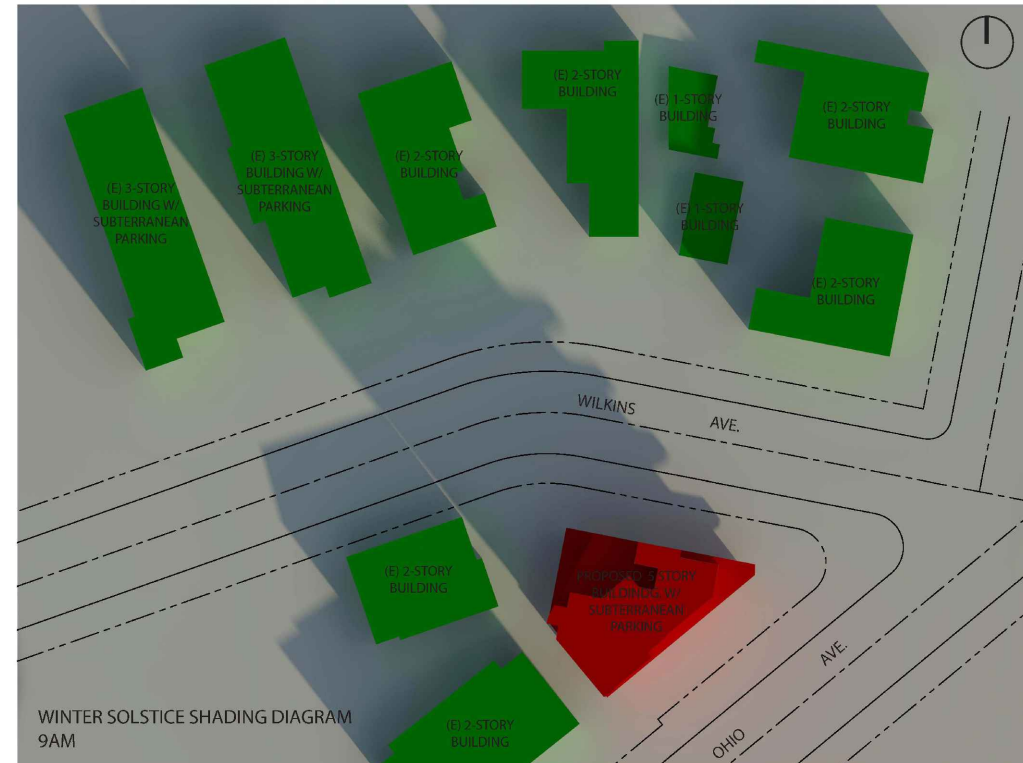
LOCATION	HARD-SCAPE	LAND-SCAPE	TOTAL AREA	% LAND-SCAPE	CONTRIBUTED TOWARD OPEN SPACE
<b>OPEN SPACE AT GRADE</b>					
FRONT YARDS	960 SF	1434 SF	2223 SF	64%	1111 SF
<b>OPEN SPACE ABOVE GRADE</b>					
LEVEL 3 PRIVATE PATIO	326 SF	221 SF	547 SF	41%	2803 SF*
LEVEL 5 COMMON PATIO	108 SF	140 SF	248 SF	56%	
ROOF TOP DECK # 1	734 SF	595 SF	1329 SF	44%	
ROOF TOP DECK # 2	407 SF	272 SF	679 SF	41%	
SUB-TOTAL:	1603 SF	1181 SF	2803 SF	--	
<b>TOTAL:</b>					<b>3,914 SF</b>

NOTE:  
WESTWOOD SPECIFIC PLAN SECTION 3.B. : WHENEVER THIS SPECIFIC PLAN CONTAINS PROVISIONS WHICH DIFFER FROM PROVISIONS CONTAINED IN CHAPTER I OF THE LOS ANGELES MUNICIPAL CODE. THE SPECIFIC PLAN SHALL PREVAIL AND SUPERSEDE THE APPLICABLE PROVISIONS OF THAT CODE.

**LEGEND:**

- LANDSCAPE
- HARDSCAPE - EXTERIOR TILE





**SHADE AND SHADOW STUDY**

Prepared By:  
**DHS & ASSOCIATES INC**  
275 Centennial Way #205  
Tustin CA 92780  
(714) 665 6569

**PROJECT DATA**  
Date: 8-10-2021

**PROJECT ADDRESS:**

10756 W. Wilkins Ave.  
Los Angeles CA 90024

**OWNER:**

Karim M. Makarehchi  
and Tahereh Korhani  
C/O Babak Nehoray  
10756 W. Wilkins Ave.  
Los Angeles CA 90024

**SUMMARY OF SHADING DIAGRAMS**

The enclosed shading Diagrams show the shading effect of the new project on the roofs of buildings located on the adjacent properties on the north side of the proposed five-story multifamily dwelling. The winter solstice shading diagrams are the critical ones for determining shading effects, and representative diagrams of the “Vernal/ Autumnal Equinox has been included to show the minimal effect the project has in those months. The proposed five-story multifamily dwelling has less than 1/3 shade on the adjacent two-story building on the north side between 9 am and 10 am. We can say that the proposed project dose not casts shadows on approximately 1/3 of the adjacent two-story residential structures, as projected on a plan view, for more than two hours between the hours of 9 am and 3 pm on December 21.

PROJECT:  
10756 W. WILKINS AVE.  
LOS ANGELES, CA 90024

Revisions

OWNER:  
WILKINS OWNER  
C/O

Drawing Title

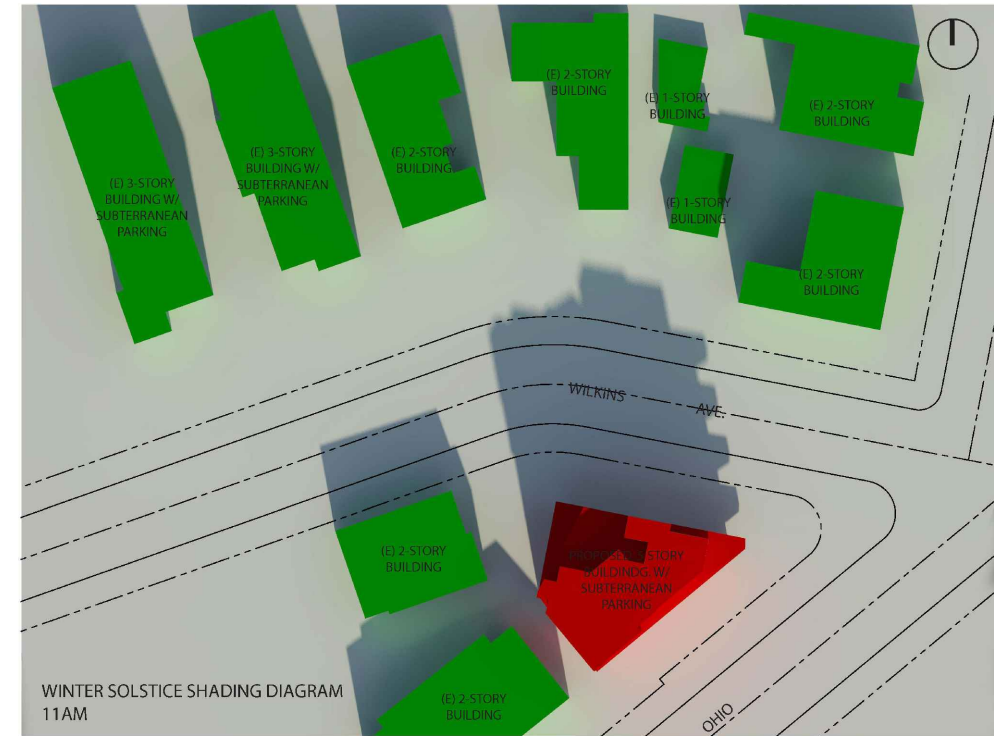
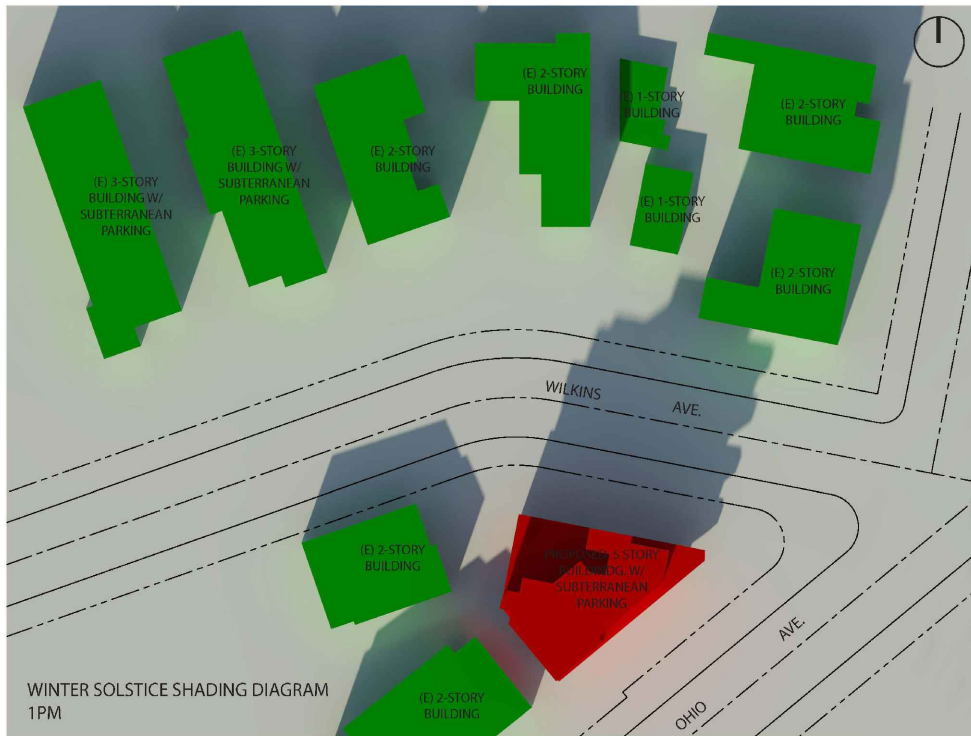
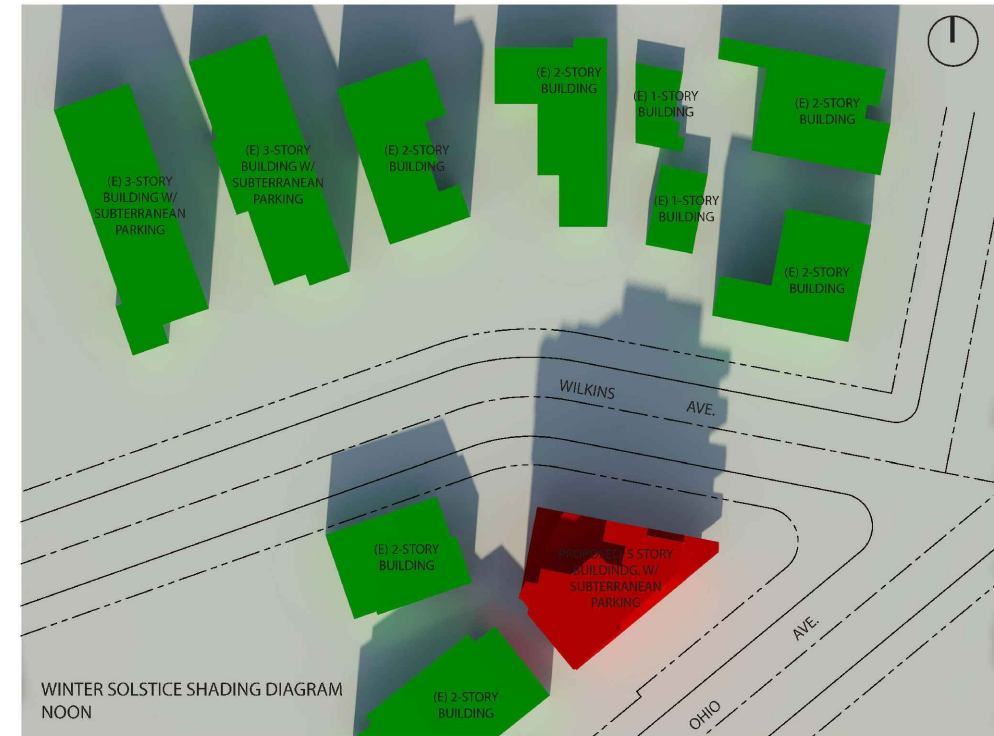
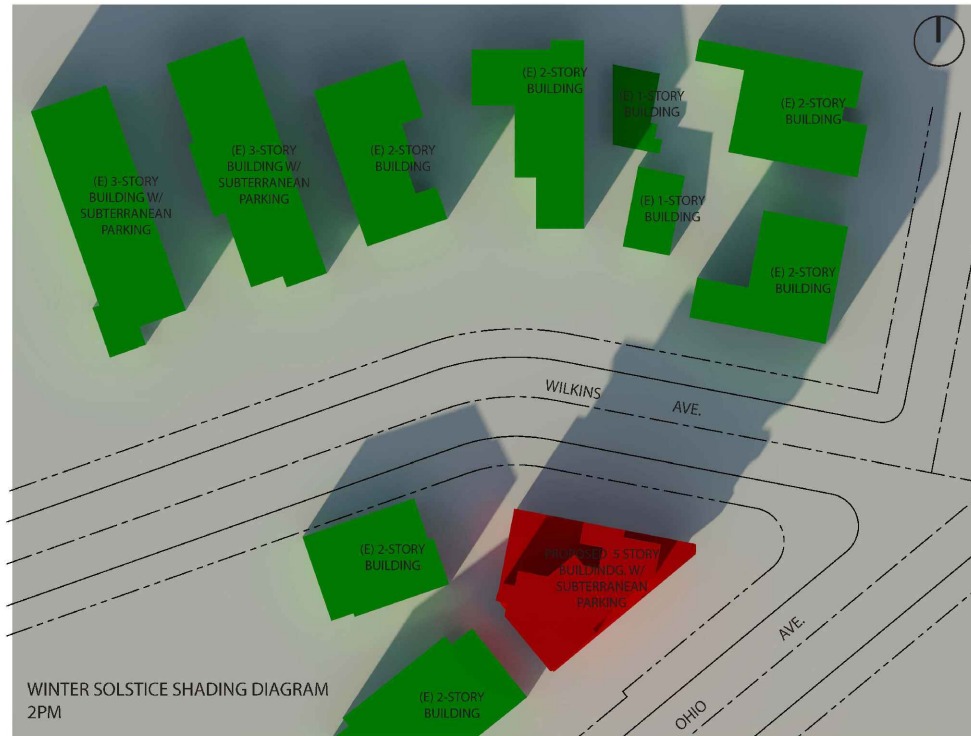
SHADE STUDY

Scale:

Date: March 2021  
Job No: 2021 - WILKINS  
Drawn By: A.A.  
Checked By: P.P.

Drawing No.

A-02.1



**PROJECT:**  
10756 W. WILKINS AVE.  
LOS ANGELES, CA 90024

Revisions

OWNER:  
WILKINS OWNER  
C/O

Drawing Title

**SHADE STUDY**

Scale:

Date: March 2021  
Job No: 2021 - WILKINS  
Drawn By: A.A.  
Checked By: P.P.

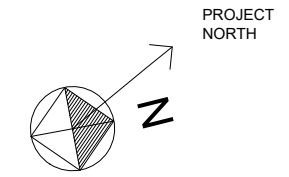
Drawing No.

**A-02.2**



LOT 2 BLOCK 30  
TR. NO. 7803  
M.B. 88/73-75

2-STORY BUILDING



Tel: 818.200.5005  
These drawings and specifications are the property and copyright of the Designer and shall not be used for any other work except by written agreement with the Designer.

PROJECT:  
10756 W. WILKINS AVE.  
LOS ANGELES, CA 90024

Revisions

OWNER:  
WILKINS OWNER  
CO

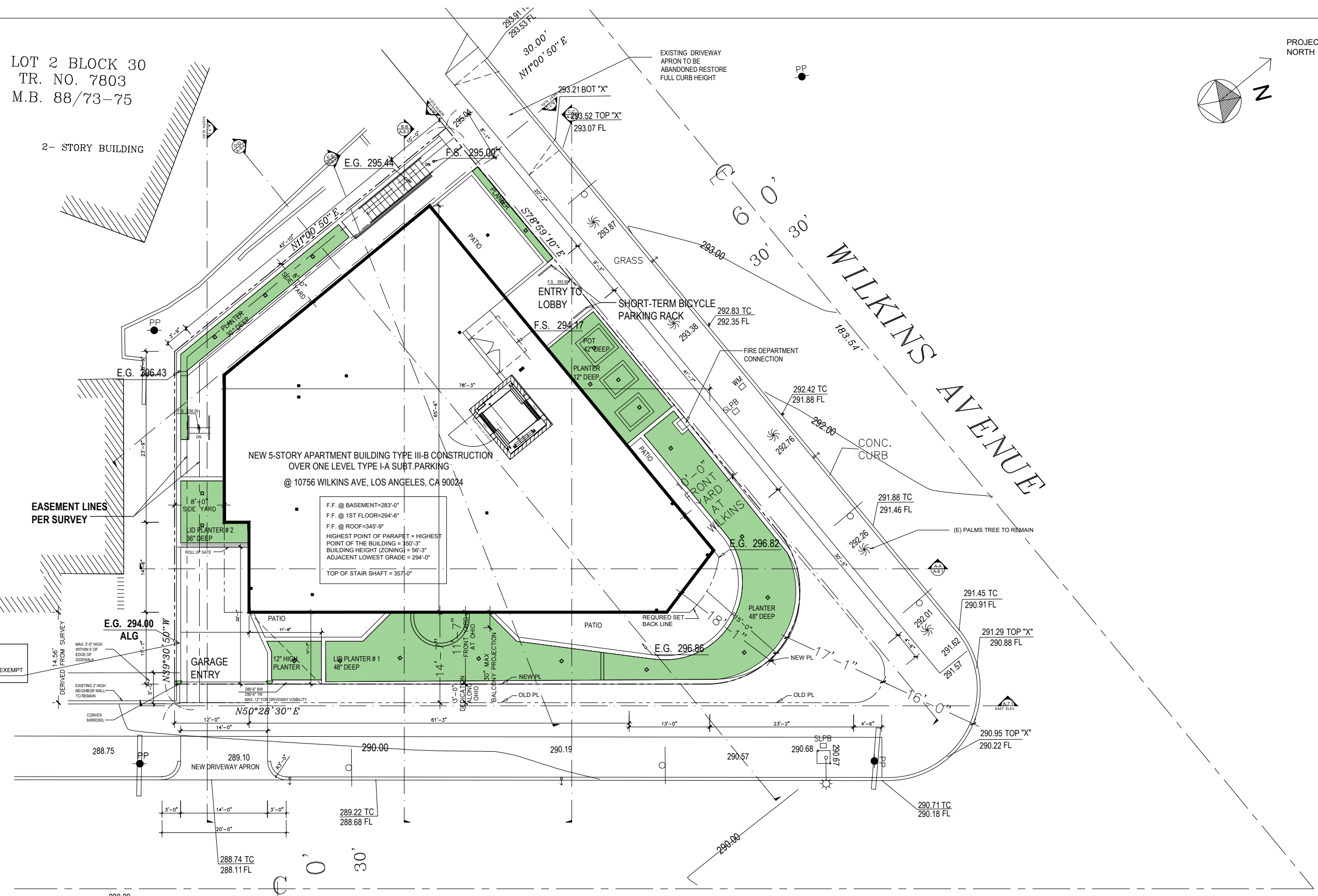
Drawing Title  
SITE PLAN

Scale: 1/16" = 1'-0"

Date: March 2021  
Job No: 2021-WILKINS  
Drawn By: A.A.  
Checked By: P.P.

Drawing No.

A-03.1



NEW 5-STORY APARTMENT BUILDING TYPE III-B CONSTRUCTION  
OVER ONE LEVEL TYPE I-A SUBT. PARKING  
@ 10756 WILKINS AVE, LOS ANGELES, CA 90024

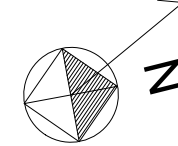
F.F. @ BASEMENT=283'-0"  
F.F. @ 1ST FLOOR=294'-6"  
F.F. @ ROOF=345'-9"  
HIGHEST POINT OF PARAPET = HIGHEST  
POINT OF THE BUILDING = 350'-3"  
BUILDING HEIGHT (ZONING) = 56'-3"  
ADJACENT LOWEST GRADE = 294'-0"  
TOP OF STAIR SHAFT = 357'-0"

ALG (ADJACENT LOWEST GRADE  
WITHIN 5' OF THE BUILDING) = 294'-0"  
NOTE THAT DEPRESSED DRIVEWAY IS EXEMPT

■	AREA DRAIN
■	CAST IRON ROOF DRAIN OR OVERFLOW (TYPICAL)
□	CAST IRON ROOF DRAIN OR OVERFLOW (TYPICAL) ABOVE TO BE RELOCATED TO THE OTHER ONE



PROJECT NORTH



Tel: 818.200.5005  
These drawings and specifications are the property and copyright of the Designer and shall not be used for any other work except by written agreement with the Designer.

PROJECT:  
10756 W. WILKINS AVE.  
LOS ANGELES, CA 90024

Revisions

OWNER:  
WILKINS OWNER  
CO

Drawing Title  
1ST FLOOR PLAN

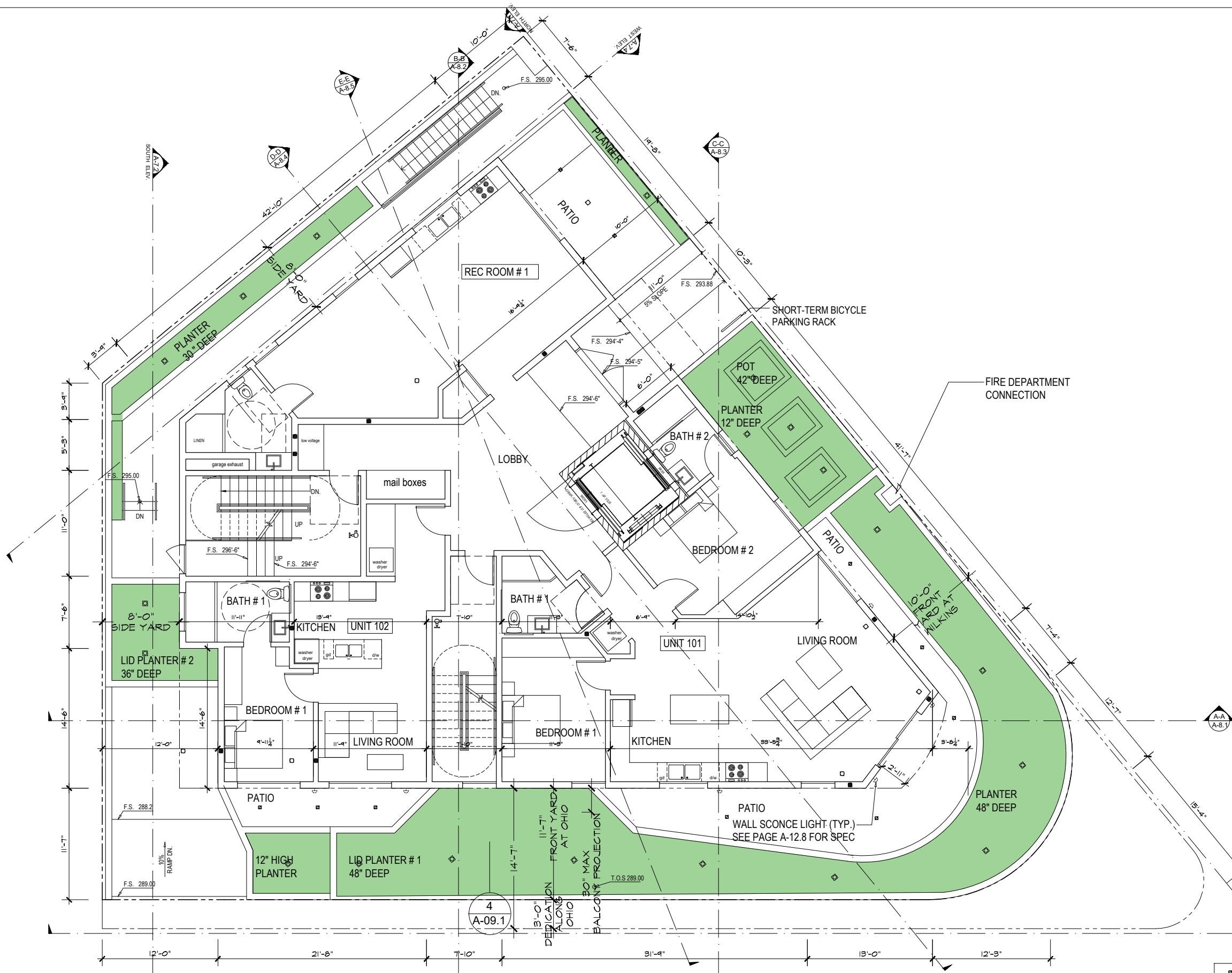
Scale: 3/32" = 1'-0"

Date: March 2021  
Job No: 2021 - WILKINS  
Drawn By: A.A.  
Checked By: P.P.

Drawing No.

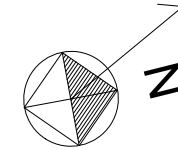
A-05.1

PLOT DATE 03/07/2024



■	AREA DRAIN
■	CAST IRON ROOF DRAIN OR OVERFLOW (TYPICAL)
□	CAST IRON ROOF DRAIN OR OVERFLOW (TYPICAL) ABOVE TO BE RELOCATED TO THE OTHER ONE

PROJECT NORTH



PROJECT:  
10756 W. WILKINS AVE.  
LOS ANGELES, CA 90024

Revisions

OWNER:  
WILKINS OWNER  
CO

Drawing Title  
**2ND FLOOR PLAN**

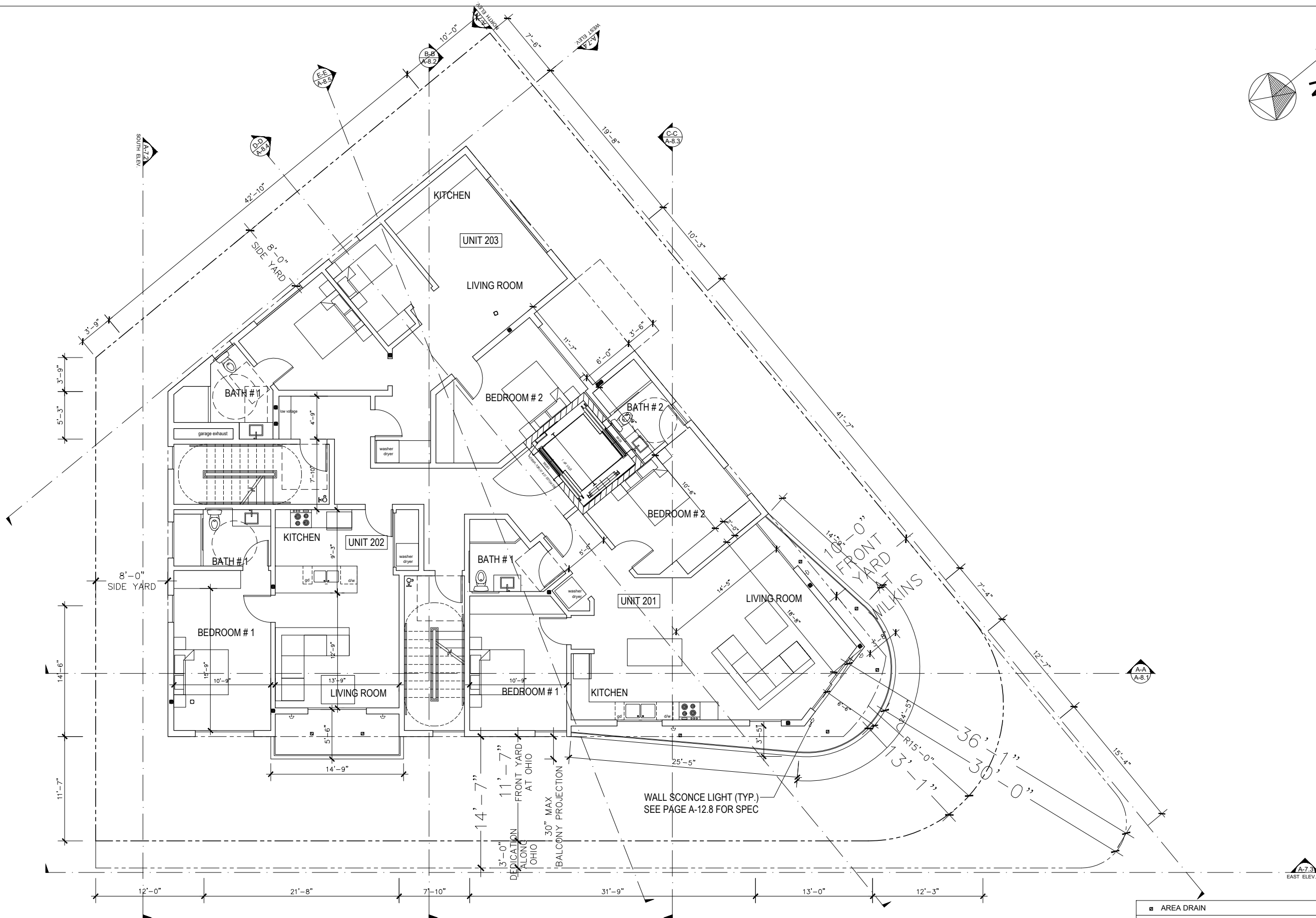
Scale: 3/32" = 1'-0"

Date: March 2021  
Job No: 2021 - WILKINS  
Drawn By: A.A.  
Checked By: P.P.

Drawing No.

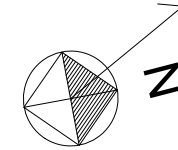
**A-05.2**

PLOT DATE 03/21/2024



■	AREA DRAIN
■	CAST IRON ROOF DRAIN OR OVERFLOW (TYPICAL)
□	CAST IRON ROOF DRAIN OR OVERFLOW (TYPICAL) ABOVE TO BE RELOCATED TO THE OTHER ONE

PROJECT NORTH



PROJECT:  
10756 W. WILKINS AVE.  
LOS ANGELES, CA 90024

Revisions

OWNER:  
WILKINS OWNER  
CO

Drawing Title  
3RD FLOOR PLAN

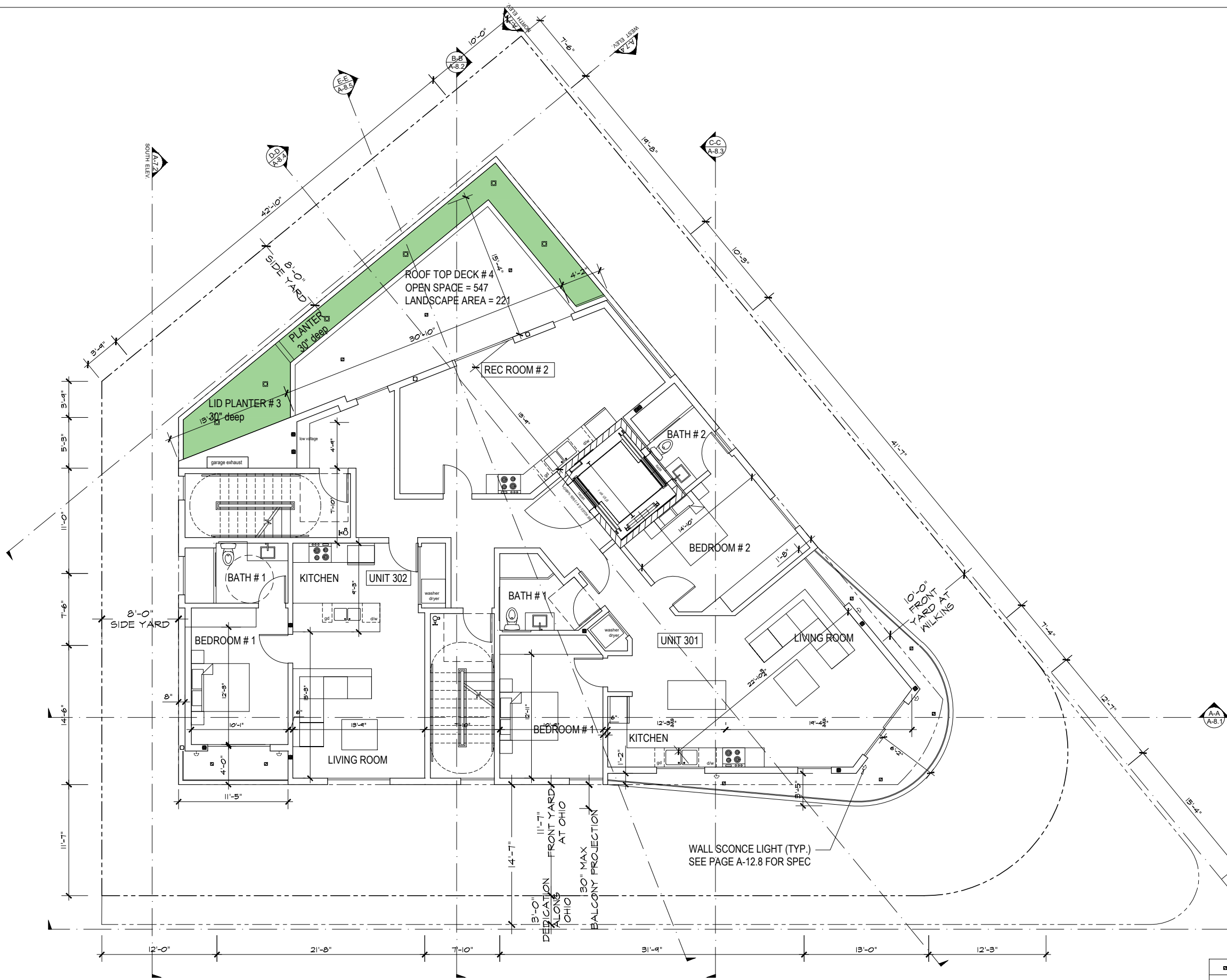
Scale: 3/32" = 1'-0"

Date: March 2021  
Job No: 2021 - WILKINS  
Drawn By: A.A.  
Checked By: P.P.

Drawing No.

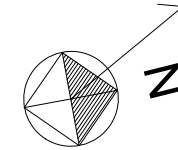
A-05.3

PLOT DATE 03/07/2024



■	AREA DRAIN
■	CAST IRON ROOF DRAIN OR OVERFLOW (TYPICAL)
□	CAST IRON ROOF DRAIN OR OVERFLOW (TYPICAL) ABOVE TO BE RELOCATED TO THE OTHER ONE

PROJECT NORTH



PROJECT:  
10756 W. WILKINS AVE.  
LOS ANGELES, CA 90024

Revisions

OWNER:  
WILKINS OWNER  
CO

Drawing Title  
4TH FLOOR PLAN

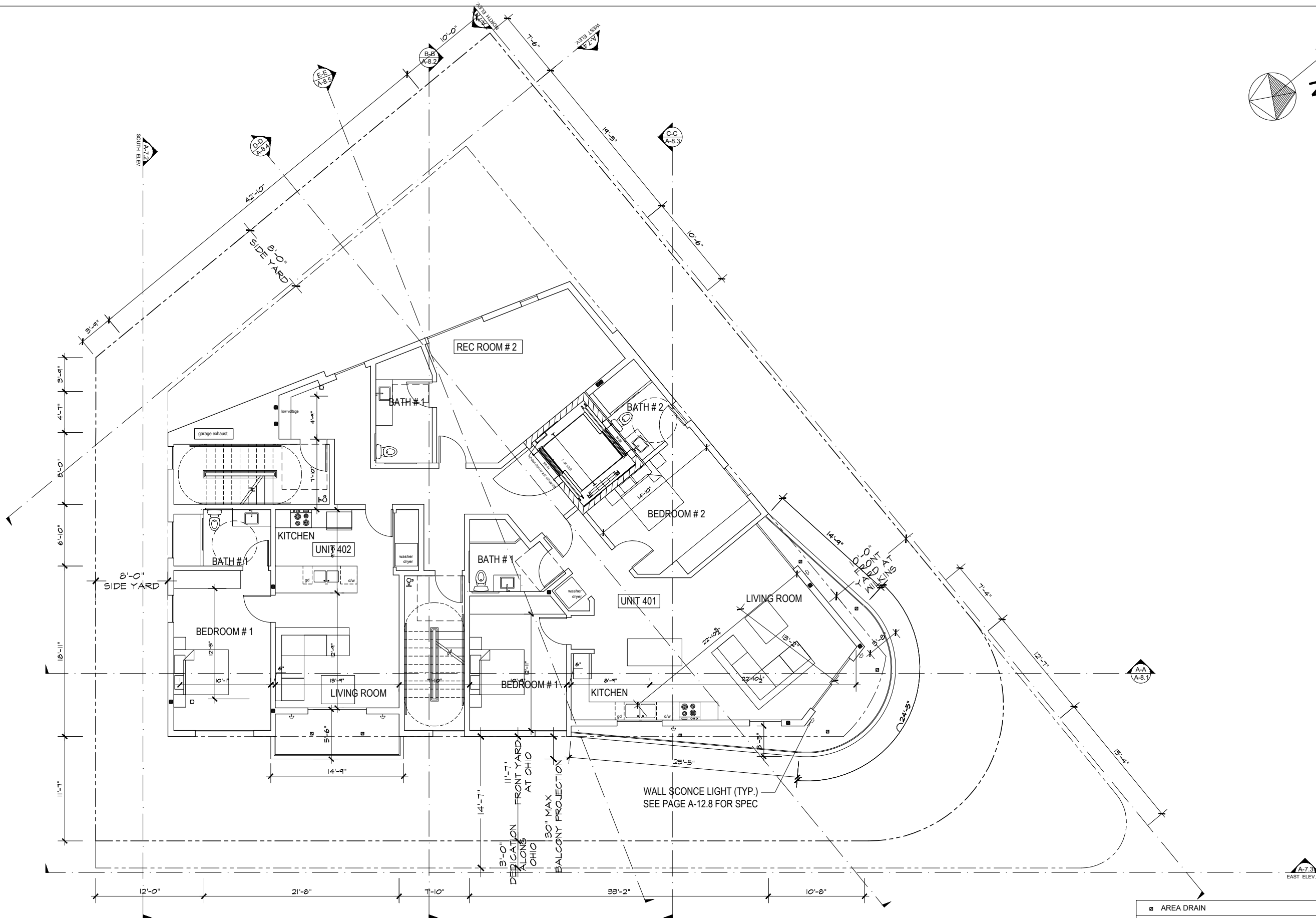
Scale: 3/32" = 1'-0"

Date: March 2021  
Job No: 2021 - WILKINS  
Drawn By: A.A.  
Checked By: P.P.

Drawing No.

A-05.4

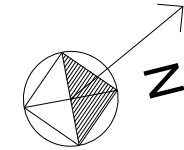
PLOT DATE 03/07/2024



- AREA DRAIN
- CAST IRON ROOF DRAIN OR OVERFLOW (TYPICAL)
- CAST IRON ROOF DRAIN OR OVERFLOW (TYPICAL) ABOVE TO BE RELOCATED TO THE OTHER ONE



PROJECT NORTH



PROJECT:  
10756 W. WILKINS AVE.  
LOS ANGELES, CA 90024

Revisions

OWNER:  
WILKINS OWNER  
CO

Drawing Title  
5TH FLOOR PLAN

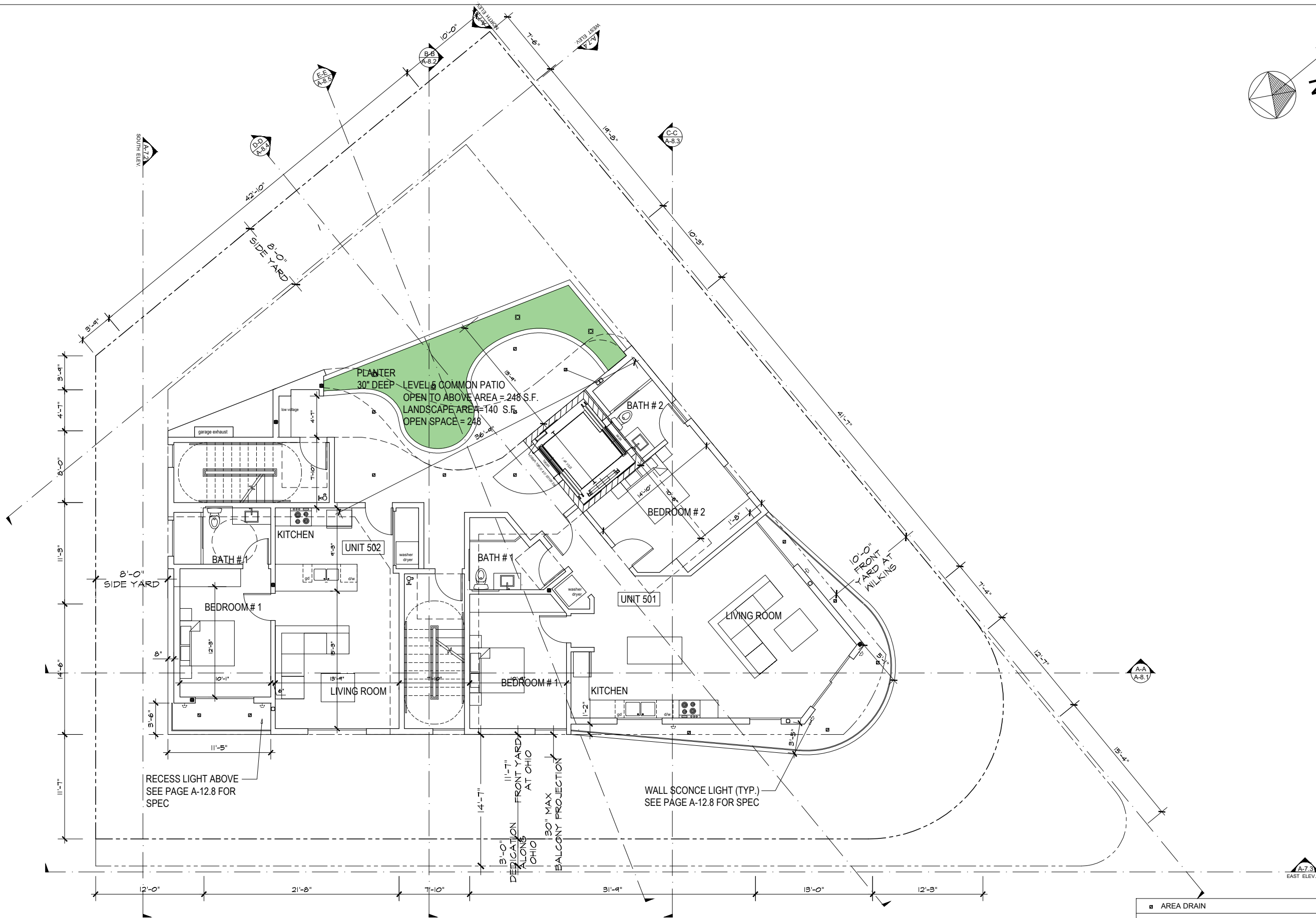
Scale: 3/32" = 1'-0"

Date: March 2021  
Job No: 2021-1-WILKINS  
Drawn By: A.A.  
Checked By: P.P.

Drawing No.

A-05.5

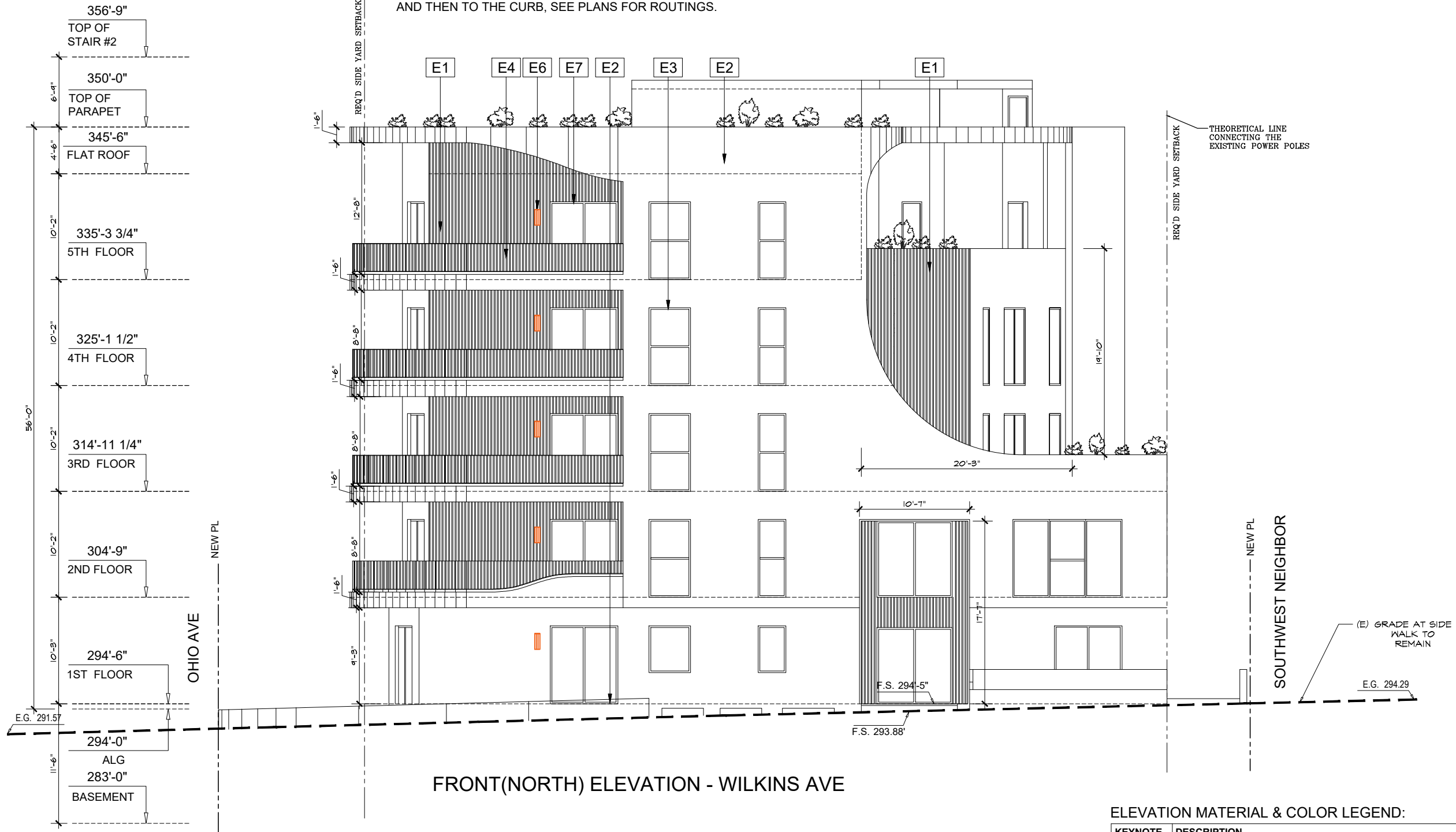
PLOT DATE 03/07/2024



■	AREA DRAIN
■	CAST IRON ROOF DRAIN OR OVERFLOW (TYPICAL)
□	CAST IRON ROOF DRAIN OR OVERFLOW (TYPICAL) ABOVE TO BE RELOCATED TO THE OTHER ONE



**NOTE:** ALL DOWNSPOUTS WILL BE ROUTED INSIDE THE BUILDING TO THE UNDER SIDE OF THE CON. DECK AND FROM THERE TO THE LID PLANTER AND THEN TO THE CURB, SEE PLANS FOR ROUTINGS.



FRONT(NORTH) ELEVATION - WILKINS AVE

**ELEVATION MATERIAL & COLOR LEGEND:**

KEYNOTE	DESCRIPTION
E1	SPANISH WALNUT EUROPEAN SIDING, MANUFACTURER: NEWTECHWOOD
E2	SMOOTH FINISH PORTLAND CEMENT PLASTER - COLOR: OATMEAL X-81 (68)
E3	WINDOW- FRAME COLOR ON EUROPEAN SIDING FACADE TO BE STATUARY BRONZE AND FRAME COLOR ON EXTERIOR PLASTER FACADE TO BE WHITE
E4	STEEL PICKET RAILING - COLOR: DARK BRONZE
E5	SHEET METAL FASCIA PANEL - COLOR: TO MATCH STUCCO (E2)
E6	WALL SCONE EXTERIOR LIGHT (SEE SPECS AT SHEET A-12.8)
E7	SLIDING GLASS DOOR & WINDOW - FRAME COLOR ON EUROPEAN SIDING FACADE TO BE STATUARY BRONZE AND FRAME COLOR ON EXTERIOR PLASTER FACADE TO BE WHITE
E8	PENDANT CHANDELIER
E9	WATER FEATURE AT ENTRY DOOR

PROJECT:  
10756 W. WILKINS AVE.  
LOS ANGELES, CA 90024

Revisions

OWNER:  
WILKINS OWNER  
GIC

Drawing Title  
NORTH  
ELEVATION

Scale: 3/32" = 1'-0"

Date: March 2021  
Job No: 2021 - WILKINS  
Drawn By: A.A.  
Checked By: P.P.

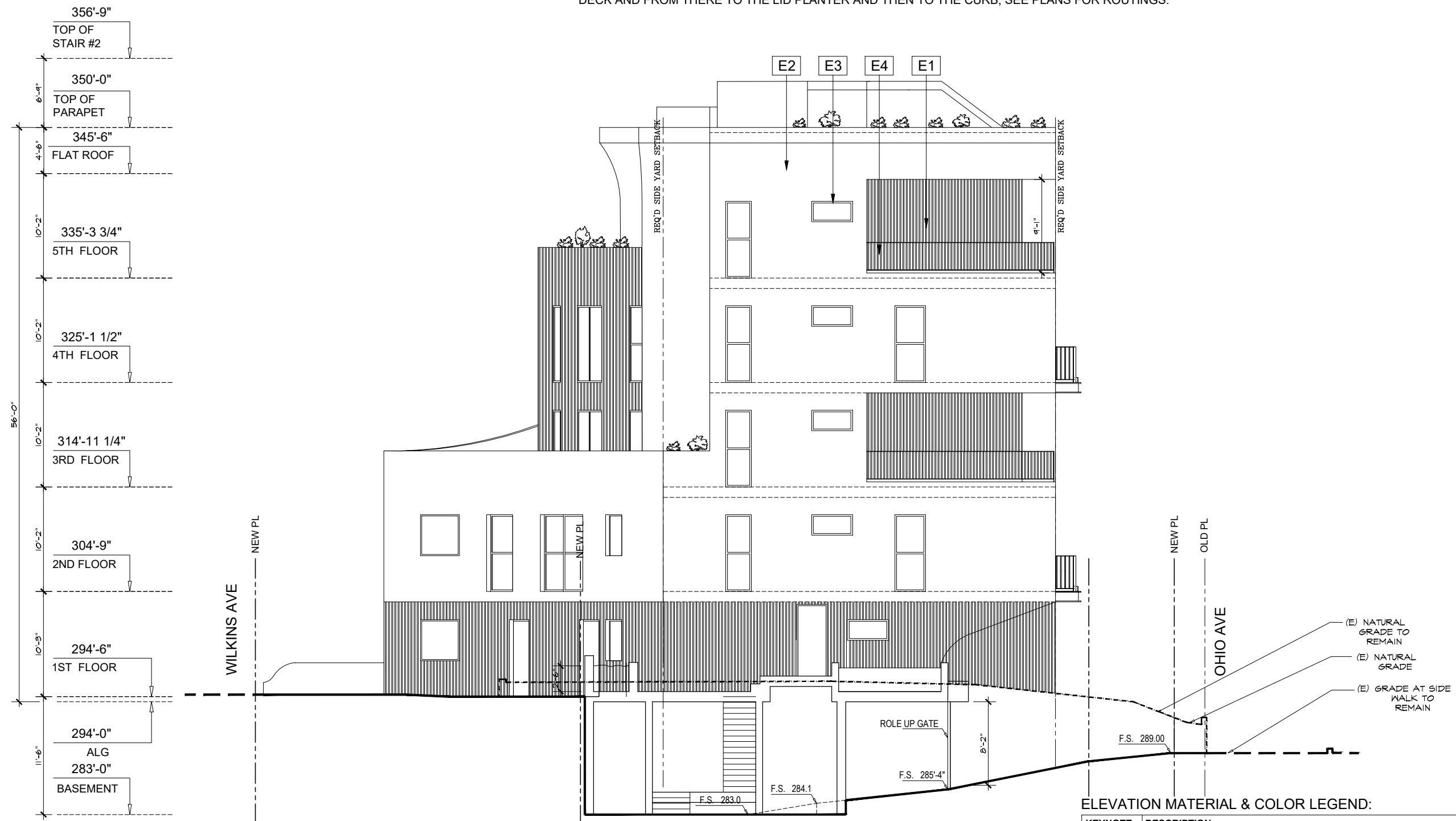
Drawing No.

**A-07.1**

**NOTE: ALL DOWNSPOUTS WILL BE ROUTED INSIDE THE BUILDING TO THE UNDER SIDE OF THE CON. DECK AND FROM THERE TO THE LID PLANTER AND THEN TO THE CURB, SEE PLANS FOR ROUTINGS.**



Tel: 818.200.5005  
 These drawings and specifications are the property and copyright of the Designer and shall not be used for any other work except by written agreement with the Designer.



**SOUTH ELEVATION**

**ELEVATION MATERIAL & COLOR LEGEND:**

KEYNOTE	DESCRIPTION
E1	SPANISH WALNUT EUROPEAN SIDING, MANUFACTURER: NEWTECHWOOD
E2	SMOOTH FINISH PORTLAND CEMENT PLASTER - COLOR: OATMEAL X-81 (68)
E3	WINDOW- FRAME COLOR ON EUROPEAN SIDING FACADE TO BE STATUARY BRONZE AND FRAME COLOR ON EXTERIOR PLASTER FACADE TO BE WHITE
E4	STEEL PICKET RAILING - COLOR: DARK BRONZE
E5	SHEET METAL FASCIA PANEL - COLOR: TO MATCH STUCCO (E2)
E6	WALL SCONE EXTERIOR LIGHT (SEE SPECS AT SHEET A-12.8)
E7	SLIDING GLASS DOOR & WINDOW - FRAME COLOR ON EUROPEAN SIDING FACADE TO BE STATUARY BRONZE AND FRAME COLOR ON EXTERIOR PLASTER FACADE TO BE WHITE
E8	PENDANT CHANDELIER
E9	WATER FEATURE AT ENTRY DOOR

**PROJECT:**  
 10756 W. WILKINS AVE.  
 LOS ANGELES, CA 90024

Revisions

OWNER:  
 WILKINS OWNER  
 CO

Drawing Title  
**SOUTH  
 ELEVATION**

Scale: 3/32" = 1'-0"  
 Date: March 2021  
 Job No: 2021 - WILKINS  
 Drawn By: A.A.  
 Checked By: P.P.

Drawing No.

**A-07.2**

**NOTE: ALL DOWNSPOUTS WILL BE ROUTED INSIDE THE BUILDING TO THE UNDER SIDE OF THE CON. DECK AND FROM THERE TO THE LID PLANTER AND THEN TO THE CURB, SEE PLANS FOR ROUTINGS.**



EAST ELEVATION - OHIO AVE

ELEVATION MATERIAL & COLOR LEGEND:

KEYNOTE	DESCRIPTION
E1	SPANISH WALNUT EUROPEAN SIDING, MANUFACTURER: NEWTECHWOOD
E2	SMOOTH FINISH PORTLAND CEMENT PLASTER - COLOR: OATMEAL X-81 (68)
E3	WINDOW- FRAME COLOR ON EUROPEAN SIDING FACADE TO BE STATUARY BRONZE AND FRAME COLOR ON EXTERIOR PLASTER FACADE TO BE WHITE
E4	STEEL PICKET RAILING - COLOR: DARK BRONZE
E5	SHEET METAL FASCIA PANEL - COLOR: TO MATCH STUCCO (E2)
E6	WALL SCONE EXTERIOR LIGHT (SEE SPECS AT SHEET A-12.8)
E7	SLIDING GLASS DOOR & WINDOW - FRAME COLOR ON EUROPEAN SIDING FACADE TO BE STATUARY BRONZE AND FRAME COLOR ON EXTERIOR PLASTER FACADE TO BE WHITE
E8	PENDANT CHANDELIER
E9	WATER FEATURE AT ENTRY DOOR

PROJECT:  
10756 W. WILKINS AVE.  
LOS ANGELES, CA 90024

Revisions

OWNER:  
WILKINS OWNER  
CO

Drawing Title

EAST  
ELEVATION

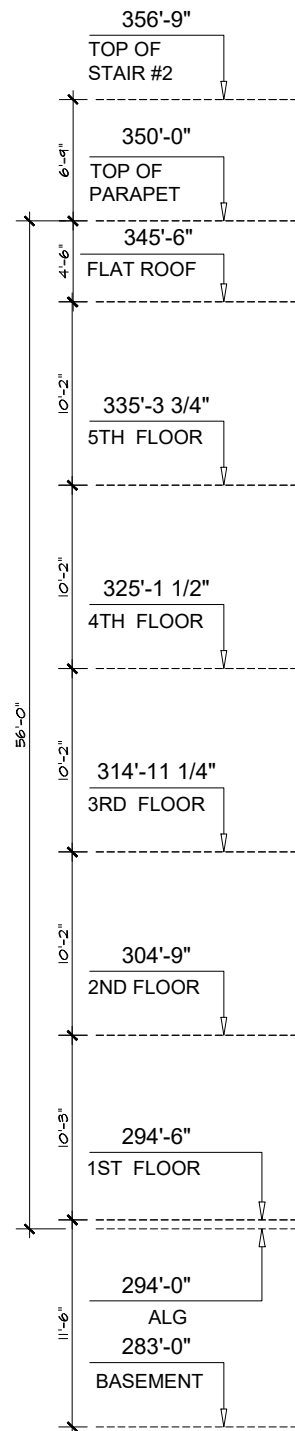
Scale: 3/32" = 1'-0"

Date: March 2021  
Job No: 2021 - WILKINS  
Drawn By: A.A.  
Checked By: P.P.

Drawing No.

A-07.3

**NOTE:** ALL DOWNSPOUTS WILL BE ROUTED INSIDE THE BUILDING TO THE UNDER SIDE OF THE CON. DECK AND FROM THERE TO THE LID PLANTER AND THEN TO THE CURB, SEE PLANS FOR ROUTINGS.



WEST ELEVATION

**ELEVATION MATERIAL & COLOR LEGEND:**

KEYNOTE	DESCRIPTION
E1	SPANISH WALNUT EUROPEAN SIDING, MANUFACTURER: NEWTECHWOOD
E2	SMOOTH FINISH PORTLAND CEMENT PLASTER - COLOR: OATMEAL X-81 (68)
E3	WINDOW- FRAME COLOR ON EUROPEAN SIDING FACADE TO BE STATUARY BRONZE AND FRAME COLOR ON EXTERIOR PLASTER FACADE TO BE WHITE
E4	STEEL PICKET RAILING - COLOR: DARK BRONZE
E5	SHEET METAL FASCIA PANEL - COLOR: TO MATCH STUCCO (E2)
E6	WALL SCONE EXTERIOR LIGHT (SEE SPECS AT SHEET A-12.8)
E7	SLIDING GLASS DOOR & WINDOW - FRAME COLOR ON EUROPEAN SIDING FACADE TO BE STATUARY BRONZE AND FRAME COLOR ON EXTERIOR PLASTER FACADE TO BE WHITE
E8	PENDANT CHANDELIER
E9	WATER FEATURE AT ENTRY DOOR

PROJECT:  
10756 W. WILKINS AVE.  
LOS ANGELES, CA 90024

Revisions

OWNER:  
WILKINS OWNER  
CO

Drawing Title  
WEST  
ELEVATION

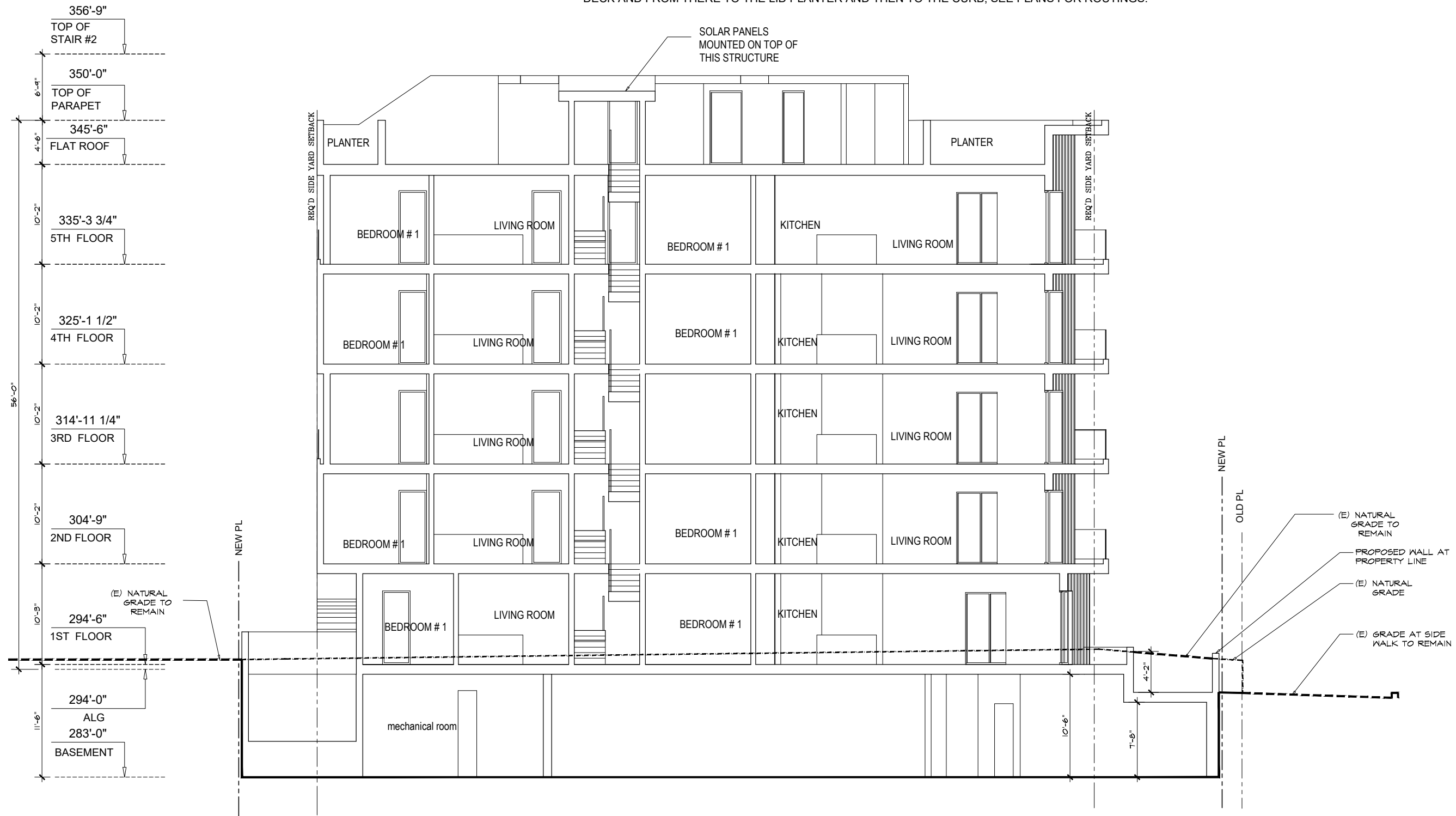
Scale: 3/32" = 1'-0"

Date: March 2021  
Job No: 2021 - WILKINS  
Drawn By: A.A.  
Checked By: P.P.

Drawing No.

**A-07.4**

**NOTE: ALL DOWNSPOUTS WILL BE ROUTED INSIDE THE BUILDING TO THE UNDER SIDE OF THE CON. DECK AND FROM THERE TO THE LID PLANTER AND THEN TO THE CURB, SEE PLANS FOR ROUTINGS.**



**PROJECT:**  
10756 W. WILKINS AVE.  
LOS ANGELES, CA 90024

Revisions

OWNER:  
WILKINS OWNER  
CO

Drawing Title  
SECTION A-A

Scale: 3/32" = 1'-0"

Date: March 2021  
Job No: 2021 - WILKINS  
Drawn By: A.A.  
Checked By: P.P.

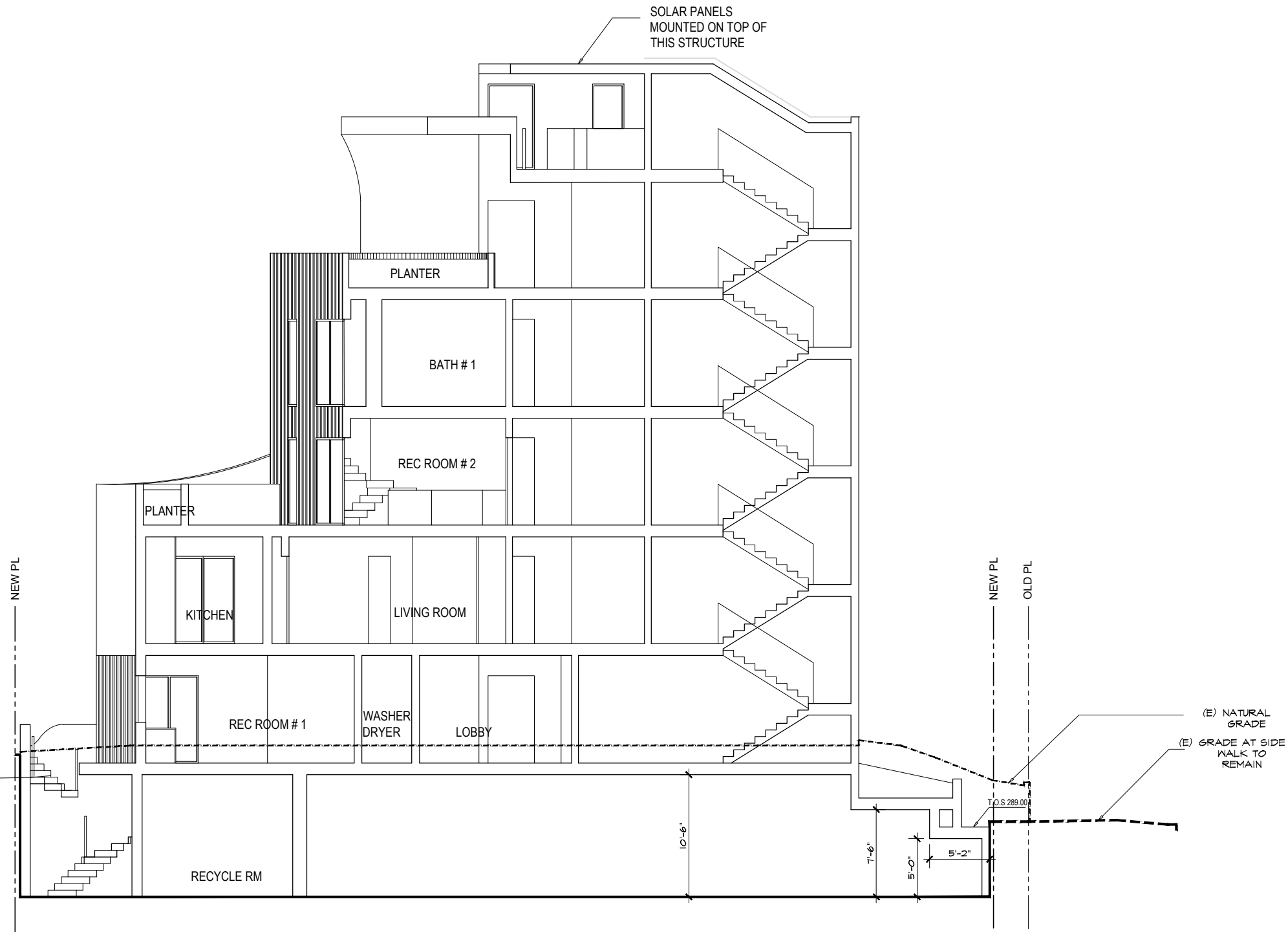
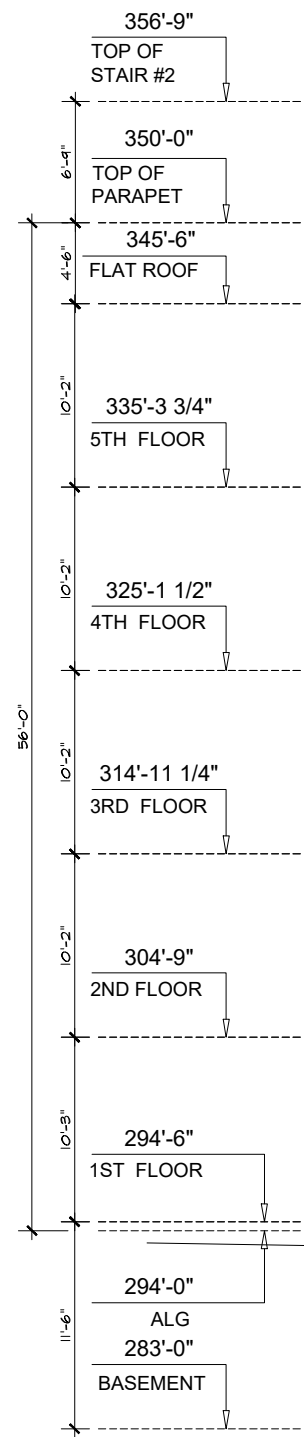
Drawing No.

**A-08.1**

**NOTE: ALL DOWNSPOUTS WILL BE ROUTED INSIDE THE BUILDING TO THE UNDER SIDE OF THE CON. DECK AND FROM THERE TO THE LID PLANTER AND THEN TO THE CURB, SEE PLANS FOR ROUTINGS.**



Tel: 818.200.5005  
 These drawings and specifications are the property and copyright of the Designer and shall not be used for any other work except by written agreement with the Designer.



**PROJECT:**  
 10756 W. WILKINS AVE.  
 LOS ANGELES, CA 90024

Revisions

OWNER:  
 WILKINS OWNER  
 CO

Drawing Title  
 SECTION B-B

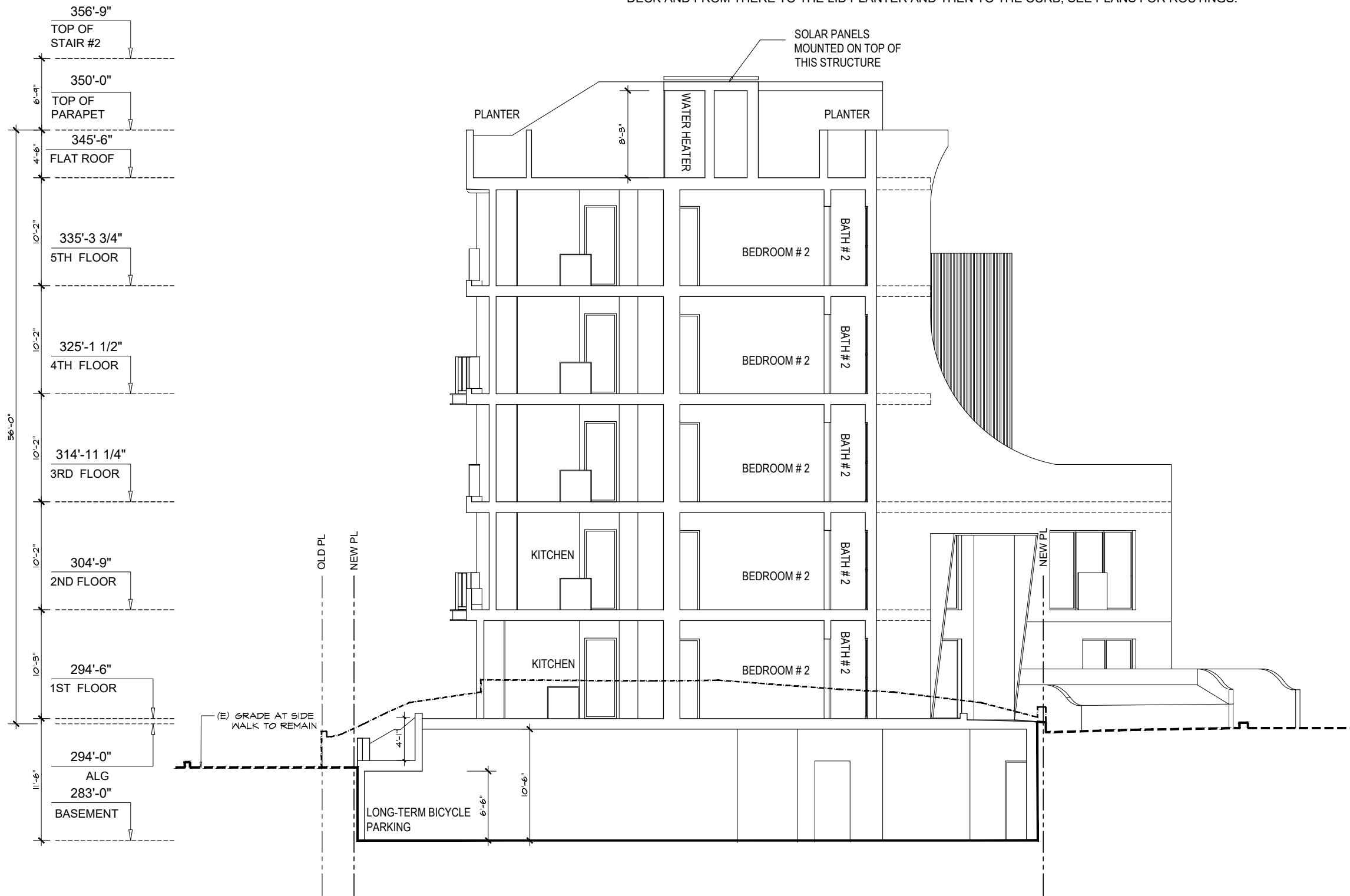
Scale: 3/32" = 1'-0"  
 Date: March 2021  
 Job No: 2021 - WILKINS  
 Drawn By: A.A.  
 Checked By: P.P.

Drawing No.

**A-08.2**



**NOTE: ALL DOWNSPOUTS WILL BE ROUTED INSIDE THE BUILDING TO THE UNDER SIDE OF THE CON. DECK AND FROM THERE TO THE LID PLANTER AND THEN TO THE CURB, SEE PLANS FOR ROUTINGS.**



**PROJECT:**  
10756 W. WILKINS AVE.  
LOS ANGELES, CA 90024

Revisions

OWNER:  
WILKINS OWNER  
CO

Drawing Title  
**SECTION C-C**

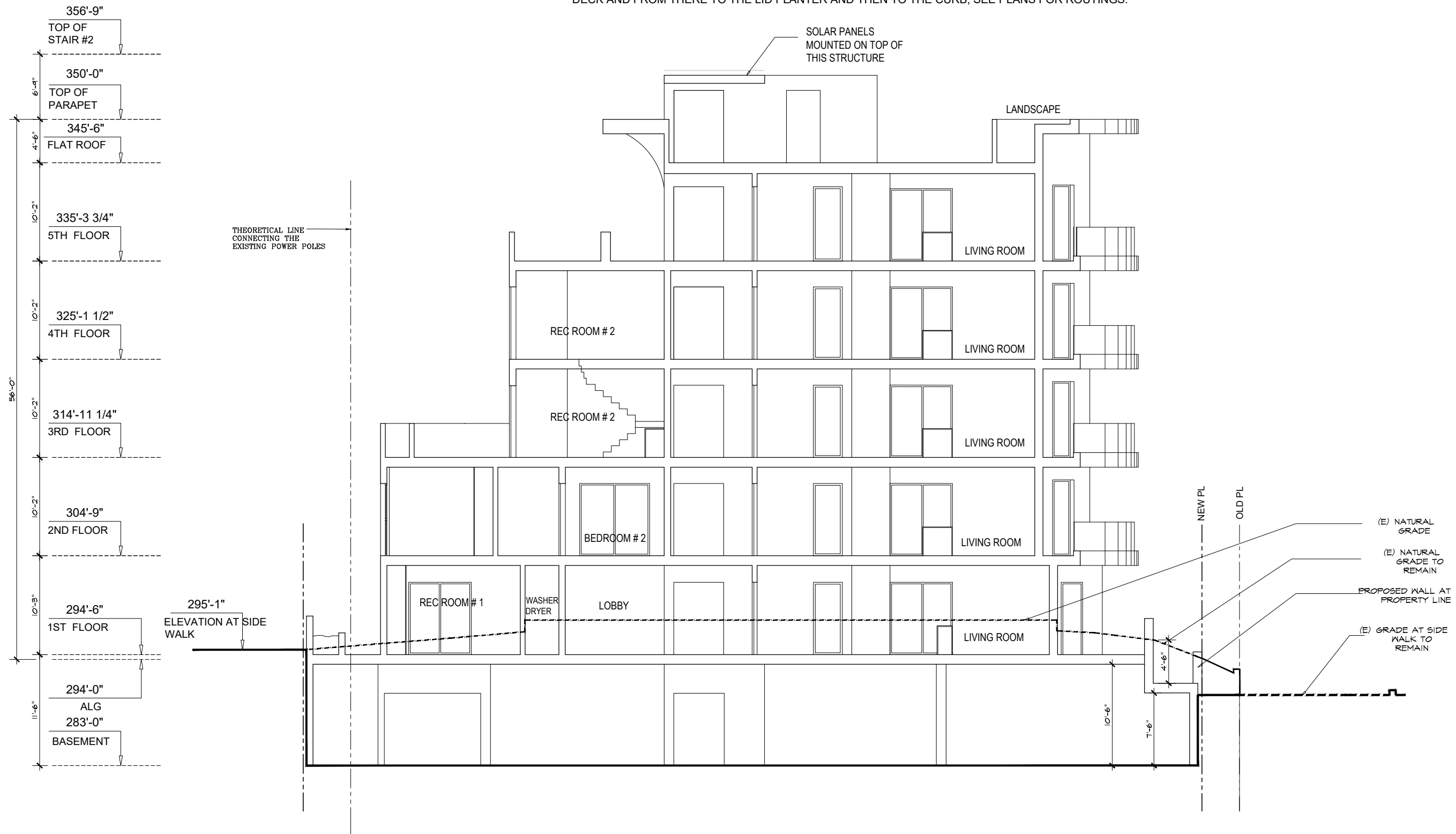
Scale: 3/32" = 1'-0"

Date: March 2021  
Job No: 2021 - WILKINS  
Drawn By: A.A.  
Checked By: P.P.

Drawing No.

**A-08.3**

**NOTE: ALL DOWNSPOUTS WILL BE ROUTED INSIDE THE BUILDING TO THE UNDER SIDE OF THE CON. DECK AND FROM THERE TO THE LID PLANTER AND THEN TO THE CURB, SEE PLANS FOR ROUTINGS.**



**PROJECT:**  
10756 W. WILKINS AVE.  
LOS ANGELES, CA 90024

Revisions

OWNER:  
WILKINS OWNER  
CO

Drawing Title  
SECTION D-D

Scale: 3/32" = 1'-0"

Date: March 2021  
Job No: 2021 - WILKINS  
Drawn By: A.A.  
Checked By: P.P.

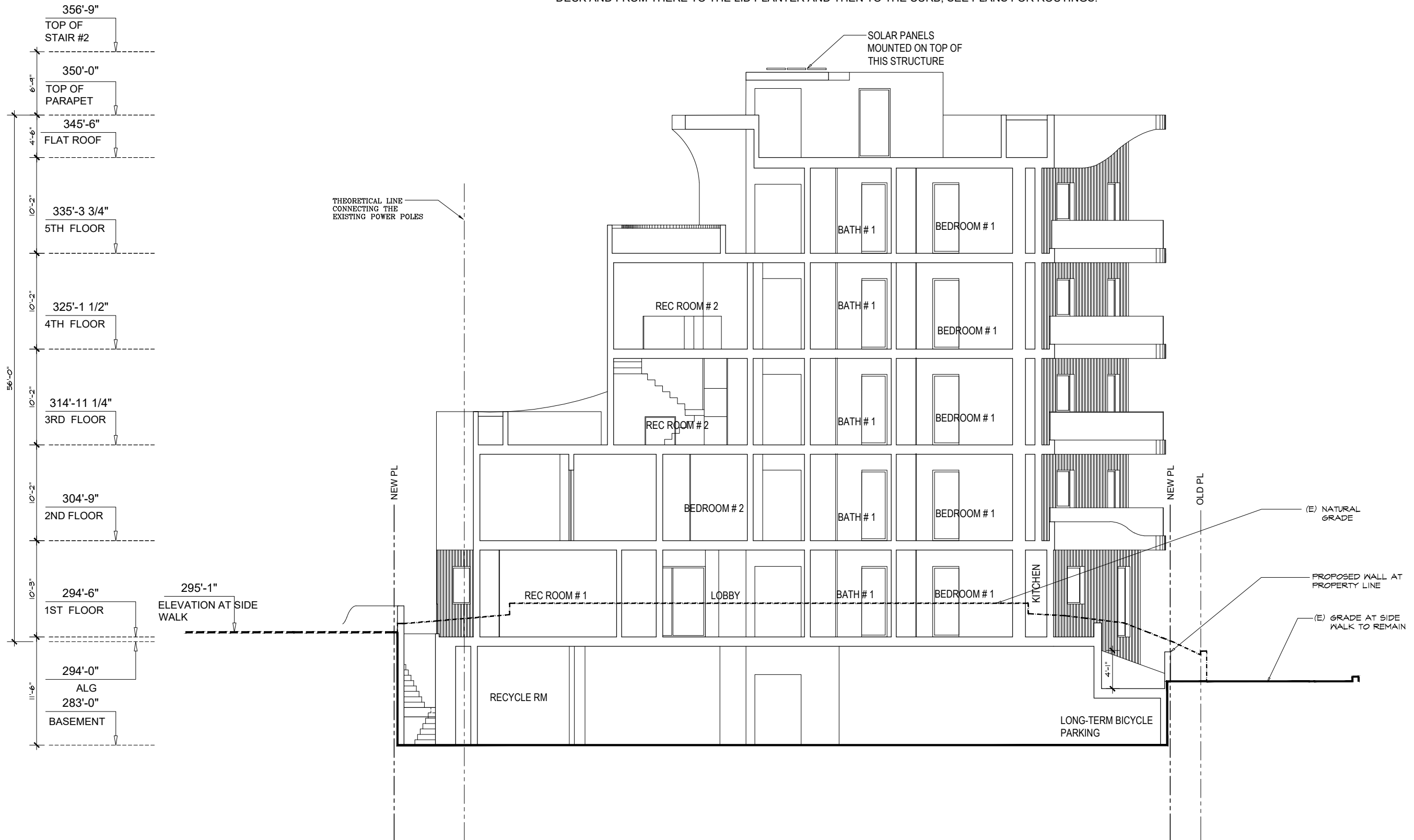
Drawing No.

**A-08.4**

**NOTE: ALL DOWNSPOUTS WILL BE ROUTED INSIDE THE BUILDING TO THE UNDER SIDE OF THE CON. DECK AND FROM THERE TO THE LID PLANTER AND THEN TO THE CURB, SEE PLANS FOR ROUTINGS.**



Tel: 818.200.5005  
 These drawings and specifications are the property and copyright of the Designer and shall not be used for any other work except by written agreement with the Designer.



**PROJECT:**  
 10756 W. WILKINS AVE.  
 LOS ANGELES, CA 90024

Revisions

OWNER:  
 WILKINS OWNER  
 CO

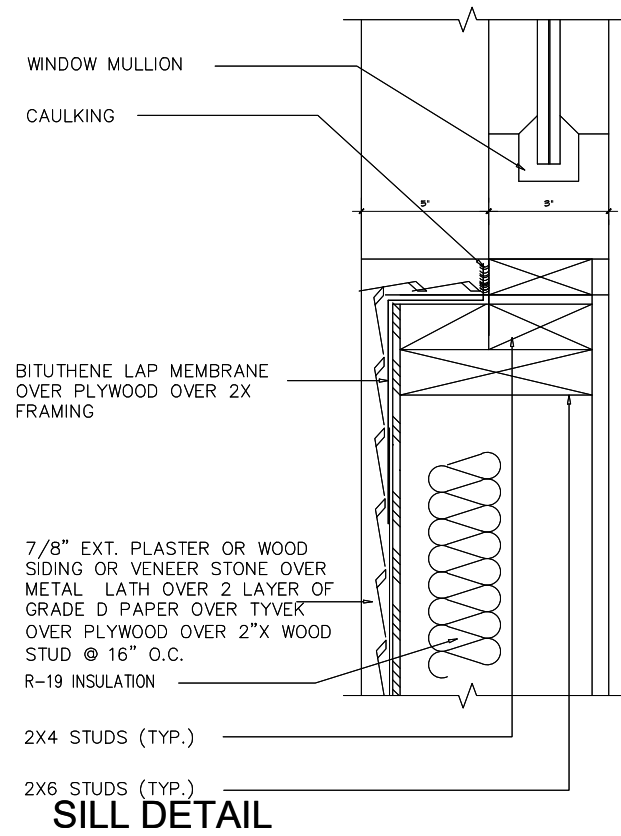
Drawing Title  
 SECTION E-E

Scale: 3/32" = 1'-0"

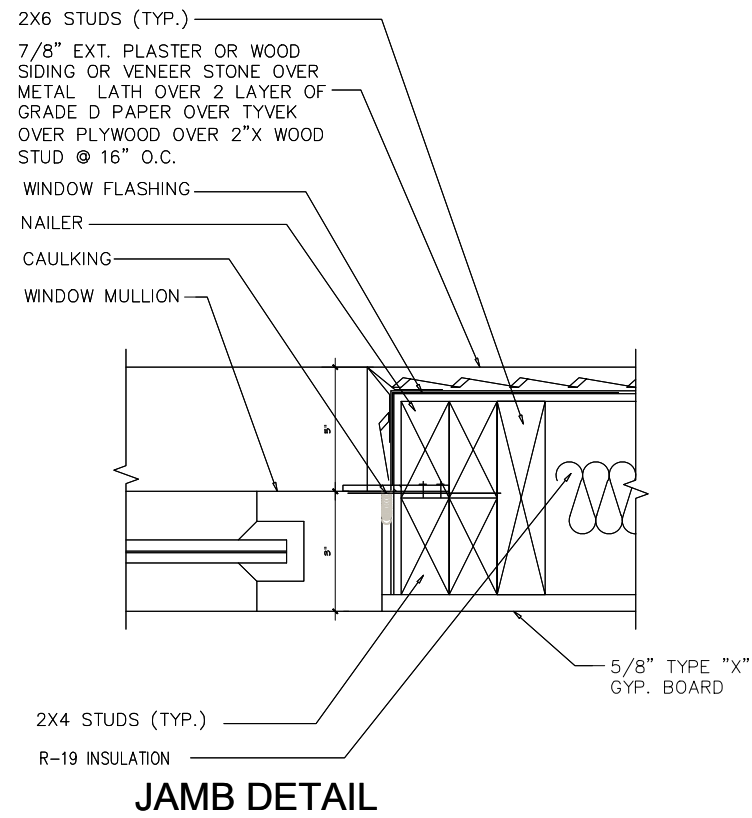
Date: March 2021  
 Job No: 2021 - WILKINS  
 Drawn By: A.A.  
 Checked By: P.P.

Drawing No.

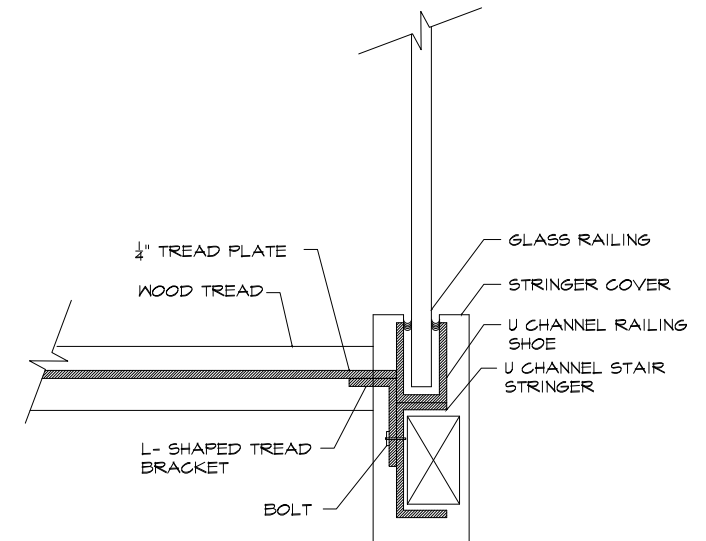
**A-08.5**



**SILL DETAIL**

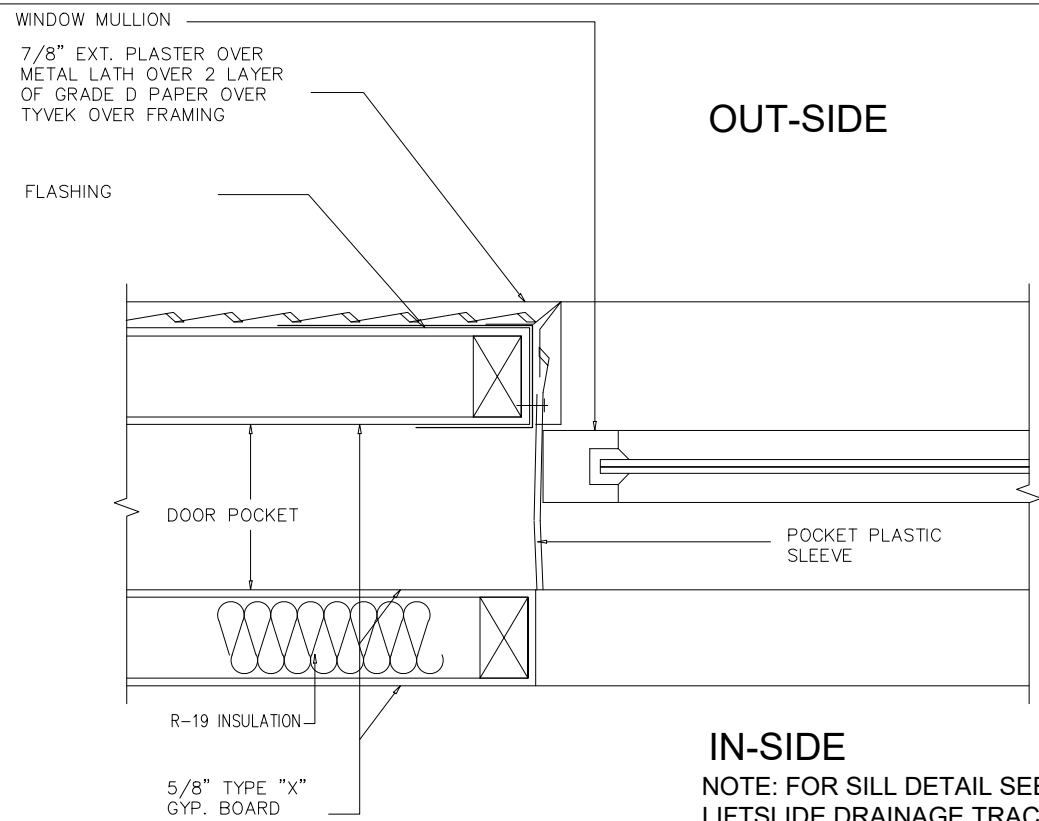


**JAMB DETAIL**



**2 RAILING @ BALCONY**

**1 RECESSED WINDOW AND DOOR DETAIL @ FRONT ELEVATION**

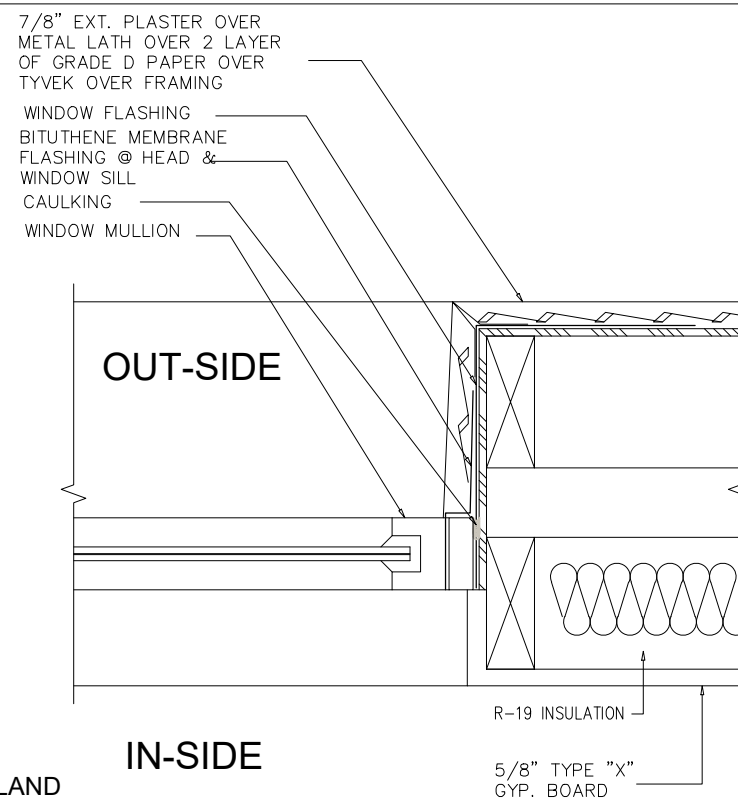


**JAMB DETAIL ON POCKET SIDE**

**OUT-SIDE**

**IN-SIDE**

NOTE: FOR SILL DETAIL SEE WEILAND LIFTSIDE DRAINAGE TRACK DETAILS



**OUT-SIDE**

**IN-SIDE**

**JAMB DETAIL ON WALL SIDE**

**3 RECESSED POCKET DOOR DETAIL @ FAMILY ROOM**

**PROJECT:**  
10756 W. WILKINS AVE.  
LOS ANGELES, CA 90024

Revisions

OWNER:  
WILKINS OWNER  
CO

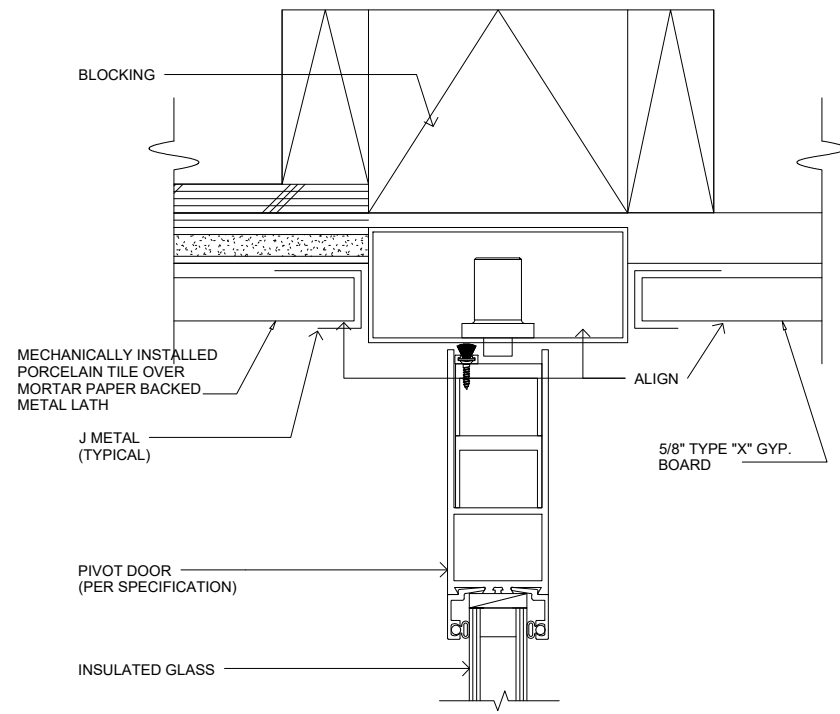
Drawing Title  
**DETAILS**

Scale: 3/32" = 1'-0"

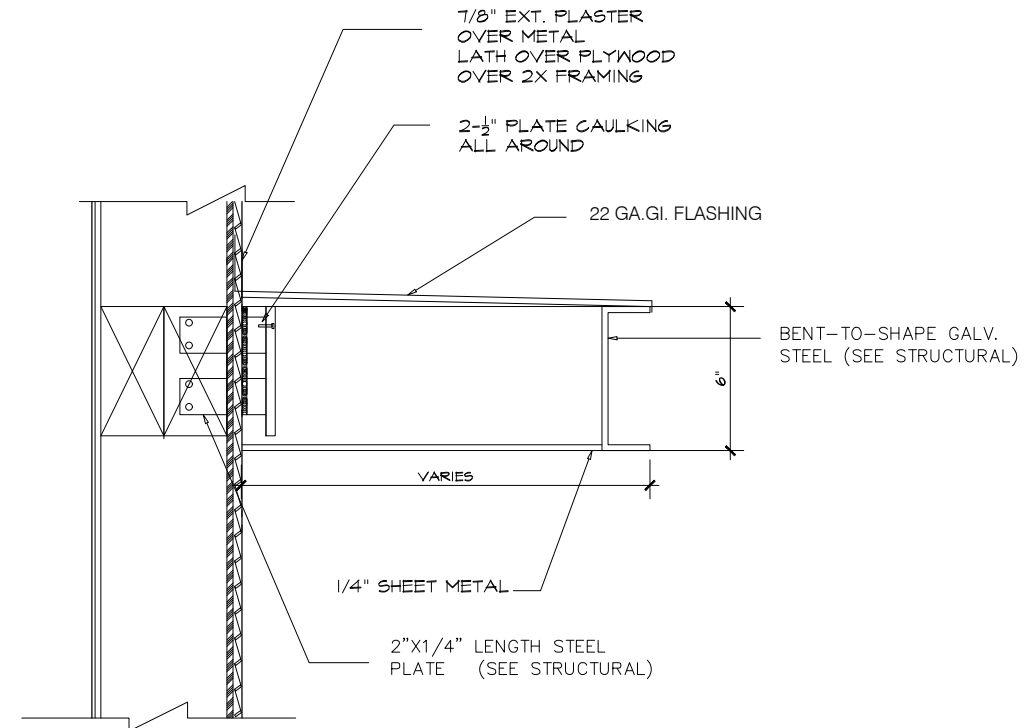
Date: March 2021  
Job No: 2021 - WILKINS  
Drawn By: A.A.  
Checked By: P.P.

Drawing No.

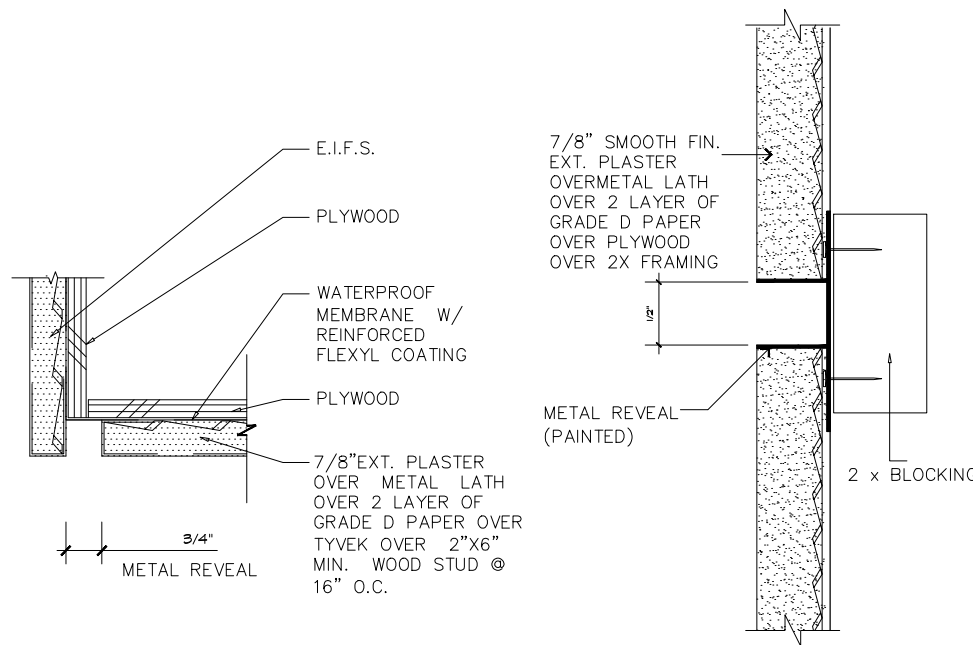
**A-09.1**



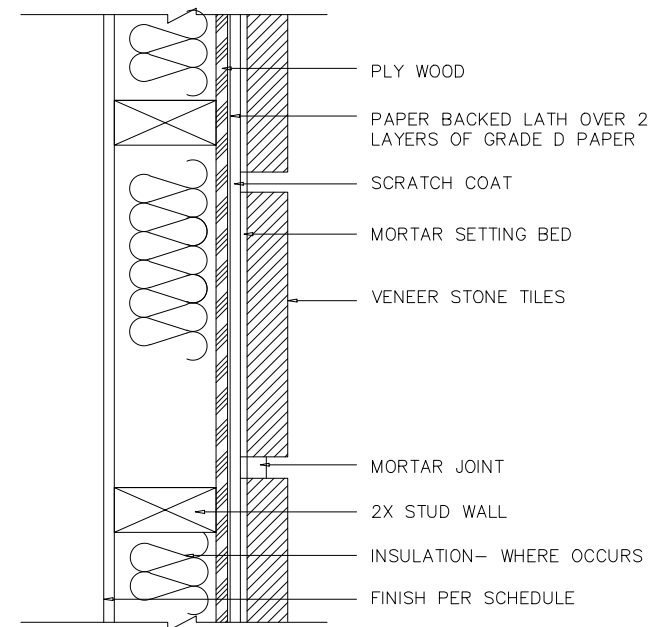
**1** ENTRY PIVOT DOOR HEAD DETAIL



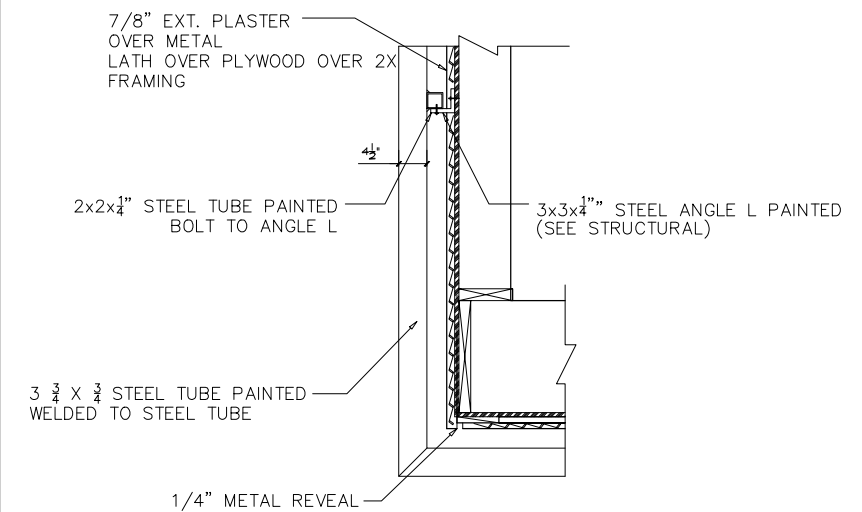
**2** METAL AWNING DETAIL



**3** METAL REVEAL DETAIL










**4** STONE INSTALLATION DETAIL



**5** METAL SCREEN WALL DETAIL





<p><b>E1 WOOD SIDING</b></p> <p>SPANISH WALNUT EUROPEAN SIDING, MANUFACTURER: NEWTECHWOOD</p> 	<p><b>E2 CEMENT PLASTER</b></p> <p>EXTERIOR PORTLAND CEMENT PLASTER BY LAHABRA OR EQUAL</p>  <p>Oatmeal X-81 (68) Base 200</p>	<p><b>E3 WINDOW</b></p> <p>WINDOW- FRAME COLOR ON EUROPEAN SIDING FACADE TO BE STATUARY BRONZE AND FRAME COLOR ON EXTERIOR PLASTER FACADE TO BE WHITE</p> 	<p><b>E4 PICKET RAILING</b></p> <p>PAINTED STEEL PICKET RAILING - COLOR DARK BRONZE</p> 	<p><b>E5 SHEET METAL</b></p> <p>SHEET METAL FASCIA PANEL - COLOR TO MATCH STUCCO (E2)</p>  <p>Oatmeal X-81 (68) Base 200</p>	<p><b>E6 EXTERIOR LIGHTING</b></p> <p>WALL SCONE LIGHT</p> 	<p><b>E7 SLIDING GLASS</b></p> <p>DOOR &amp; WINDOW FRAME COLOR ON EUROPEAN SIDING FACADE TO BE STATUARY BRONZE AND FRAME COLOR ON EXTERIOR PLASTER FACADE TO BE WHITE</p> 
---	---	--	---	---	--	--





PROJECT:  
10756 W. WILKINS AVE.  
LOS ANGELES, CA 90024

Revisions

OWNER:  
WILKINS OWNER  
CO

Drawing Title  
RENDERING

Scale:  
Date: March 2021  
Job No: 2021 - WILKINS  
Drawn By: A.A.  
Checked By: P.P.

Drawing No.

PHOTO MONTAGE

A-12.2





PHOTO MONTAGE



Tel: 818.200.5005  
 These drawings and specifications are the property and copyright of the Designer and shall not be used for any other work except by written agreement with the Designer.

PROJECT:  
 10756 W. WILKINS AVE.  
 LOS ANGELES, CA 90024

Revisions

OWNER:  
 WILKINS OWNER  
 CO

Drawing Title  
 RENDERING

Scale:  
 Date: March 2021  
 Job No: 2021 - WILKINS  
 Drawn By: A.A.  
 Checked By: P.P.

Drawing No.

A-12.3





**PROJECT:**  
10756 W. WILKINS AVE.  
LOS ANGELES, CA 90024

Revisions

OWNER:  
WILKINS OWNER  
CO

Drawing Title  
**RENDERING**

Scale:  
Date: March 2021  
Job No: 2021 - WILKINS  
Drawn By: A.A.  
Checked By: P.P.

Drawing No.

**PHOTO MONTAGE**

**A-12.4**





PHOTO MONTAGE

**PROJECT:**  
10756 W. WILKINS AVE.  
LOS ANGELES, CA 90024

Revisions

OWNER:  
WILKINS OWNER  
CO

Drawing Title  
**RENDERING**

Scale:  
Date: March 2021  
Job No: 2021 - WILKINS  
Drawn By: A.A.  
Checked By: P.P.

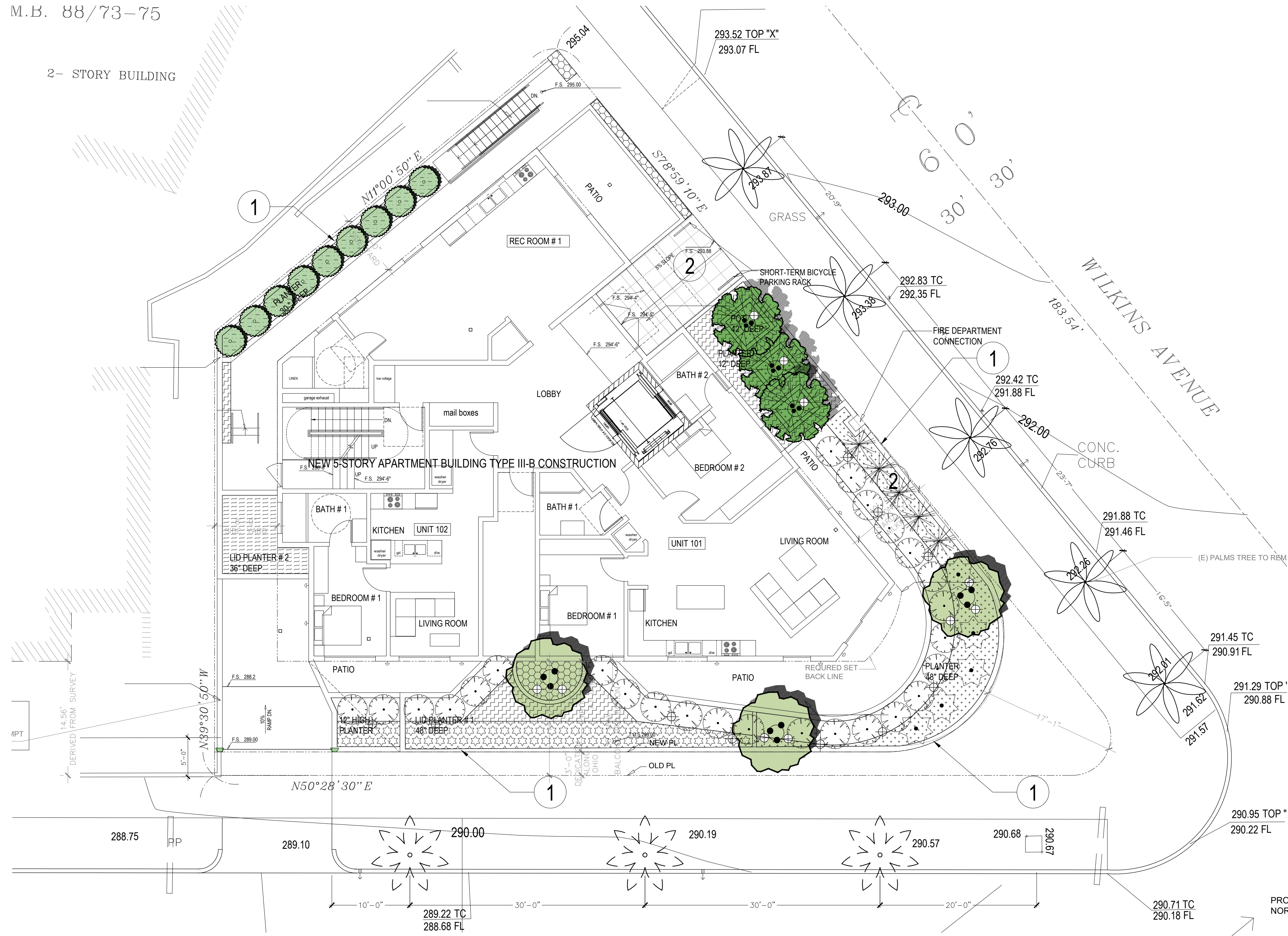
Drawing No.

**A-12.5**





2- STORY BUILDING

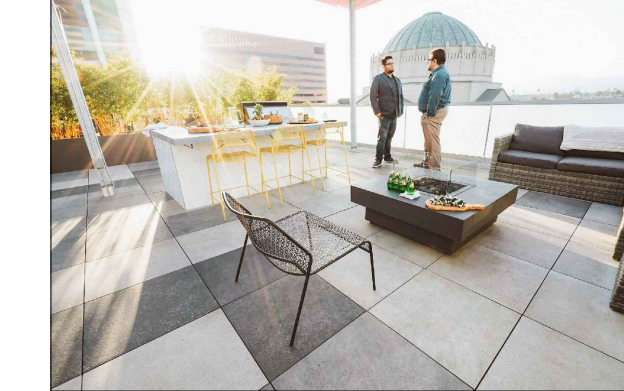


**1 PLANTING PLAN - FIRST FLOOR**  
SCALE: 1/8" = 1'-0"

**LIGHTING LEGEND**  
UPLIGHT  
VOLT ALL STAR CAST BRASS SPOTLIGHT  
VAL-2000-4-BBZ  
<https://www.vollighting.com/>



**KEYNOTES**  
1. CONC. PLANTER  
2. TILE PAVING  
TILETECH PORCELAIN PAVER  
24"x24" TERRAZZO GRAY BLACK  
[www.tiletechpavers.com](http://www.tiletechpavers.com)



WESTWOOD SPECIFIC PLAN SECTION 3.B.: WHENEVER THIS SPECIFIC PLAN CONTAINS PROVISIONS WHICH DIFFER FROM PROVISIONS CONTAINED IN CHAPTER 1 OF THE LOS ANGELES MUNICIPAL CODE, THE SPECIFIC PLAN SHALL PREVAIL AND SUPERSEDE THE APPLICABLE PROVISIONS OF THAT CODE.

"I HAVE COMPLIED WITH THE CRITERIA OF THE ORDINANCE AND APPLIED THEM FOR THE EFFICIENT USE OF WATER IN THE LANDSCAPE DESIGN PLANS".



**PLANTING LEGEND**

TREES	SIZE & QUAN.	WUCOLS	SIZE @ MATURITY	YEARS TO MATURITY
OLEA EUROPAEA 'SWAN HILL' FRUITLESS OLIVE TREE	24" BOX/ 3 EA.	LOW	25'-30' HT. & 25'-30' W.	10-15 YRS.
ARBUS US 'MARINA' STRAWBERRY TREE	24" BOX/ 3 EA.	LOW	20'-30' HT. & 15'-20' W.	8-10 YRS.
PRUNUS ILICIFOLIA SSP. ILICIFOLIA CATALINA CHERRY	15 GAL./ 9 EA.	LOW	25'-30' HT. & 6'-20' W.	10-15 YRS.
PITTIOSPORUM TENUIFOLIUM 'SILVER SHEEN' SILVER SHEEN KOHUU	15 GAL./ 27 EA.	MODERATE	12'-15' HT. & 6'-8' W.	10-20 YRS.
EXISTING STREET TREE (QUEEN PALMS) TO REMAIN				
NEW STREET TREE SPECIES AND SIZES PER URBAN FORESTRY STREET TREE DIV.				

**NOTE:**  
1. STREET TREES SHALL BE APPROVED BY THE STREET TREE DIVISION OF THE BUREAU OF STREET MAINTENANCE AND SHALL BE PLANTED AT A MINIMUM RATIO OF ONE FOR EVERY 30 LINEAL FEET OF STREET FRONTAGE ABUTTING THE PROJECT.  
2. STREET TREES SHALL BE AT LEAST 12 FEET IN HEIGHT AND NOT LESS THAN THREE INCHES IN CALIPER AT THE TIME OF PLANTING.

SHRUBS AND GROUNDCOVER	SIZE & QUAN.	WUCOLS	SIZE @ MATURITY	YEARS TO MATURITY
DASYLIUM WHEELERI DESERT SPOON	5 GAL./ 5 EA.	LOW	3'-5' HT. & 4'-5' W.	15-25 YRS.
AGAVE ATTENUATA FOXTAIL AGAVE	5 GAL./ 5 EA.	LOW	4'-5' HT. & 6'-8' W.	7-10 YRS.
DIETES BICOLOR FORTNIGHT LILY (SUITABLE FOR LID PLANTERS)	1 GAL. @ 30" O.C./ 13 EA.	LOW	2'-3' HT. & 2'-3' W.	2-3 YRS.
JUNCUS PATENS 'ELK BLUE' CALIFORNIA GREY RUSH (SUITABLE FOR LID PLANTERS)	1 GAL. @ 24" O.C./ 52 EA.	LOW	1'-2' HT. & 2'-3' W.	2-3 YRS.
ALOE X 'BLUE ELF' BLUE ELF ALOE	1 GAL. @ 18" O.C./ 26 EA.	LOW	1'-2' HT. & 1'-2' W.	2-3 YRS.
CAREX TUMULICOLA BERKELEY SEDGE	1 GAL. @ 18" O.C./ 41 EA.	LOW	1'-2' HT. & 2'-3' W.	1-2 YRS.
SENECIO MANDRALISCAE KLEINIA	1 GAL. @ 12" O.C./ 241 EA.	LOW	1'-2' HT. & 1'-2' W.	1-2 YRS.
ARCHILLEA MILLEFOLIUM COMMON YARROW (SUITABLE FOR LID PLANTERS)	1 GAL. @ 12" O.C./ 164 EA.	LOW	1'-2' HT. & 1'-2' W.	1-2 YRS.

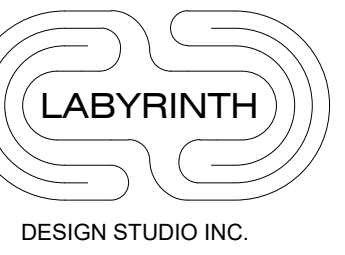
**TABLE OF PROVIDED OPEN SPACE (CONTRIBUTED TOWARDS REQUIRED OPEN SPACE):**

LOCATION	HARD-SCAPE	LAND-SCAPE	TOTAL AREA	% LAND-SCAPE	CONTRIBUTED TOWARD OPEN SPACE
<b>OPEN SPACE AT GRADE</b>					
FRONT YARDS	960 SF	1263 SF	2223 SF	56%	1111 SF
<b>OPEN SPACE ABOVE GRADE</b>					
LEVEL 3 PRIVATE PATIO	326 SF	221 SF	547 SF	41%	2784 SF*
LEVEL 5 COMMON PATIO	136 SF	93 SF	229 SF	41%	
ROOF TOP DECK # 1	734 SF	595 SF	1329 SF	44%	
ROOF TOP DECK # 2	407 SF	272 SF	679 SF	41%	
SUB-TOTAL:	1603 SF	1181 SF	2784 SF	--	
<b>TOTAL:</b>					<b>3,895 SF</b>

**TABLE OF PROVIDED LANDSCAPE AT SIDE-YARD (NOT CONTRIBUTED TOWARDS OPEN SPACE):**

LOCATION	HARDSCAPE	LANDSCAPE	TOTAL AREA	LANDSCAPE %
WEST SIDE-YARD	178 SF	180 SF	358 SF	51%
SIDE-YARD	190 SF	161 SF	321 SF	51%

REQUIRED # OF TREES: 15 DU / 4 TREES  
TREES PROVIDED: 3 TREES / 6 TREES



Tel: 818.200.5005  
These drawings and specifications are the property and copyright of the Designer and shall not be used for any other work except by written agreement with the Designer.

**PROJECT:**  
10756 W. WILKINS AVE.  
LOS ANGELES, CA 90024

Revisions

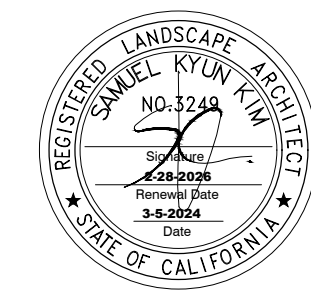
OWNER:  
WILKINS OWNER CO

Drawing Title  
PLANTING PLAN - FIRST FLOOR

Scale: AS SHOWN

Date: March 2021  
Job No: SQLA# 22193  
Drawn By: D.P.  
Checked By: S.K.

Drawing No.



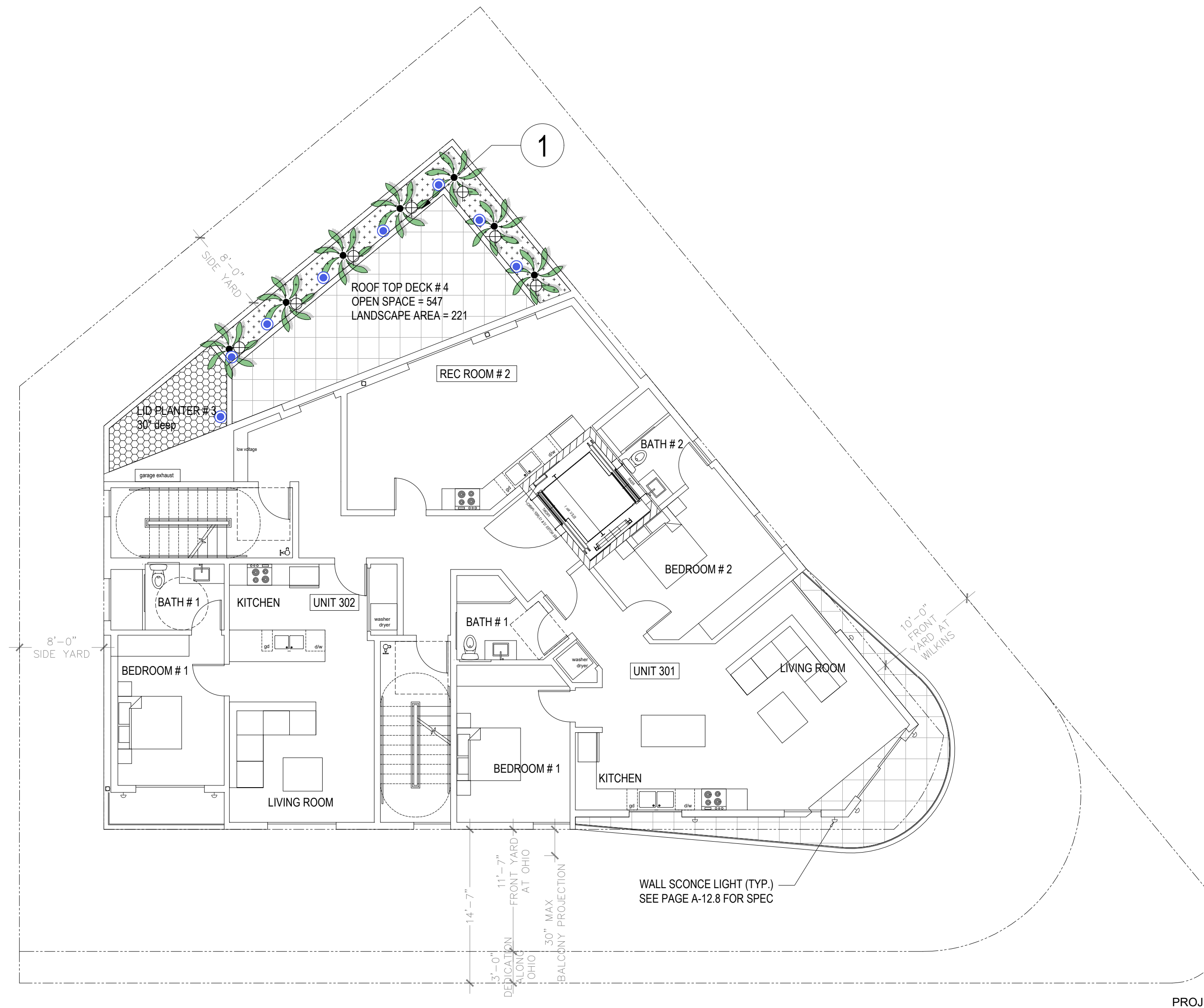
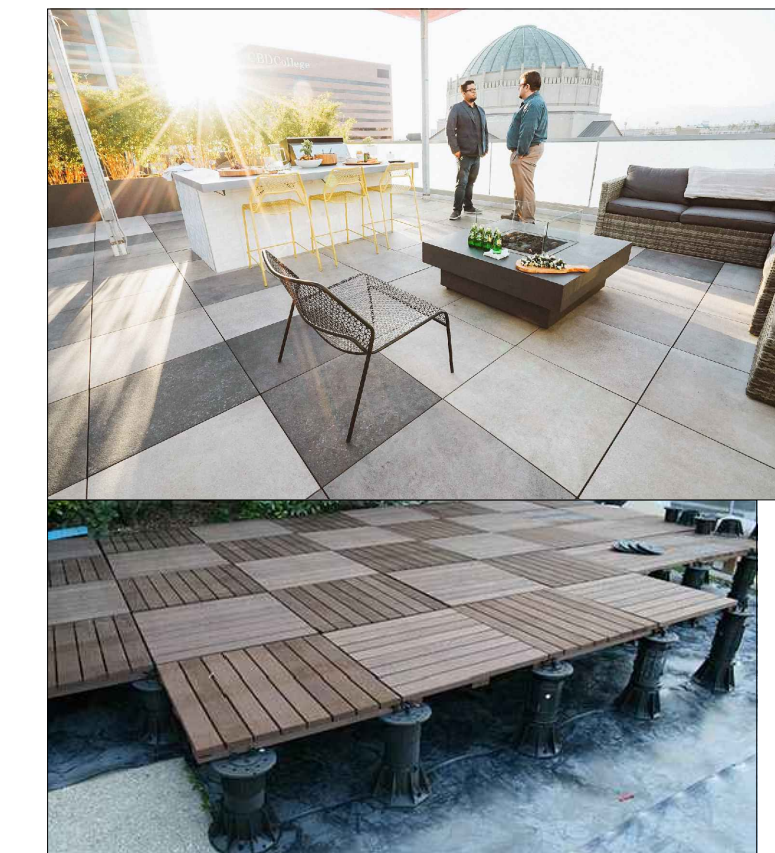
**SQLA INC**  
Landscape Architects  
380 N. PALM ST. SUITE B 1, 542-905-0800 (Main)  
BREA, CA, 92821  
la@sqlainc.com  
www.sqlainc.com

**LP-1**

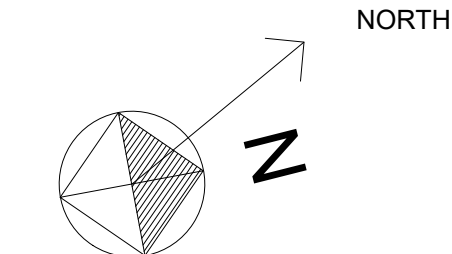
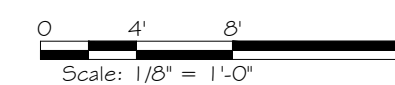


KEYNOTES

- BUILT-IN PLANTER PER ARCH.
- TILE PAVING OVER PEDESTALS  
TILETECH PORCELAIN PAVER  
24"x24" STONE SERIES PAVER  
COLOR: GRAY STONE  
www.tiletechpavers.com



1 PLANTING PLAN - 3RD FLOOR  
SCALE: 1/8" = 1'-0"



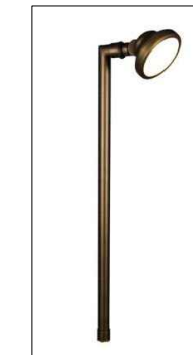
LIGHTING LEGEND



UPLIGHT  
VOLT ALL STAR CAST BRASS SPOTLIGHT  
VAL-2000-4-BBZ  
https://www.voltlighting.com/



PATH LIGHT  
VOLT ELEVATOR CAST BRASS PATH LIGHT  
VPL-3024-4-BBZ



PLANTING LEGEND

TREES	SIZE & QUAN.	WUCOLS	SIZE @ MATURITY	YEARS TO MATURITY
CHAMAEROPS HUMILIS MEDITERRANEAN FAN PALM	15 GAL / 7 EA.	LOW	10'-20' HT. & 10'-20' W.	8-10 YRS.
SHRUBS AND GROUNDCOVER	SIZE & QUAN.	WUCOLS	SIZE @ MATURITY	YEARS TO MATURITY
DIETES BICOLOR FORTNIGHT LILY (SUITABLE FOR LID PLANTERS)	1 GAL @ 24" O.C. / 18 EA.	LOW	2'-3' HT. & 2'-3' W.	2-3 YRS.
SENECIO MANDRALISCAE KLEINIA	1 GAL @ 12" O.C. / 119 EA.	LOW	1'-2' HT. & 1'-2' W.	1-2 YRS.

TOTAL OPEN SPACE AREA PROVIDED: 547 SF.  
LANDSCAPE AREA PROVIDED: 221 SF. (40%)



"I HAVE COMPLIED WITH THE CRITERIA OF THE ORDINANCE AND APPLIED THEM FOR THE EFFICIENT USE OF WATER IN THE LANDSCAPE DESIGN PLANS".

PROJECT:  
10756 W. WILKINS AVE.  
LOS ANGELES, CA 90024

Revisions

OWNER:  
WILKINS OWNER  
CO

Drawing Title  
PLANTING PLAN  
- THIRD FLOOR

Scale: AS SHOWN

Date: March 2021  
Job No: SQL# 22193  
Drawn By: D.P.  
Checked By: S.K.

Drawing No.



SQLA INC  
Landscape Architects  
380 N. PALM ST. SUITE B | T. 562-905-0800 (Main)  
BREA, CA 92821 | F. 562-905-0890  
lo@sqlainc.com | www.sqlainc.com | T. 213-383-1788 (Studio)

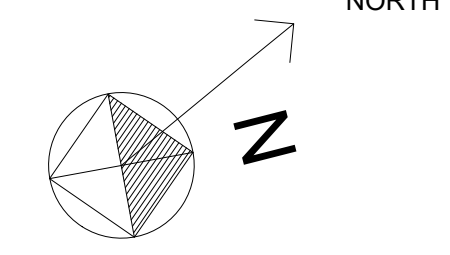
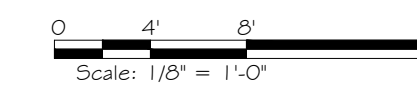
LP-2

PLOT DATE: 10/26/2021





**1 PLANTING PLAN - FIFTH FLOOR**  
SCALE: 1/8" = 1'-0"

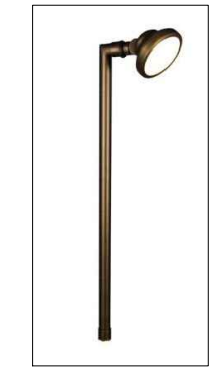


**LIGHTING LEGEND**

UPLIGHT  
VOLT ALL STAR CAST BRASS SPOTLIGHT  
VAL-2000-4-BBZ  
<https://www.voltlighting.com/>



PATH LIGHT  
VOLT ELEVATOR CAST BRASS PATH LIGHT  
VPL-3024-4-BBZ

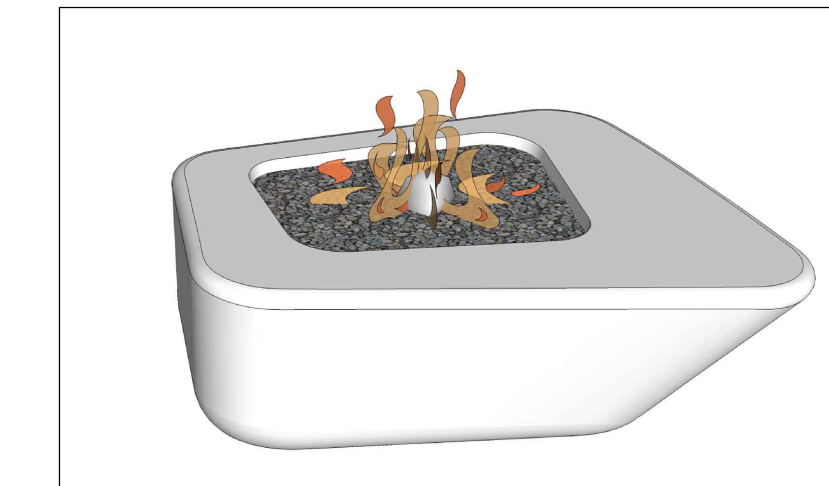


**KEYNOTES**

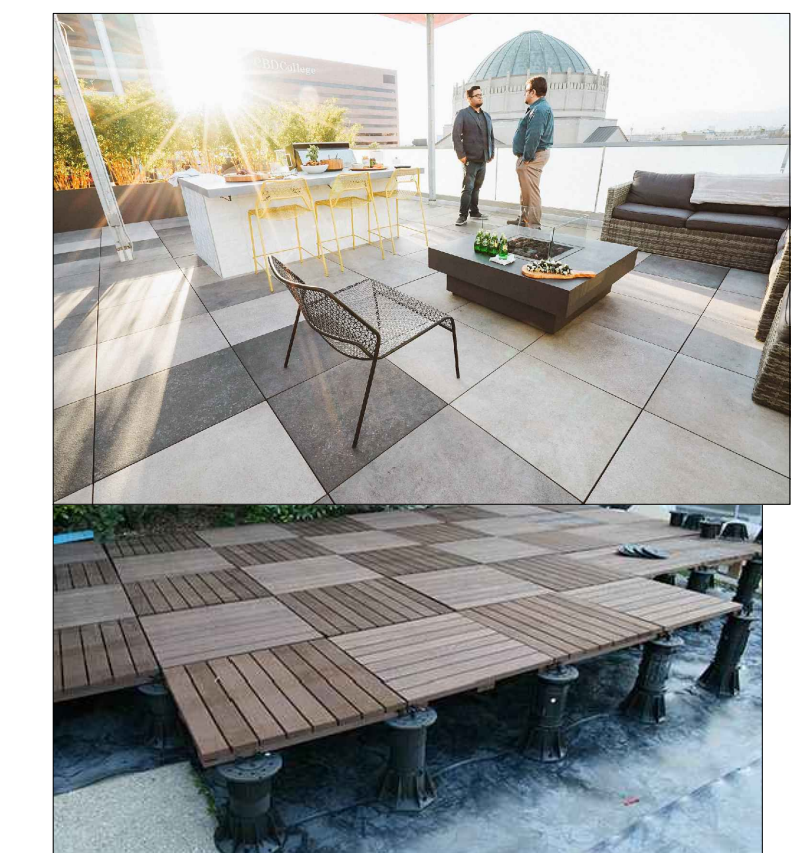
1. SQUARO PLANTER POT BY B2G



2. BUILT-IN PLANTER PER ARCH.  
3. SQUARISH FIREPIT BY B2G



4. TILE PAVING OVER PEDESTALS  
TILETECH PORCELAIN PAVER  
24"x24" STONE SERIES PAVER  
COLOR: GRAY STONE  
[www.tiletechpavers.com](http://www.tiletechpavers.com)



**PLANTING LEGEND**

TREES	SIZE & QUAN.	WUCOLS	SIZE @ MATURITY	YEARS TO MATURITY
GEIJERA PARVIFLORA AUSTRALIAN WILLOW	15 GAL./ 1 EA.	LOW	25'-30" HT. & 15'-18" W.	10-15 YRS.
RHAPIS EXCELSA LADY PALM	15 GAL./ 7 EA.	MODERATE	6'-12" HT. & 6'-10" W.	6-8 YRS.
RAVENEA RIVULARIS MAJESTIC PALM	15 GAL./ 1 EA.	LOW	10'-12" HT. & 5'-10" W.	6-8 YRS.

**SHRUBS AND GROUNDCOVER**

	SIZE & QUAN.	WUCOLS	SIZE @ MATURITY	YEARS TO MATURITY
LIRIOPE SPICATA CREEPING LIRIOPE	1 GAL. @ 24" O.C. / 38 EA.	MODERATE	1'-2" HT. & 1'-2" W.	2-3 YRS.

TOTAL COMMON OPEN SPACE AREA PROVIDED: 229 SF.  
LANDSCAPE AREA PROVIDED: 93 SF.(41%)



"I HAVE COMPLIED WITH THE CRITERIA OF THE ORDINANCE AND APPLIED THEM FOR THE EFFICIENT USE OF WATER IN THE LANDSCAPE DESIGN PLANS".

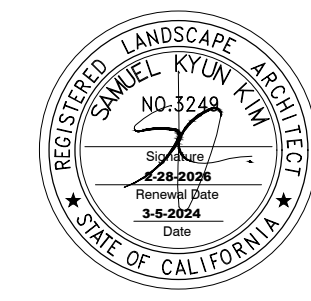
**PROJECT:**  
10756 W. WILKINS AVE.  
LOS ANGELES, CA 90024

Revisions

OWNER:  
WILKINS OWNER CO

Drawing Title  
PLANTING PLAN  
- FIFTH FLOOR

Scale: AS SHOWN  
Date: March 2021  
Job No: SQLA# 22193  
Drawn By: D.P.  
Checked By: S.K.  
Drawing No.



**SQLA INC**  
Landscape Architects  
380 N. PALM ST. SUITE B | T. 562-905-0800 (Main)  
BREA, CA 92821 | F. 562-905-0890  
[www.sqlainc.com](http://www.sqlainc.com) | T. 213-383-1788 (Studio)

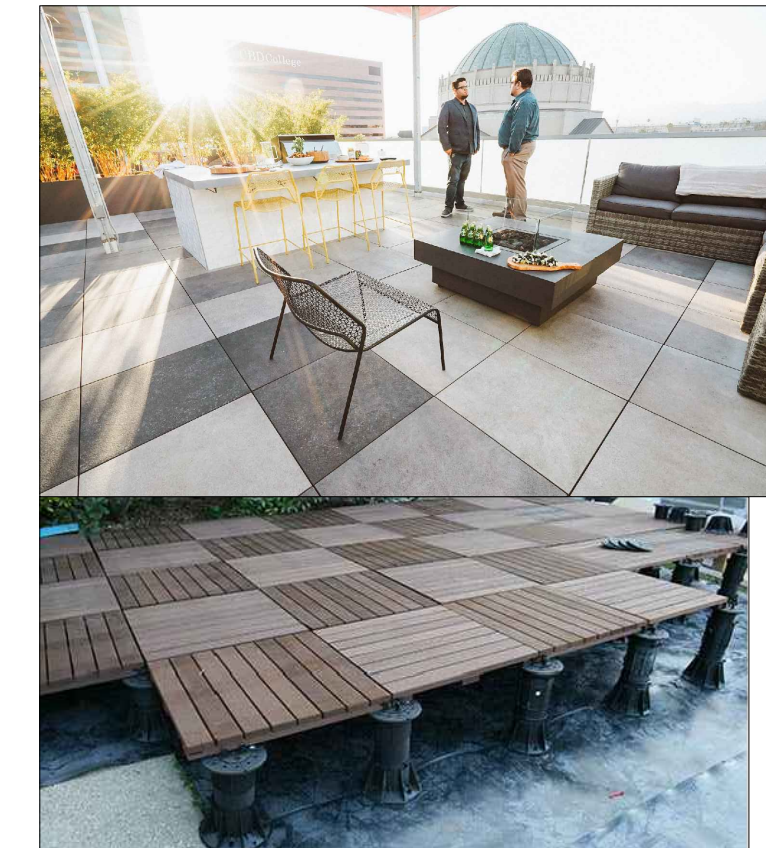
**LP-3**

PLOT DATE: 10/26/2021



**KEYNOTES**

1. BUILT-IN PLANTER PER ARCH.
2. TILE PAVING OVER PEDESTALS  
TILETECH PORCELAIN PAVER  
24"x24" STONE SERIES PAVER  
COLOR: GRAY STONE  
www.tiletechpavers.com

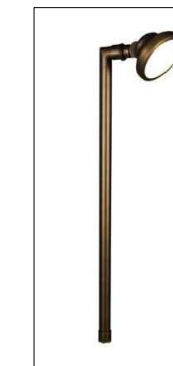


**LIGHTING LEGEND**

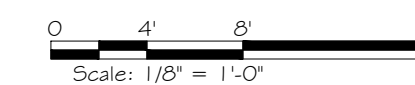
UPLIGHT  
VOLT ALL STAR CAST BRASS SPOTLIGHT  
VAL-2000-4-BBZ  
<https://www.vollighting.com/>



PATH LIGHT  
VOLT ELEVATOR CAST BRASS PATH LIGHT  
VPL-3024-4-BBZ



**1 PLANTING PLAN - ROOF DECK**  
SCALE: 1/8" = 1'-0"



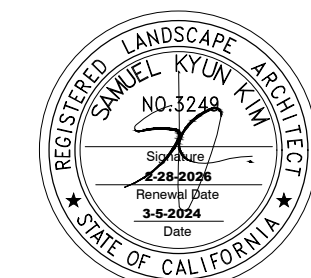
SENECIO MANDRALISCAE KLEINIA	AGAVE ATTENUATA FOXTAIL AGAVE	YUCCA FILAMENTOSA 'BRIGHT EDGE' BRIGHT EDGE YUCCA	ALOE X 'BLUE ELF' BLUE ELF ALOE	DIETES BICOLOR FORTNIGHT LILY	CHAMAEROPS HUMILIS MEDITERRANEAN FAN PALM
---------------------------------	----------------------------------	---	------------------------------------	----------------------------------	--

<b>TOTAL OPEN SPACE AREA PROVIDED:</b>	2,008 SF.
ROOF DECK #1:	1,329 SF.
ROOF DECK #2:	679 SF.
<b>TOTAL LANDSCAPE AREA PROVIDED:</b>	867 SF.
ROOF DECK #1:	595 SF.
ROOF DECK #2:	272 SF.

**PLANTING LEGEND**

TREES	SIZE & QUAN.	WUCOLS	SIZE @ MATURITY	YEARS TO MATURITY
ARBUTUS 'MARINA' STRAWBERRY TREE	15 GAL./ 2 EA.	LOW	20'-30' HT. & 15'-20' W.	8-10 YRS.
CHAMAEROPS HUMILIS MEDITERRANEAN FAN PALM	15 GAL./ 12 EA.	LOW	10'-20' HT. & 10'-20' W.	8-10 YRS.
SHRUBS AND GROUNDCOVER	SIZE & QUAN.	WUCOLS	SIZE @ MATURITY	YEARS TO MATURITY
AGAVE ATTENUATA FOXTAIL AGAVE	5 GAL./ 6 EA.	LOW	4'-5' HT. & 6'-8' W.	7-10 YRS.
YUCCA FILAMENTOSA 'BRIGHT EDGE' BRIGHT EDGE YUCCA	5 GAL./ 6 EA.	LOW	3'-4' HT. & 4'-5' W.	4-5 YRS.
ALOE X 'BLUE ELF' BLUE ELF ALOE	5 GAL./ 42 EA.	LOW	1'-2' HT. & 1'-2' W.	2-3 YRS.
DIETES BICOLOR FORTNIGHT LILY	1 GAL @ 24"O.C./ 7 EA.	LOW	2'-3' HT. & 2'-3' W.	2-3 YRS.
SENECIO MANDRALISCAE KLEINIA	1 GAL @ 12"O.C./ 658 EA.	LOW	1'-2' HT. & 1'-2' W.	1-2 YRS.

"I HAVE COMPLIED WITH THE CRITERIA OF THE ORDINANCE AND APPLIED THEM FOR THE EFFICIENT USE OF WATER IN THE LANDSCAPE DESIGN PLANS".



**SQLA INC**  
Landscape Architects  
380 N. PALM ST. SUITE B 1, 542-905-0800 (Main)  
BREA, CA 92821 F. 542-905-0890  
la@sqlainc.com www.sqlainc.com T. 213-383-1788 (Studio)

PROJECT:  
10756 W. WILKINS AVE.  
LOS ANGELES, CA 90024

Revisions

OWNER:  
WILKINS OWNER  
CO

Drawing Title  
PLANTING PLAN  
- ROOF DECK

Scale: AS SHOWN

Date: March 2021  
Job No: SQLA# 22193  
Drawn By: D.P.  
Checked By: S.K.

Drawing No.

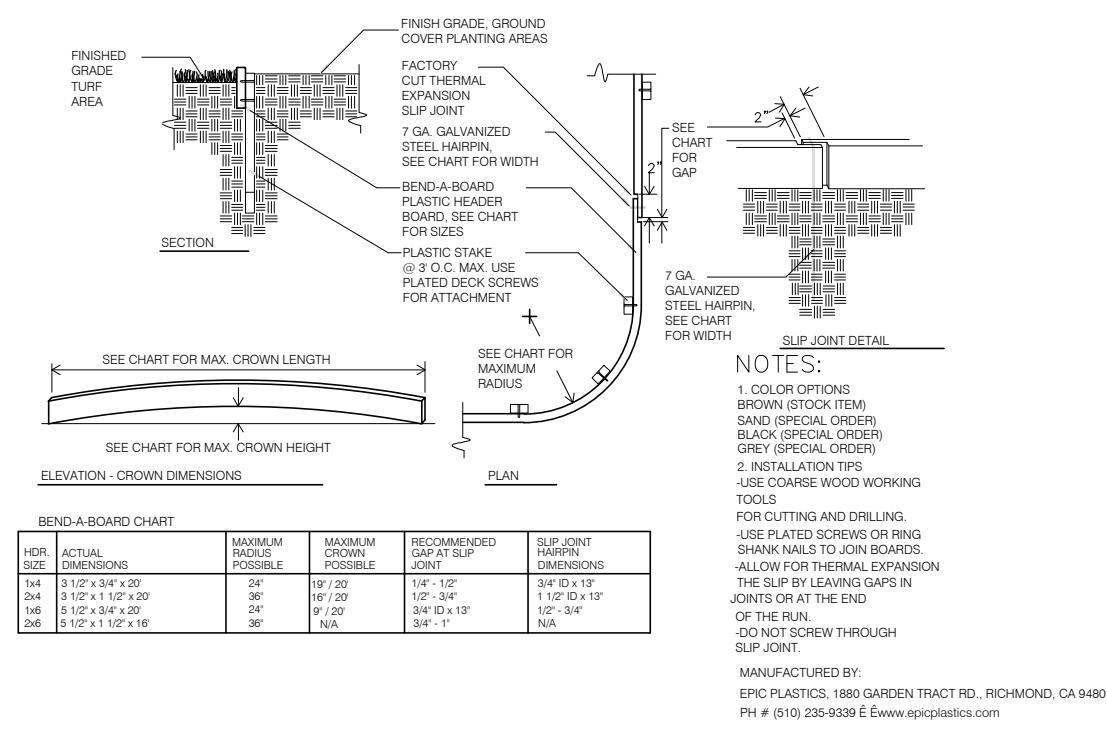
LP-4

PLOT DATE 10/26/2021

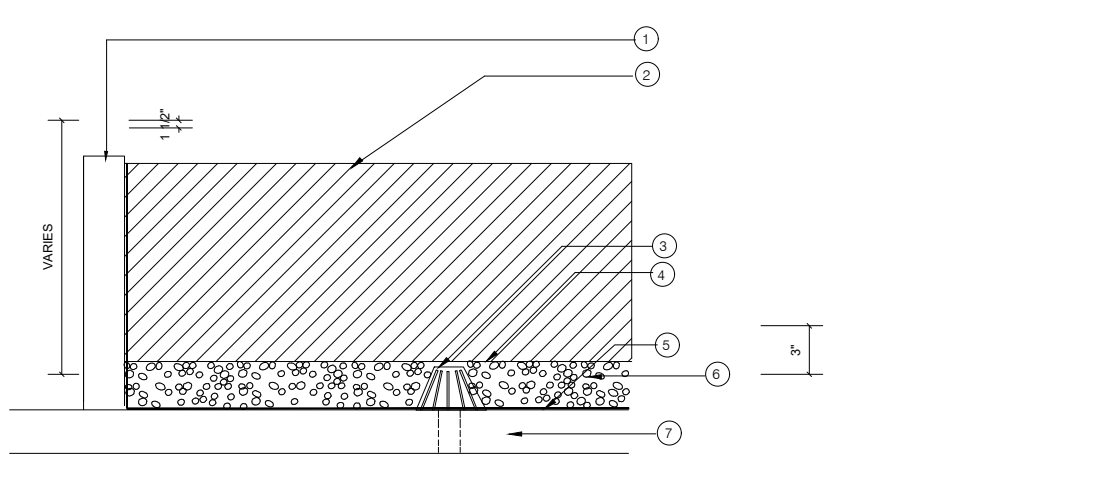


LANDSCAPE PLANTING NOTES

1. THE LANDSCAPE CONTRACTOR SHALL FURNISH ALL LABOR, EQUIPMENT, MATERIALS AND SERVICES FOR THE COMPLETE INSTALLATION AS DESCRIBED BY THE LANDSCAPE DRAWINGS
2. ANY DEVIATION FROM THE PLAN IS TO HAVE PRIOR WRITTEN APPROVAL BY THE OWNER OR HIS REPRESENTATIVE.
3. THE LANDSCAPE CONTRACTOR IS TO REMOVE ALL WEEDS AND OR GRASSES (INCLUDING THE ROOTS) EXISTING IN THE PROPOSED GROUND COVER AREA.
4. THE PROPOSED GROUND COVER AREA SHALL RECEIVE THE PRE-EMERGENT HERBICIDE SURFLAN 75W PER MANUFACTURER'S INSTRUCTIONS. APPLICATION OF THIS HERBICIDE SHALL BE DONE BY PERSONNEL LICENSED TO HANDLE AGRICULTURAL CHEMICALS.
5. ROUGH GRADING OTHER THAN THAT NOTED ON THE LANDSCAPE FINISH GRADING IS THE RESPONSIBILITY OF THE GENERAL CONTRACTOR. FINISH GRADING WILL CONSIST OF RAKING ALL AREAS TO A SMOOTH GRADE, LOOSENING THE SOIL TO A DEPTH OF 6" AND REMOVING ALL ROCKS OR CLODS OF 2" DIAMETER OR LARGER. FINISH GRADE IS TO BE 2" BELOW TOP OF ADJACENT CURBS AND SIDEWALKS.
6. SOIL PREPARATION FOR ALL LANDSCAPE AREAS PLEASE SEE WALLACE LAB RECOMMENDATION.
7. ALL ROCK OR UNBROKEN SOIL CLODS OVER 1" IN DIAMETER BROUGHT TO THE SURFACE ARE TO BE REMOVED FROM THE SITE.
8. THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR THE HORTICULTURAL SOILS FERTILITY REPORT PRIOR TO SOIL PREPARATION AND PLANT INSTALLATION. SOIL CONDITIONING AMENDMENTS AND PLANTING BACKFILL MIXES SHALL BE IN ACCORDANCE TO WALLACE LABORATORIES, LLC RECOMMENDATIONS. WALLACE LAB: (310)-615-0116, 365 CORAL CIRCL, EL SEGUNDO, CA 90245
9. GROUNDCOVERS ARE TO BE PLANTED SO THAT AFTER SETTLING, THE CROWN OF THE THE PLANT IS EVEN WITH FINISH GRADE, ROOTS FULLY COVERED WITH SOIL AND FIRMED.
10. WATERING OF PLANTS IS TO TAKE PLACE IMMEDIATELY AFTER PLANTING.
11. MULCH ALL SHRUB AND GROUNDCOVER AREAS WITH A 3" MIN. LAYER OF 1/2" TO 3/4" REDWOOD BARK.
12. AT THE COMPLETION OF ALL PLANTING OPERATIONS, THE PREMISES ARE TO BE LEFT NEAT AND CLEAN. ALL SURPLUS MATERIALS, NURSERY TAGS AND WASTE ARE ARE TO BE REMOVED FROM THE SITE.
13. THE LANDSCAPE CONTRACTOR IS TO MAINTAIN ALL LANDSCAPE AREAS FOR A PERIOD OF THIRTY CALENDAR DAYS FROM THE DATE OF COMPLETION, ESTABLISHED BY THE OWNER OR HIS REPRESENTATIVE. ALL AREAS ARE TO BE KEPT WELL WATERED, FREE OF GRASSES AND TRASH DURING THIS MAINTENANCE PERIOD.
14. SITE MAINTENANCE (PLEASE SEE WALLACE LAB RECOMMENDATION) IS TO BE MADE JUST PRIOR TO THE COMPLETION OF THE MAINTENANCE PERIOD, OR AT 30 DAYS INTERVALS IF MAINTENANCE PERIOD IS GREATER THAN 30 DAYS.
15. ALL TREES, SHRUBS AND PLANT MATERIAL (OTHER THAN FLATTED MATERIAL) LESS THAN 15 GALLON SIZE SHALL BE GUARANTEED FOR A PERIOD OF 1 MONTH; 15 GALLON SIZE SHALL BE GUARANTEED FOR A PERIOD OF 90 DAYS. ALL MATERIAL LARGER THAN 15 GALLON SIZE SHALL BE GUARANTEED FOR A PERIOD OF 1 YEAR.

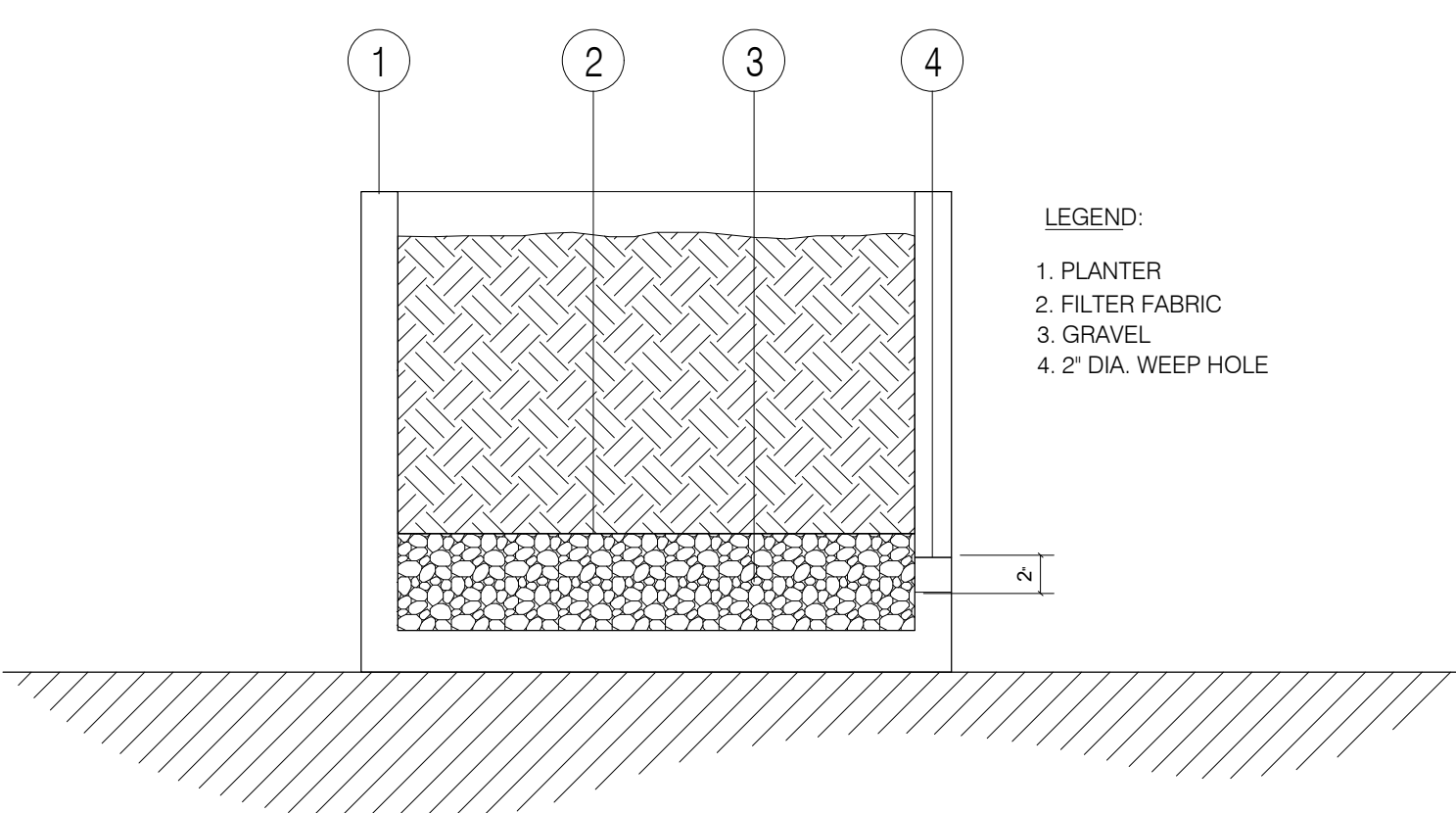


**PLASTIC EDGING**  
SCALE: N.T.S. 4

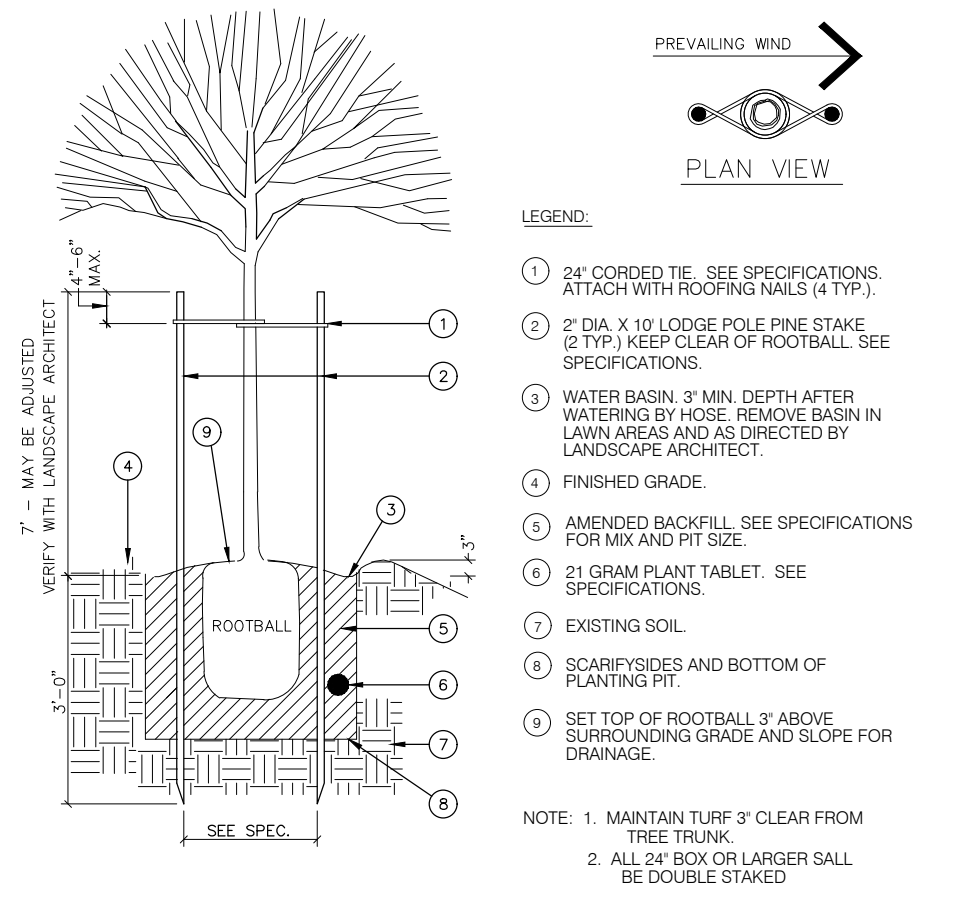


- LEGEND:**
- 1 TOP OF PLANTER WALL
  - 2 LIGHTWEIGHT BACKFILL MIX: 50% MEDIUM SAND, 35% MINERALIZED FIR BARK, 15% PEAT MOSS
  - 3 PLANTER DRAIN BY OTHERS
  - 4 94% SHADE SARAN CLOTH
  - 5 PROTECTION BOARD AND WATERPROOFING BY OTHERS, PROTECT IN PLACE
  - 6 1/2" CRUSHED ROCK
  - 7 STRUCTURAL SLAB
- NOTE:** PRE-MOISTEN ALL BACKFILL MIX PRIOR TO PLANTING

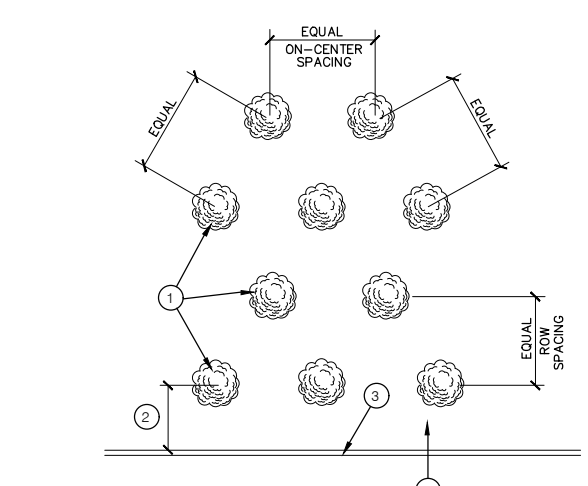
**OVER STRUCTURE PLANTER**  
SCALE: N.T.S. 5



- LEGEND:**
- 1 PLANTER
  - 2 FILTER FABRIC
  - 3 GRAVEL
  - 4 2" DIA. WEEP HOLE

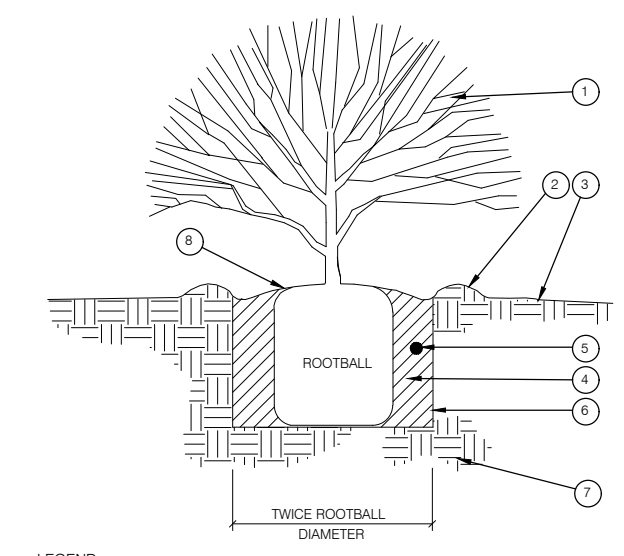


**TREE PLANTING-DOUBLE STAKING**  
SCALE: N.T.S. 1



- LEGEND:**
- 1 LOCATE PLANTS WITH EQUAL SPACING AS INDICATED IN THE PLANTING LEGEND.
  - 2 1/2" ON-CENTER SPACING
  - 3 PRUNING CURB, BUILDING OR HEADER - SHOWING PLANTING AREA LIMIT.
  - 4 PROVIDE A MINIMUM OF 2" DEPTH MULCH LAYER IN ALL LANDSCAPE AREAS

**SHRUBS/ GROUNDCOVER PLANTING**  
SCALE: N.T.S. 2



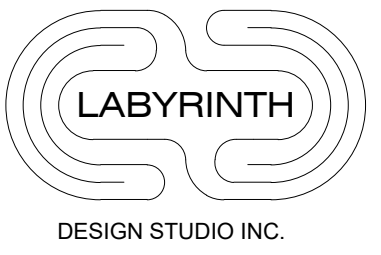
- LEGEND:**
- 1 SHRUB - CENTER IN PIT
  - 2 DEEP WATERING BASIN - SEE SPECIFICATIONS
  - 3 FINISH GRADE
  - 4 AMENDED BACKFILL - SEE SPECIFICATIONS
  - 5 PLANTING TABLES, PLACE IN PIT 20" UP FROM PIT BOTTOM - SEE SPECIFICATIONS
  - 6 SCARIFY SIDES AND BOTTOM OF PLANTING PIT
  - 7 UNDISTURBED NATIVE SOIL
  - 8 SET TOP OF ROOTBALL 1" ABOVE SURROUNDING GRADE AND SLOPE FOR DRAINAGE.

"I HAVE COMPLIED WITH THE CRITERIA OF THE ORDINANCE AND APPLIED THEM FOR THE EFFICIENT USE OF WATER IN THE LANDSCAPE DESIGN PLANS".

**REGISTERED LANDSCAPE ARCHITECT**  
DANIEL RYUN  
NO. 12141  
3-28-2014  
STATE OF CALIFORNIA

**SQLA INC**  
Landscape Architects  
380 N. PALM ST. SUITE B  
BREA, CA 92821  
www.sqlainc.com

T. 562-905-0800  
F. 562-905-0880  
t. 213-383-1788 (Studio)



Tel: 818.200.5005  
These drawings and specifications are the property and copyright of the Designer and shall not be used for any other work except by written agreement with the Designer.

**PROJECT:**  
10756 W. WILKINS AVE.  
LOS ANGELES, CA 90024

Revisions

OWNER:  
WILKINS OWNER  
CO

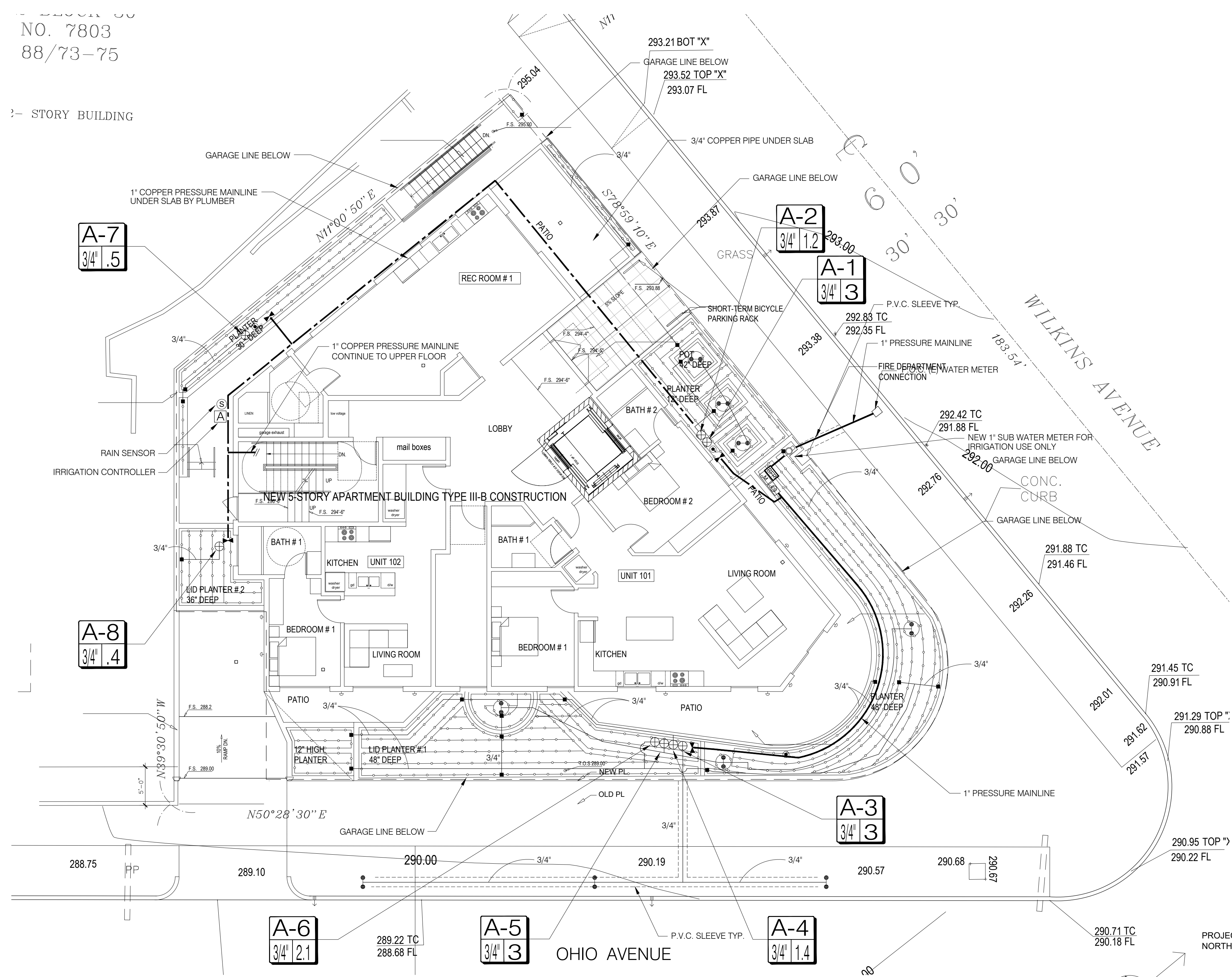
Drawing Title  
PLANTING DETAILS

Scale: AS SHOWN  
Date: March 2021  
Job No: SQLA# 22193  
Drawn By: D.P.  
Checked By: S.K.  
Drawing No.

LP-5

PLOT DATE: 10/26/2021





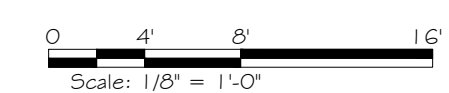
**IRRIGATION LEGEND**

- 1" COPPER PRESSURE MAINLINE UNDER SLAB BY PLUMBER
  - PRESSURE MAINLINE - SCH. 40 IPS PVC (SIZE PER PLAN) W/ P.V.C. SLEEVE UNDER IN PAVING
  - COPPER PIPE UNDER SLAB BY PLUMBER (SIZE PER PLAN)
  - NON-PRESSURE LATERAL - SCH. 40 IPS PVC (SIZE PER PLAN)
  - P.V.C. SLEEVE (UNDER IN PAVING), SCH. 40 P.V.C. 2X DIA. OF PIPE. INSTALL SLEEVE UNDER ALL PAVEMENT. (PER PLAN) PLACE WIRES IN MAINLINE SLEEVE
  - RAINBIRD LANDSCAPE DRIP XF SERIES XFS-06-18 (SUB SURFACE)
  - SUB LANDSCAPE WATER METERS MJ 100B 1" BRASS
  - REDUCED PRESSURE BACKFLOW FEBCO 825-Y 1"
  - MASTER VALVE RAIN BIRD 1" BRASS VALVE
  - FLOW SENSOR RAIN BIRD FS100B 1" BRASS TEE FLOW SENSOR
  - 1" MANUAL SHUT OFF VALVE
  - ROOT ZONE WATERING SYSTEM RAINBIRD RWS-MINI 18" TUBE RAINBIRD RWS-M-B-C-1402 (0.5 GPM PER TUBE)
  - LOW FLOW CONTROL ZONE KITS W/ PR FILTER RAINBIRD XCZ-075-PRF
  - QUICK COUPLER VALVE - RAINBIRD 33 DRC--3/4"
  - WEATHER-BASED AUTOMATIC IRRIGATION CONTROLLER RAINBIRD ESP-ME3 4-22 STATION MODEL W/ PLASTIC WALL-MOUNT CABINET (PER LAMC. 4.304.1) ②
  - RAINBIRD - RSD-BEx RSD SERIES RAIN SHUT OFF (PER LAMC. 4.304.1) ③
- VALVE SIZE **A-1** VALVE SEQUENCE  
**1" 10** G.P.M.

**IRRIGATION NOTES**

1. IRRIGATION PLAN IS DIAGRAMATIC. ALL PIPING AND IRRIGATION IMPROVEMENTS SHALL BE LOCATED IN PLANTING AREAS WHEREVER POSSIBLE.
2. DO NOT INSTALL THE IRRIGATION SYSTEM AS SHOWN ON THE DRAWINGS WHEN THE FIELD CONDITIONS ARE OBVIOUS, THAT OBSTRUCTIONS, GRADE DIFFERENCE AND AREA DIMENSIONS ARE NOT ACCURATE. SUCH DIFFERENCES SHALL BE BROUGHT IT TO THE ATTENTION OF THE OWNER'S REPRESENTATIVE.
3. VALVE BOXES SHALL BE LOCATED 12" FROM THE EDGE OF CURB, WALKWAYS AND VALVE BOXES SHALL BE A MINIMUM OF 12" APART.
4. PROVIDE MINIMUM 18" COVER FROM FINISH GRADE TO TOP OF PIPE, PRESSURE PIPE (MAINLINE), AND 12" COVER FOR NON PRESSURE PIPE, LATERAL LINE.
5. ADJUST ALL SPRINKLER HEADS FOR OPTIMUM PERFORMANCE AND TO PREVENT OVER SPRAY ON TO WALKS, ROADS, AND/OR BUILDINGS INCLUDING SELECTING THE BEST DEGREE OF ARC TO FIT THE EXISTING SITE CONDITIONS.
6. CONTROL WIRES SHALL BE BUNDLED WITH ELECTRICAL TAPE AT 10 FT. ON CENTER AND BURIED BENEATH THE MAINLINE.
7. WIRE CONNECTIONS, ALL SPLICES SHALL BE MADE WITH PEN-TILE OR EQUAL. WIRE CONNECTORS SHALL BE IN VALVE BOXES ONLY.
8. ROUTE ONE EXTRA WIRE WITH A COLOR DIFFERENT THAN THE CONTROL AND COMMON WIRES. ALL WIRE RUNS ARE TO FOLLOW MAINLINE.
9. TRENCHES SHALL BE COMPACTED TO PREVENT SETTLEMENT.
10. IN THE PRESENCE OF THE OWNER'S REPRESENTATIVE:
  - A: PRESSURE TEST MAINLINE UNDER HYDROSTATIC PRESSURE OF 150 PSI FOR A MINIMUM OF 2 HOURS. CONTRACTOR MAY CENTER-LOAD PIPE WITH BACKFILL TO PREVENT ARCHING OR SLIPPING OF PIPE. ALL JOINTS SHALL REMAIN EXPOSED FOR INSPECTION.
  - B: COVERAGE TEST, SHALL BE PERFORMED TO DETERMINE IF THE COVERAGE IS COMPLETED AND ADEQUATE.
11. CONTRACTOR SHALL GUARANTEE WORK AGAINST DEFECTIVE INSTALLATION AND FAULTY PARTS FOR PERIOD OF 12 MONTHS.

**1 IRRIGATION PLAN - FIRST FLOOR**  
SCALE: 1/8" = 1'-0"



**NOTES:**

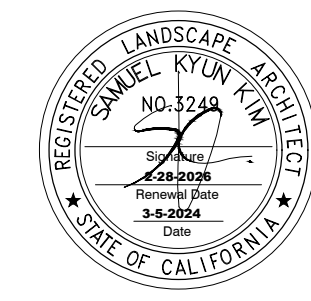
- WATER SUPPLY TYPE: DOMESTIC/ POTABLE WATER.
- PRESSURE REGULATING DEVICES ARE REQUIRED IF WATER PRESSURE IS BELOW OR EXCEEDS THE RECOMMENDED PRESSURE OF THE SPECIFIED IRRIGATION DEVICES."
- CHECK VALVES OR ANTI-DRAIN VALVES ARE REQUIRED ON ALL SPRINKLER HEADS WHERE LOW POINT DRAINAGE COULD OCCUR."
- WIRES TO BE 14 GAGE DIRECT BURIAL WITH THE COMMON WIRE WHITE AND FLOW SENSOR AND MASTER VALVE A DIFFERENT COLOR. TIE EVERY 10' WITH ELECTORAL TAPE.

**CONSTRUCTION NOTES**

1. WATER METER AND SERVICE LINE SHALL BE A MINIMUM SIZE OF 1".
2. CONTRACTOR SHALL CONFIRM WATER PRESSURE PRIOR TO INSTALLING THE IRRIGATION SYSTEM AND REQUEST PLAN CHANGE IF PRESSURE IS LOWER THAN THE DESIGN RATING.
3. RIGID PIPE, COPPER TYPE "K" AND/OR BRONZE PIPE SHALL CONNECT THE BACK FLOW TO THE SERVICE LINE.
4. CONTRACTOR SHALL CONTACT UNDERGROUND MODIFICATION SERVICE, "DIG ALERT," PRIOR TO ANY UNDERGROUND ACTIVITY AND REQUEST DRAWINGS OF THE EXISTING SITE UTILITIES.
5. OWNER SHALL PROVIDE AN 1" GATE VALVE AT THE EXISTING WATER SERVICE FOR THE IRRIGATION MAINLINE POINT OF CONNECTION (P.O.C).
6. OWNER SHALL PROVIDE 120 VOLT ELECTRICAL POWER OUTLET AT THE IRRIGATION CONTROLLER LOCATION, CONTRACTOR SHALL MAKE FINAL ELECTRICAL CONNECTION TO THE CONTROLLER.
7. CONTRACTOR SHALL ADHERE TO ALL CAL OSHA REQUIREMENTS, AND PROTECT THE PUBLIC FROM HIS CONSTRUCTION ACTIVITIES.
8. ALL WORK SHALL COMPLY WITH THE LATEST UNIFORM PLUMBING CODES AS WELL AS LOCAL ORDINANCES.
9. CONTRACTOR SHALL PULL ALL WIRES THROUGH CONDUIT FROM STREET LEVEL TO PODIUM LEVEL.
10. ALL CONDUITS SHALL BE COORDINATED WITH GENERAL CONTRACTOR.
11. SUBSLAB COPPER PIPES SHALL BE PROVIDED BY PLUMBING CONTRACTOR W/ STUB - OUT AT PLANTERS.
12. ELECTRICAL CONDUITS FOR CONTROL WIRES TO CONTROLLERS SHALL BE PROVIDED BY THE ELECTRICAL CONTRACTOR.
13. LANDSCAPE CONTRACTOR SHALL PULL WIRES THROUGH EXISTING CONDUIT FROM CONTROLLER LOCATION TO EACH REMOTE CONTROL VALVE ABOVE SLAB.
14. CONTRACTOR SHALL COORDINATE ALL UNDER SLAB WORK WITH GENERAL CONTRACTOR PRIOR TO COMMENCING ANY WORK

"I HAVE COMPLIED WITH THE CRITERIA OF THE ORDINANCE AND APPLIED THEM FOR THE EFFICIENT USE OF WATER IN THE LANDSCAPE DESIGN PLANS".

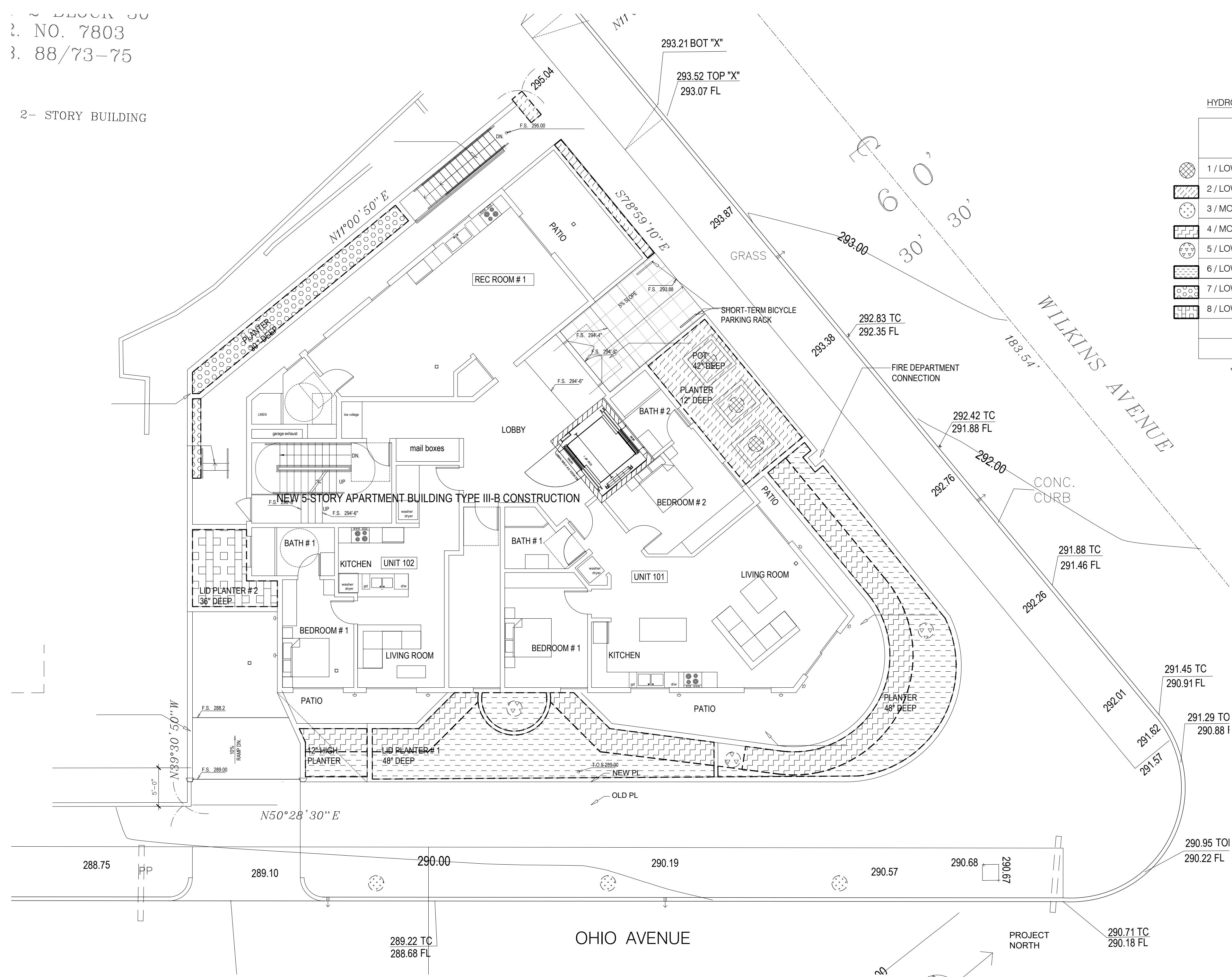




**SQLA INC**  
Landscape Architects  
380 N. PALM ST. SUITE B 1, 542-905-0800 (Main)  
BREA, CA 92821 F. 542-905-0890  
la@sqlainc.com www.sqlainc.com T. 213-383-1788 (Studio)

NO. 7803  
88/73-75

2- STORY BUILDING



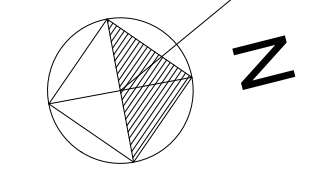
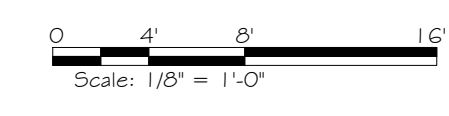
HYDROZONE INFORMATION TABLE (FIRST FLOOR ONLY)

HYDROZONE *	ZONE OR VALVE	IRRIGATION METHOD **	AREA (SQ-FT)	% OF LANDSCAPE AREA
1 / LOW WATER USE PLANTINGS (TREE)	A-1	B	9	4%
2 / LOW WATER USE PLANTINGS (SHRUB & GROUNDCOVER)	A-2	D	207	12%
3 / MODERATE WATER USE PLANTINGS (TREE)	A-3	B	9	4%
4 / MODERATE WATER USE PLANTINGS (TREE)	A-4	D	315	13%
5 / LOW WATER USE PLANTINGS (TREE)	A-5	B	9	4%
6 / LOW WATER USE PLANTINGS (SHRUB & GROUNDCOVER)	A-6	D	480	20%
7 / LOW WATER USE PLANTINGS (TREE, SHRUB & GROUNDCOVER)	A-7	D	104	4%
8 / LOW WATER USE PLANTINGS (SHRUB)	A-8	D	83	4%
TOTAL (FROM OTHER LEVELS)			1,056	45%
TOTAL			2,272	100.0%

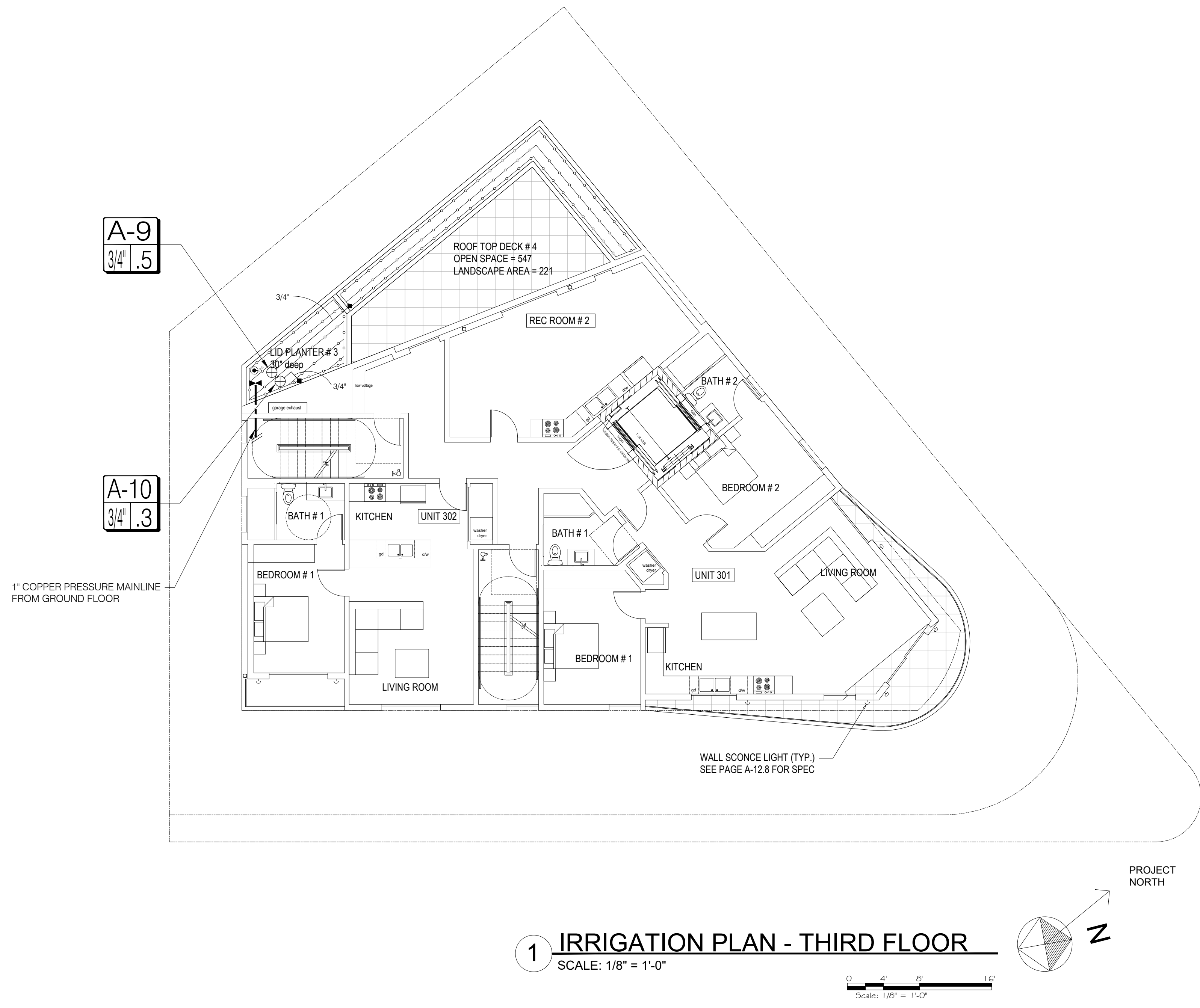
\*HYDROZONE  
HW = HIGH WATER USE PLANTS  
MW = MODERATE WATER USE PLANTS  
LW = LOW WATER USE PLANTS

\*\*IRRIGATION METHOD  
MS = MICRO-SPRAY B = BUBBLER  
S = SPRAY D = DRIP  
R = ROTOR O = OTHER

**1 HYDROZONE PLAN - FIRST FLOOR**  
SCALE: 1/8" = 1'-0"



"I HAVE COMPLIED WITH THE CRITERIA OF THE ORDINANCE AND APPLIED THEM FOR THE EFFICIENT USE OF WATER IN THE LANDSCAPE DESIGN PLANS".



IRRIGATION LEGEND

- — — — — 1" COPPER PRESSURE MAINLINE UNDER SLAB BY PLUMBER
- — — — — NON-PRESSURE LATERAL - SCH. 40 IPS PVC (SIZE PER PLAN)
- o — o — o — RAINBIRD LANDSCAPE DRIP XF SERIES XFS-06-18 (SUB SURFACE)
- ⊘ 1" MANUAL SHUT OFF VALVE
- ⊕ LOW FLOW CONTROL ZONE KITS W/ PR FILTER  
RAINBIRD XCZ-075-PRF
- ⊙ QUICK COUPLER VALVE - RAINBIRD 33 DRC--3/4"

VALVE SIZE 

A-1
1" 10

 VALVE SEQUENCE G.P.M.

"I HAVE COMPLIED WITH THE CRITERIA OF THE ORDINANCE AND APPLIED THEM FOR THE EFFICIENT USE OF WATER IN THE LANDSCAPE DESIGN PLANS".

PROJECT:  
10756 W. WILKINS AVE.  
LOS ANGELES, CA 90024

Revisions

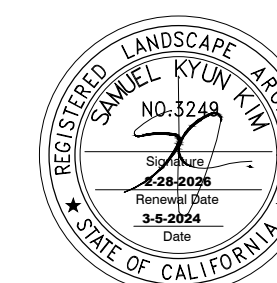
OWNER:  
WILKINS OWNER  
CO

Drawing Title  
PLANTING PLAN  
- THIRD FLOOR

Scale: AS SHOWN

Date: March 2021  
Job No: SQLA# 22193  
Drawn By: D.P.  
Checked By: S.K.

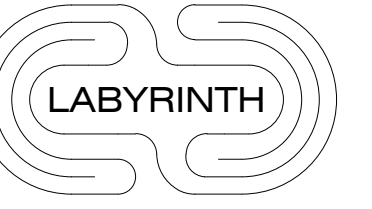
Drawing No.



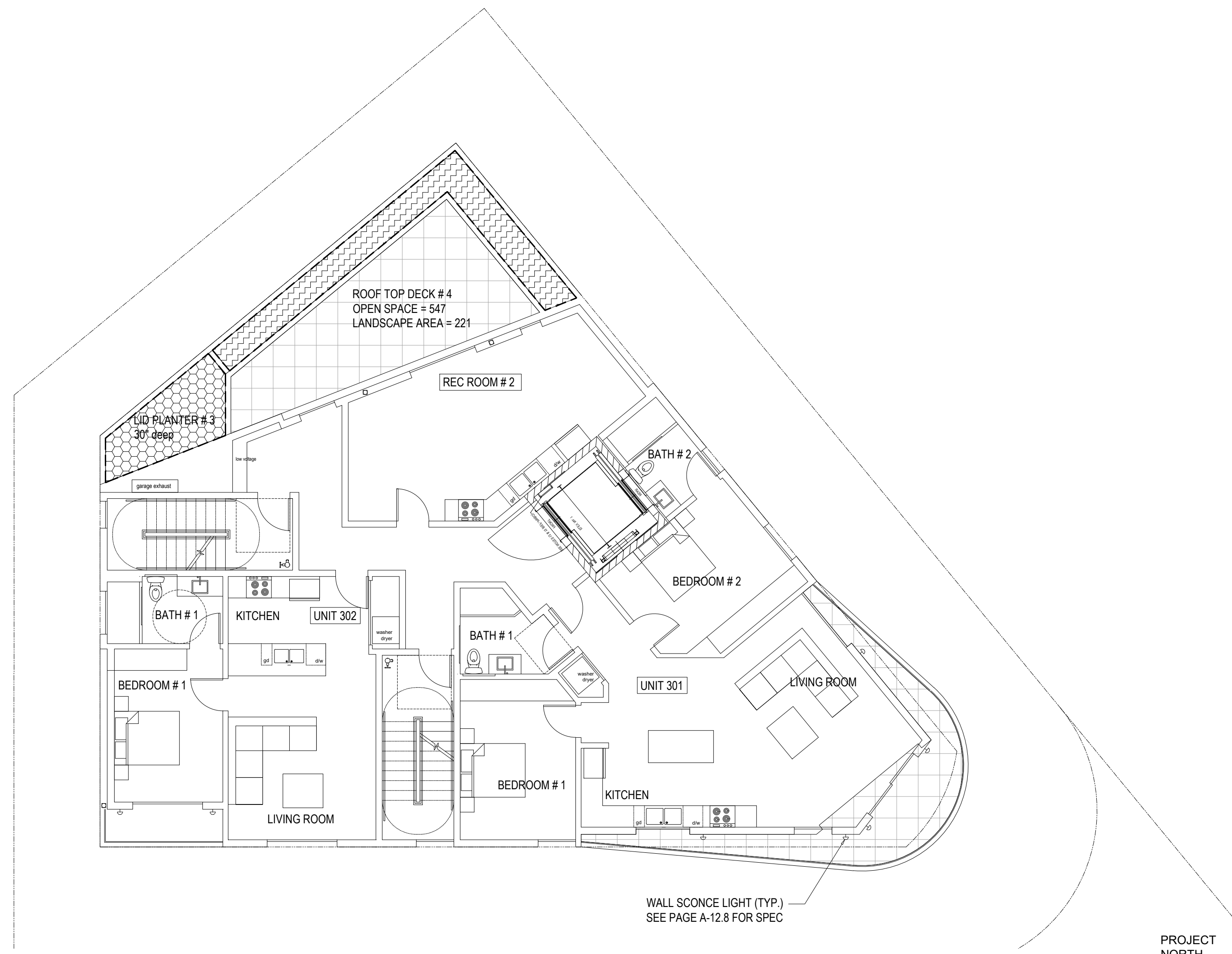
**SQLA INC**  
Landscape Architects  
380 N. PALM ST. SUITE B 1, 562-905-0800 (Main)  
BREA, CA 92821 F. 562-905-0880  
lo@sqlainc.com www.sqlainc.com T. 213-383-1788 (Studio)

LI-2

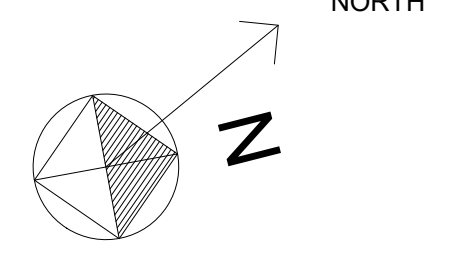
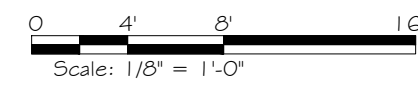




Tel: 818.200.5005  
 These drawings and specifications are the property and copyright of the Designer and shall not be used for any other work except by written agreement with the Designer.



**1 HYDROZONE PLAN - THIRD FLOOR**  
 SCALE: 1/8" = 1'-0"



HYDROZONE INFORMATION TABLE (THIRD FLOOR ONLY)

HYDROZONE *	ZONE OR VALVE	IRRIGATION METHOD **	AREA (SQ-FT)	% OF LANDSCAPE AREA
9 / LOW WATER USE PLANTINGS (GROUNDCOVER)	A-9	D	117	5%
10 / LOW WATER USE PLANTINGS (SHRUB)	A-10	D	70	3%
TOTAL (FROM OTHER LEVELS)			2,085	92%
TOTAL			2,272	100.0%

\*HYDROZONE  
 HW = HIGH WATER USE PLANTS  
 MW = MODERATE WATER USE PLANTS  
 LW = LOW WATER USE PLANTS

\*\*IRRIGATION METHOD  
 MS = MICRO-SPRAY    B = BUBBLER  
 S = SPRAY            D = DRIP  
 R = ROTOR            O = OTHER

"I HAVE COMPLIED WITH THE CRITERIA OF THE ORDINANCE AND APPLIED THEM FOR THE EFFICIENT USE OF WATER IN THE LANDSCAPE DESIGN PLANS".

PROJECT:  
 10756 W. WILKINS AVE.  
 LOS ANGELES, CA 90024

Revisions

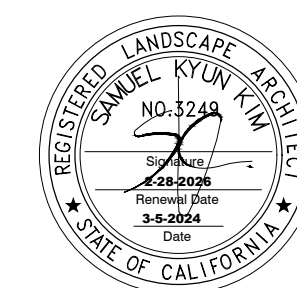
OWNER:  
 WILKINS OWNER  
 CO

Drawing Title  
 HYDROZONE PLAN  
 - THIRD FLOOR

Scale: AS SHOWN

Date: March 2021  
 Job No: SQLA# 22193  
 Drawn By: D.P.  
 Checked By: S.K.

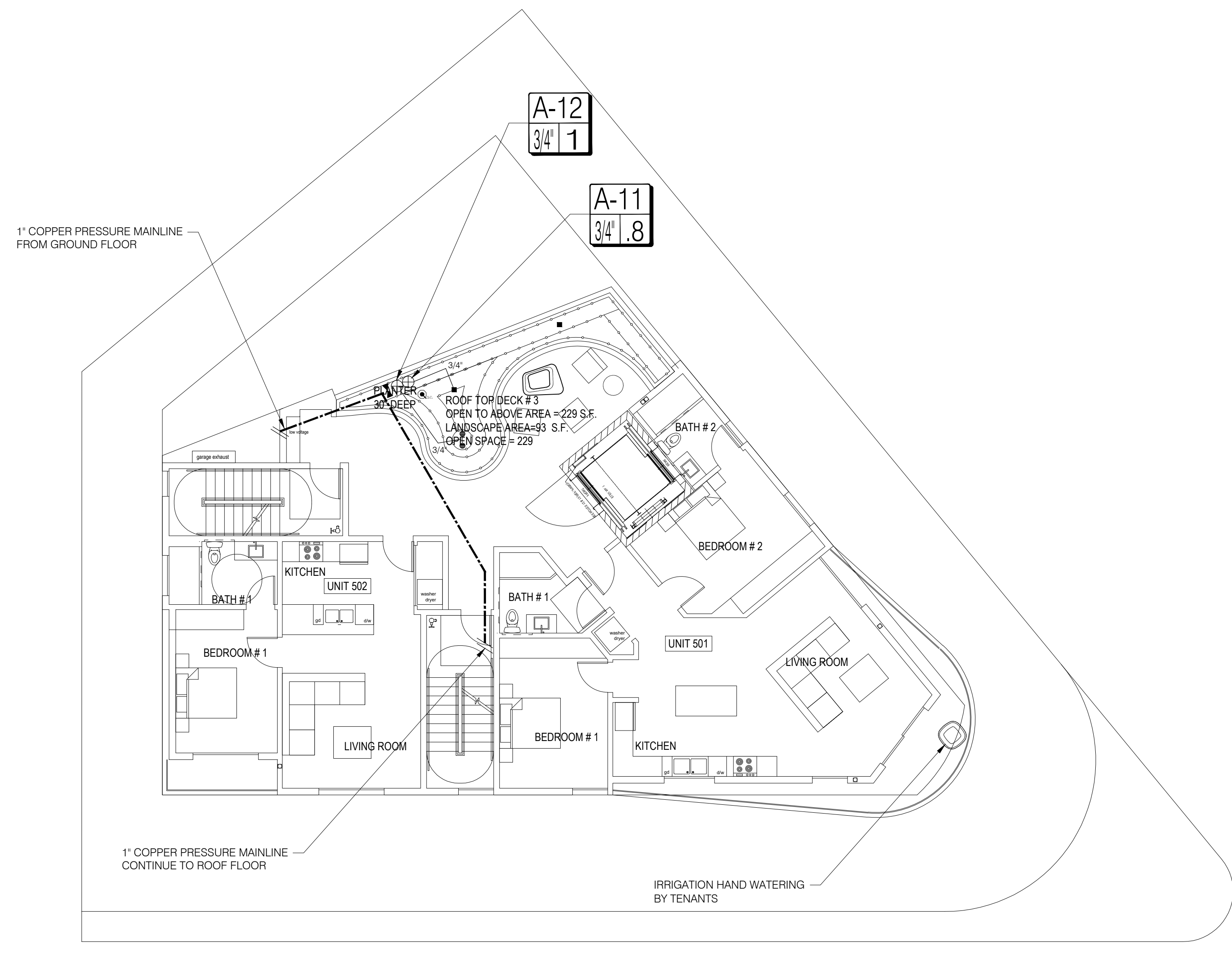
Drawing No.



**SQLA INC**  
 Landscape Architects  
 380 N. PALM ST. SUITE B 1, 542-905-0800 (Main)  
 BREA, CA 92821 F. 542-905-0880  
 www.sqlainc.com lo@sqlainc.com T. 213-383-1788 (Studio)

LI-2A

PLOT DATE: 10/26/2021



**IRRIGATION LEGEND**

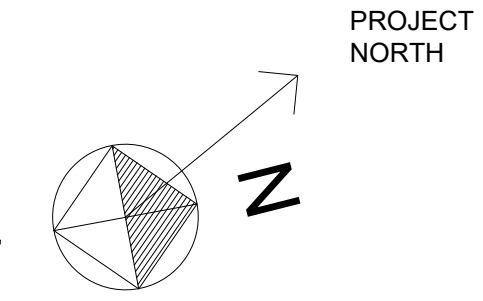
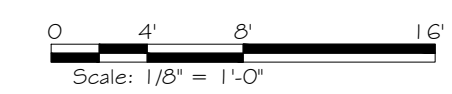
- 1" COPPER PRESSURE MAINLINE UNDER SLAB BY PLUMBER
- NON-PRESSURE LATERAL - SCH. 40 IPS PVC (SIZE PER PLAN)
- P.V.C. SLEEVE (UNDER IN PAVING), SCH. 40 P.V.C. 2X DIA. OF PIPE. INSTALL SLEEVE UNDER ALL PAVEMENT. (PER PLAN) PLACE WIRES IN MAINLINE SLEEVE
- RAINBIRD LANDSCAPE DRIP XF SERIES XFS-06-18 (SUB SURFACE)
- 1" MANUAL SHUT OFF VALVE
- LOW FLOW CONTROL ZONE KITS W/ PR FILTER RAINBIRD XCZ-075-PRF
- QUICK COUPLER VALVE - RAINBIRD 33 DRC--3/4"

VALVE SIZE 

A-1
1" 10

 VALVE SEQUENCE G.P.M.

**1 IRRIGATION PLAN - FIFTH FLOOR**  
 SCALE: 1/8" = 1'-0"



"I HAVE COMPLIED WITH THE CRITERIA OF THE ORDINANCE AND APPLIED THEM FOR THE EFFICIENT USE OF WATER IN THE LANDSCAPE DESIGN PLANS".

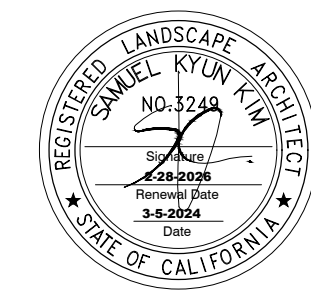
**PROJECT:**  
 10756 W. WILKINS AVE.  
 LOS ANGELES, CA 90024

Revisions

OWNER:  
 WILKINS OWNER  
 CO

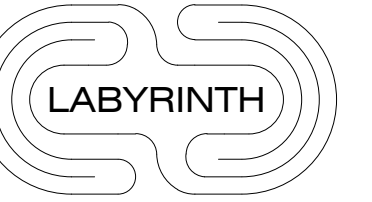
Drawing Title  
 IRRIGATION PLAN  
 - FIFTH FLOOR

Scale: AS SHOWN  
 Date: March 2021  
 Job No: SQLA# 22193  
 Drawn By: D.P.  
 Checked By: S.K.  
 Drawing No.



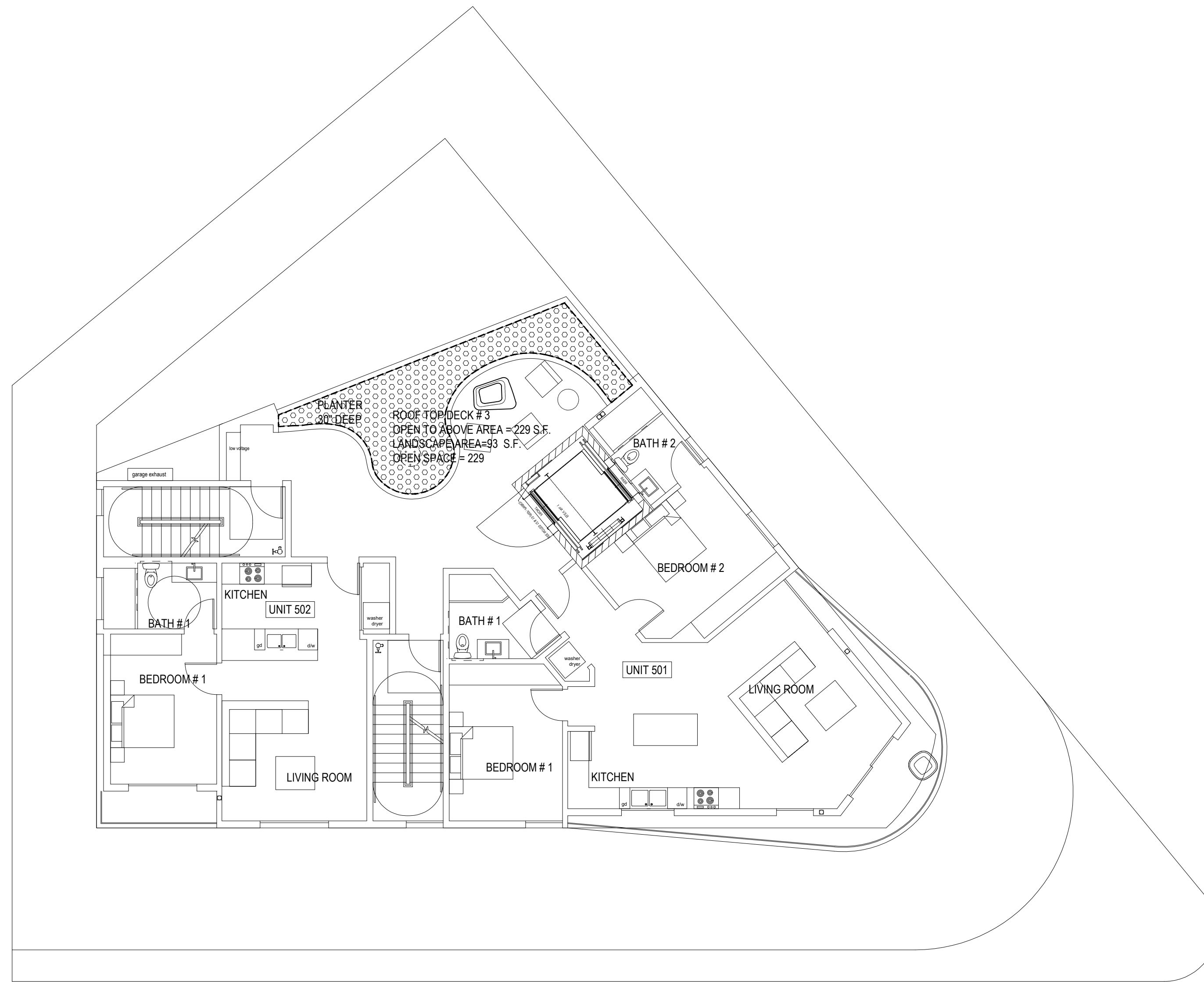
**SQLA INC**  
 Landscape Architects  
 380 N. PALM ST. SUITE B 1, 542-905-0800 (Main)  
 BREA, CA 92821 F. 542-905-0880  
 lo@sqlainc.com www.sqlainc.com T. 213-383-1788 (Studio)

**LI-3**



Tel: 818.200.5005

These drawings and specifications are the property and copyright of the Designer and shall not be used for any other work except by written agreement with the Designer.



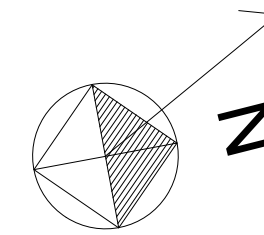
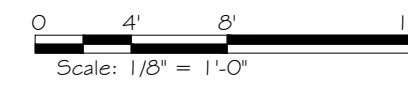
HYDROZONE INFORMATION TABLE (FIFTH FLOOR ONLY)

HYDROZONE *	ZONE OR VALVE	IRRIGATION METHOD **	AREA (SQ-FT)	% OF LANDSCAPE AREA
11 / MODERATE MIX WATER USE PLANTINGS (TREE & GROUNDCOVER)	A-11	D	174	7%
12 / LOW WATER USE PLANTINGS (TREE)	A-12	B	3	.1%
TOTAL (FROM OTHER LEVELS)			2,095	92%
TOTAL			2,272	100.0%

\*HYDROZONE  
 HW = HIGH WATER USE PLANTS  
 MW = MODERATE WATER USE PLANTS  
 LW = LOW WATER USE PLANTS

\*\*IRRIGATION METHOD  
 MS = MICRO-SPRAY    B = BUBBLER  
 S = SPRAY             D = DRIP  
 R = ROTOR             O = OTHER

**1 HYDROZONE PLAN - FIFTH FLOOR**  
 SCALE: 1/8" = 1'-0"



PROJECT NORTH

"I HAVE COMPLIED WITH THE CRITERIA OF THE ORDINANCE AND APPLIED THEM FOR THE EFFICIENT USE OF WATER IN THE LANDSCAPE DESIGN PLANS".

PROJECT:  
 10756 W. WILKINS AVE.  
 LOS ANGELES, CA 90024

Revisions

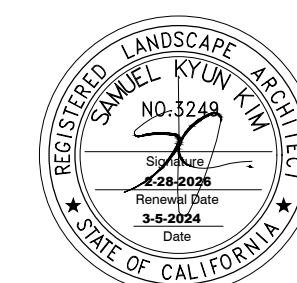
OWNER:  
 WILKINS OWNER  
 CO

Drawing Title  
 HYDROZONE PLAN  
 - FIFTH FLOOR

Scale: AS SHOWN

Date: March 2021  
 Job No: SQLA# 22193  
 Drawn By: D.P.  
 Checked By: S.K.

Drawing No.

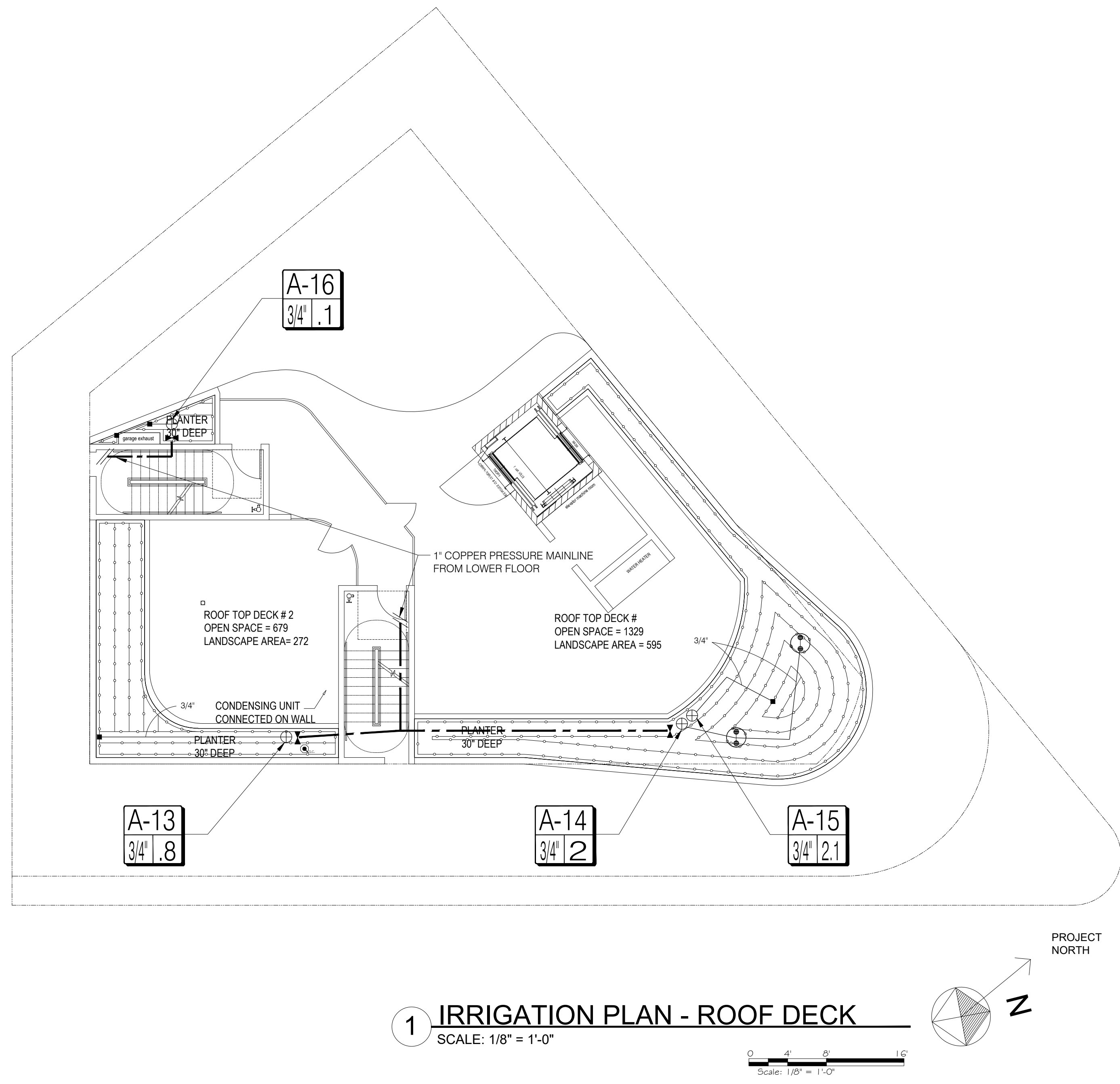


**SQLA INC**  
 Landscape Architects  
 380 N. PALM ST. SUITE B 1, 542-905-0800 (Main)  
 BREA, CA 92821 F. 542-905-0880  
 lo@sqlainc.com www.sqlainc.com T. 213-383-1788 (Studio)

LI-3A

PLOT DATE: 10/26/2021





"I HAVE COMPLIED WITH THE CRITERIA OF THE ORDINANCE AND APPLIED THEM FOR THE EFFICIENT USE OF WATER IN THE LANDSCAPE DESIGN PLANS".

PROJECT:  
 10756 W. WILKINS AVE.  
 LOS ANGELES, CA 90024

Revisions

OWNER:  
 WILKINS OWNER  
 CO

Drawing Title  
 IRRIGATION PLAN  
 - ROOF DECK

Scale: AS SHOWN

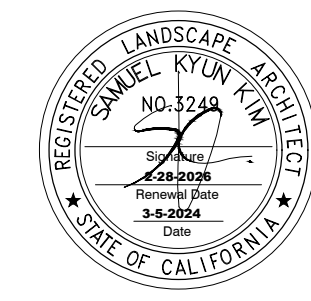
Date: March 2021

Job No: SQLA# 22193

Drawn By: D.P.

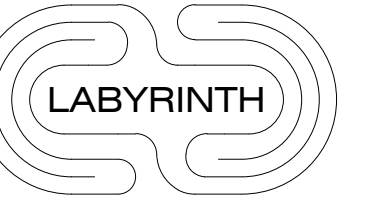
Checked By: S.K.

Drawing No.



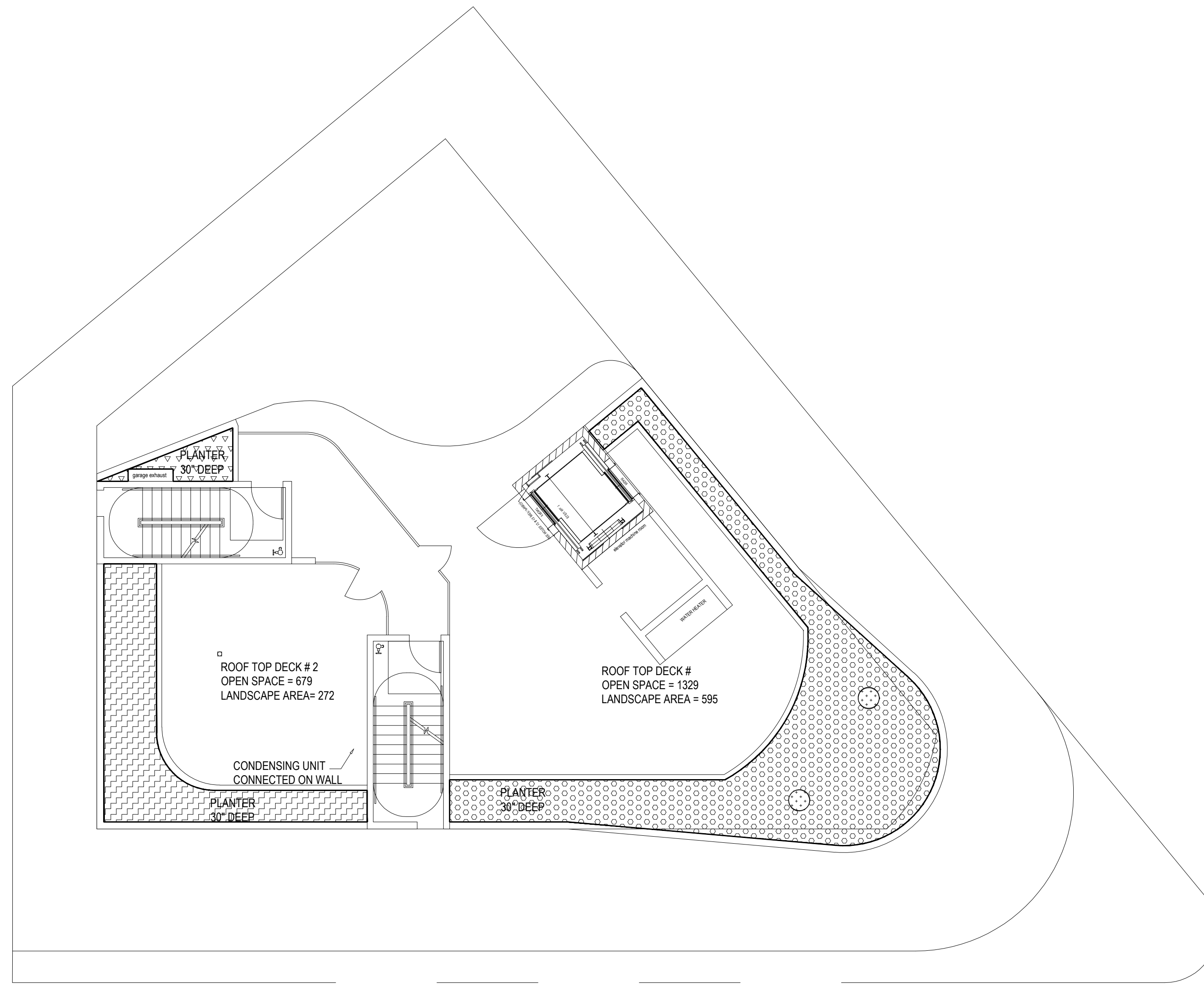
**SQLA INC**  
 Landscape Architects  
 380 N. PALM ST. SUITE B 1, 542-905-0800 (Main)  
 BREA, CA 92821 F. 542-905-0880  
 lo@sqlainc.com www.sqlainc.com T. 213-383-1788 (Studio)

LI-4



Tel: 818.200.5005

These drawings and specifications are the property and copyright of the Designer and shall not be used for any other work except by written agreement with the Designer.



HYDROZONE INFORMATION TABLE (ROOF DECK ONLY)

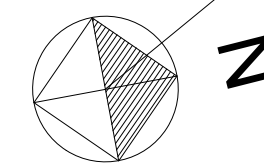
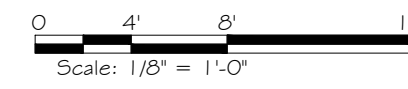
HYDROZONE *	ZONE OR VALVE	IRRIGATION METHOD **	AREA (SQ-FT)	% OF LANDSCAPE AREA
13 / LOW WATER USE PLANTINGS (TREE, SHRUB & GROUNDCOVER)	A-13	D	189	8%
14 / LOW WATER USE PLANTINGS (TREE)	A-14	B	6	.3%
15 / LOW WATER USE PLANTINGS (TREE, SHRUB & GROUNDCOVER)	A-15	D	469	20%
16 / LOW WATER USE PLANTINGS (SHRUB)	A-16	D	28	1%
TOTAL (FROM OTHER LEVELS)			1,580	70%
TOTAL			2,272	100.0%

\*HYDROZONE  
HW = HIGH WATER USE PLANTS  
MW = MODERATE WATER USE PLANTS  
LW = LOW WATER USE PLANTS

\*\*IRRIGATION METHOD  
MS = MICRO-SPRAY B = BUBBLER  
S = SPRAY D = DRIP  
R = ROTOR O = OTHER

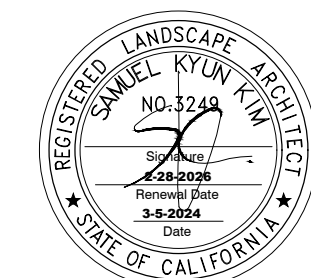
1 HYDROZONE PLAN - ROOF DECK

SCALE: 1/8" = 1'-0"



PROJECT NORTH

"I HAVE COMPLIED WITH THE CRITERIA OF THE ORDINANCE AND APPLIED THEM FOR THE EFFICIENT USE OF WATER IN THE LANDSCAPE DESIGN PLANS".



SQLA INC  
Landscape Architects  
380 N. PALM ST. SUITE B 1, 542-905-0800 (Main)  
BREA, CA 92821 F. 542-905-0880  
lo@sqlainc.com www.sqlainc.com T. 213-383-1788 (Studio)

PROJECT:  
10756 W. WILKINS AVE.  
LOS ANGELES, CA 90024

Revisions

OWNER:  
WILKINS OWNER  
CO

Drawing Title  
HYDROZONE PLAN  
- ROOF DECK

Scale: AS SHOWN

Date: March 2021  
Job No: SQLA# 22193  
Drawn By: D.P.  
Checked By: S.K.

Drawing No.

LI-4A

PLOT DATE: 10/26/2021



**WATER EFFICIENT LANDSCAPE WORKSHEET**

CITY OF L.A. MAXIMUM APPLIED WATER ALLOWENCE  
 THE ETo REFERENCE FOR CITY OF L.A. IS 50.1 (INCHES PER YEAR)  
 REFERENCE EVAPOTRANSPIRATION (ETo) 50.1



Tel: 818.200.5005  
 These drawings and specifications are the property and copyright of the Designer and shall not be used for any other work except by written agreement with the Designer.

HYDROZONE # / PLANTING DESCRIPTION <sup>a</sup>	PLANT FACTOR (PF)	IRRIGATION METHOD <sup>b</sup>	IRRIGATION EFFICIENCY (IE) <sup>c</sup>	ETAF (PF / IE)	LANDSCAPE AREA (SQ-FT)	ETAF x AREA	ESTIMATED TOTAL WATER USED (ETWU) <sup>d</sup>	
<b>REGULAR LANDSCAPE AREA</b>								
1 / LOW WATER USE PLANTINGS (TREE)	0.2	DRIP	0.81	0.25	9	2	62	
2 / LOW WATER USE PLANTINGS (SHRUB & GROUNDCOVER)	0.2	DRIP	0.81	0.25	207	52	1,615	
3 / MODERATE WATER USE PLANTINGS (TREE)	0.5	DRIP	0.81	0.62	9	6	186	
4 / MODERATE WATER USE PLANTINGS (TREE)	0.5	DRIP	0.81	0.62	315	195	6,057	
5 / LOW WATER USE PLANTINGS (TREE)	0.2	DRIP	0.81	0.25	9	2	62	
6 / LOW WATER USE PLANTINGS (SHRUB & GROUNDCOVER)	0.2	DRIP	0.81	0.25	480	120	3,727	
7 / LOW WATER USE PLANTINGS (TREE, SHRUB & GROUNDCOVER)	0.2	DRIP	0.81	0.25	104	26	808	
8 / LOW WATER USE PLANTINGS (SHRUB)	0.2	DRIP	0.81	0.25	83	21	652	
9 / LOW WATER USE PLANTINGS (GROUNDCOVER)	0.2	DRIP	0.81	0.25	117	29	901	
10 / LOW WATER USE PLANTINGS (SHRUB)	0.2	DRIP	0.81	0.25	70	18	559	
11 / MODERATE MIX WATER USE PLANTINGS (TREE & GROUNDCOVER)	0.5	DRIP	0.81	0.62	174	108	3,355	
12 / LOW WATER USE PLANTINGS (TREE)	0.2	DRIP	0.81	0.25	3	1	31	
13 / LOW WATER USE PLANTINGS (TREE, SHRUB & GROUNDCOVER)	0.2	DRIP	0.81	0.25	189	47	1,460	
14 / LOW WATER USE PLANTINGS (TREE)	0.2	DRIP	0.81	0.25	6	2	62	
15 / LOW WATER USE PLANTINGS (TREE, SHRUB & GROUNDCOVER)	0.2	DRIP	0.81	0.25	469	117	3,634	
16 / LOW WATER USE PLANTINGS (SHRUB)	0.2	DRIP	0.81	0.25	28	7	217	
					TOTALS	(A) 2,272	(B) 753	23,234
<b>SPECIAL LANDSCAPE AREA</b>								
-----				1.0	-----	-----	-----	
-----				1.0	-----	-----	-----	
-----				1.0	-----	-----	-----	
					TOTALS	(C) -----	(D) -----	0
							ETWU TOTAL	23,234
							MAXIMUM ALLOWED WATER ALLOWANCE (MAWA) <sup>e</sup>	38,815

**NOTE:**

"AT THE TIME OF FINAL INSPECTION, THE PERMIT APPLICANT MUST PROVIDE THE OWNER OF THE PROPERTY WITH CERTIFICATE OF COMPLETION, CERTIFICATE OF INSTALLATION, IRRIGATION SCHEDULE OF LANDSCAPE AND IRRIGATION MAINTENANCE."

"USELESS CONTRADICTED BY A SOIL TEST, COMPOST AT A RATE OF A MINIMUM OF FOUR CUBIC YARDS PER 1,000 SQUARE FEET OF PERMEABLE AREA SHALL BE INCORPORATED TO A DEPTH OF SIX INCHES INTO THE SOIL."

"FOR SOILS LESS THAN 6% ORGANIC MATTER IN THE TOP 6" OF SOIL, COMPOST AT A RATE OF A MINIMUM OF FOUR CUBIC YARDS PER 1,000 SQUARE FEET OF PERMEABLE AREA SHALL BE INCORPORATED TO A DEPTH OF SIX INCHES INTO THE SOIL."

"A DIAGRAM OF THE IRRIGATION PLAN SHOWING HYDROZONES SHALL BE KEPT WITH THE IRRIGATION CONTROLLER FOR SUBSEQUENT MANAGEMENT PURPOSES."

"A CERTIFICATE OF COMPLETION SHALL BE FILLED OUT AND CERTIFIED BY EITHER THE SIGNER OF THE LANDSCAPE PLANS, OR THE LICENSED LANDSCAPE CONTRACTOR FOR THE PROJECT."

"AN IRRIGATION AUDIT REPORT SHALL BE COMPLETED AT THE TIME OF FINAL INSPECTION."

**WATER AUDIT NOTE :**

THE CONTRACTOR WILL CONDUCT AN IRRIGATION AUDIT USING A CERTIFIED IRRIGATION AUDITOR. AFTER THE FINAL FIELD OBSERVATION HAS BEEN COMPLETED AND ALL IRRIGATION COMPONENTS ARE INSTALLED IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS AND THE IRRIGATION SYSTEM IS ACCEPTED BY THE PROJECT ARCHITECT FOR MAINTENANCE.

THE IRRIGATION AUDIT WILL BE CONDUCTED IN ACCORDANCE WITH THE FOLLOWING SCHEDULE:

- PLACE FLAGS AT EACH HEAD IN THE ZONE.
- MEASURE SPACING AND MARK MID-POINTS BETWEEN HEADS.
- PLACE WATER MEASURING RECEPTACLES.
- TAKE READINGS OF WATER LEVEL IN RECEPTACLES AND RECORD RESULTS.
- MEASURE HEAD PRESSURE IN EACH ZONE AND RECORD RESULTS.
- AFTER COMPLETING ZONE ADVANCE TO NEXT ZONE AND REPEAT PROCEDURE.
- SUBMIT THE RESULTS OF THE AUDIT TO THE PROJECT ARCHITECT.

THE IRRIGATION MAINTENANCE SCHEDULE TASKS LISTED BELOW ARE INTENDED AS MINIMUM STANDARDS AND MORE FREQUENT ATTENTION MAY BE REQUIRED DEPENDING ON THE PARTICULAR SITE CONDITIONS.

**MAINTENANCE SCHEDULES :**

A REGULAR MAINTENANCE SCHEDULE SATISFYING THE FOLLOWING CONDITIONS SHALL BE SUBMITTED AS PART OF THE LANDSCAPE DOCUMENTATION PACKAGE.

LANDSCAPE SHALL BE MAINTAINED TO ENSURE WATER EFFICIENCY. A REGULAR MAINTENANCE SCHEDULE SHALL INCLUDE, BUT NOT BE LIMITED TO, CHECKING, ADJUSTING, AND REPAIRING IRRIGATION EQUIPMENT, RESETTING THE AUTOMATIC CONTROLLER, AERATING AND DETHATCHING TURF AREAS, REPLENISHING MULCH, FERTILIZING, PRUNING, AND WEEDING IN ALL LANDSCAPE AREAS.

WHENEVER POSSIBLE, REPAIR OF IRRIGATION EQUIPMENT SHALL BE DONE WITH THE ORIGINALLY SPECIFIED MATERIALS OR THEIR EQUIVALENTS.

A LANDSCAPE IRRIGATION AUDIT SCHEDULE AS REQUIRED IN CHAPTER 20.09 OF TITLE 20 MAY BE RECOMMENDED. THE MAXIMUM PERIOD BETWEEN AUDITS SHALL BE FIVE YEARS.

MAINTENANCE TASK	FREQUENT
CONTROLLER CABINET - OPEN CABINET AND CLEAN OUT DEBRIS AND REPLACE BATTERY AS NECESSARY. CHECK WIRING AND REPAIR AS NEEDED AND CHECK CLOCK AND RESET IF NECESSARY.	QUARTERLY
IRRIGATION SCHEDULE - ADJUST SCHEDULE FOR SEASONAL VARIATIONS AND OTHER CONDITIONS WHICH MAY AFFECT THE AMOUNT OF WATER NEEDED TO MAINTAIN PLAN HEALTH ADJUST AS NECESSARY.	MONTHLY
POC - VISUALLY INSPECT COMPONENTS FOR LEAKS, PRESURE SETTINGS, SETTLEMENT OR OTHER DAMAGE AFFECTING THE OPERATION OF A COMPONENT REPAIR AS NEEDED.	QUARTERLY
REMOTE CONTROL VALVES, ISOLATION VALVES AND QUICK COUPLER VALVES VISUALLY INSPECT FOR LEAKS, SETTLEMENT, WIRE CONNECTIONS AND PRESSURE SETTINGS. REPAIR OR ADJUST AS NEEDED.	QUARTERLY
MAINLINE & LATERALS VISUALLY INSPECT FOR LEAKS OR SETTLEMENT OF TRENCH.	QUARTERLY
SPRINKLERS VISUALLY CHECK FOR ANY BROKEN MISSIGNED OR CLOGGED HEADS, HEADS WITH INCORRECT ARC, INADEQUATE COVERAGE OR OVERSPRAY AND LOW HEAD DRAINAGE REPAIR AS NEEDED.	WEEKLY
FILTERS AND STRAINERS VISUALLY CHECK FOR LEAKS, BROKEN FITTING CLEAN AND FLUSH SCREENS.	MONTHLY

**IRRIGATION AUDIT SCHEDULES :**

LANDSCAPE IRRIGATION AUDIT SCHEDULES. A SCHEDULE OF LANDSCAPE IRRIGATION AUDITS OF AT LEAST EVERY FIVE YEARS MUST BE ESTABLISHED, FOR ALL BUT SINGLE-FAMILY RESIDENCES, AND OTHER PROJECTS WITH A LANDSCAPE AREA LESS THAN 1 ACRE (0.405 HA). AS REQUIRED IN CHAPTER 20.09 OF TITLE 20 (UTILITIES CODES), AN AUDIT SATISFYING THE FOLLOWING CONDITIONS SHALL BE SUBMITTED TO THE COUNTY AS PART OF THE LANDSCAPE DOCUMENTATION PACKAGE.

AT A MINIMUM, AUDITS SHALL BE IN ACCORDANCE WITH THE LATEST STATE OF CALIFORNIA LANDSCAPE WATER MANAGEMENT PROGRAM AS DESCRIBED IN THE LANDSCAPE IRRIGATION AUDITOR HANDBOOK, PREPARED FOR THE CALIFORNIA DEPARTMENT OF WATER RESOURCES, WATER CONSERVATION OFFICE, THE ENTIRE DOCUMENT, WHICH IS HEREBY INCORPORATED BY REFERENCE.

THE SCHEDULE SHALL PROVIDE FOR LANDSCAPE IRRIGATION AUDITS TO BE CONDUCTED BY A QUALIFIED INDIVIDUAL AS DETERMINED BY THE DIRECTOR AT LEAST ONCE EVERY FIVE YEARS IN ACCORDANCE WITH THE REQUIREMENTS OF TITLE 20, DIVISION 1 OF THE LOS ANGELES COUNTY CODE.

<sup>a</sup> HYDROZONE #/ PLANTING DESCRIPTION E.G. 1.) FRONT LAWN 2.) LOW WATER USE PLANTINGS 3.) MEDIUM WATER USE PLANTINGS	<sup>b</sup> IRRIGATION METHOD OVERHEAD SPRAY OR DRIP	<sup>c</sup> IRRIGATION EFFICIENCY 0.75 FOR SPRAY HEAD 0.81 FOR DRIP	<sup>d</sup> ETWU (ANNUAL GALLONS REQUIRED) = ETo x 0.62 x ETAF x AREA **WHERE 0.62 IS A CONVERSION FACTOR THAT CONVERTS ACRE-INCHES PER ACRE PER YEAR TO GALLONS PER SQUARE FOOT PER YEAR.**
---	---	--	---

<sup>e</sup>MAWA (ANNUAL GALLONS ALLOWED) = (ETo) (0.62) [(ETAF X LA) + ((1-ETAF) x SLA)]

\*\*WHERE 0.62 IS A CONVERSION FACTOR THAT CONVERTS ACRE-INCHES PER ACRE PER YEAR TO GALLONS PER SQUARE FOOT PER YEAR, LA IS THE TOTAL LANDSCAPE AREA IN SQUARE FEET, AND ETAF IS .55 FOR RESIDENTIAL AREAS AND 0.45 FOR NON-RESIDENTIAL AREAS.\*\*

**ETAF CALCULATIONS**

REGULAR LANDSCAPE AREA

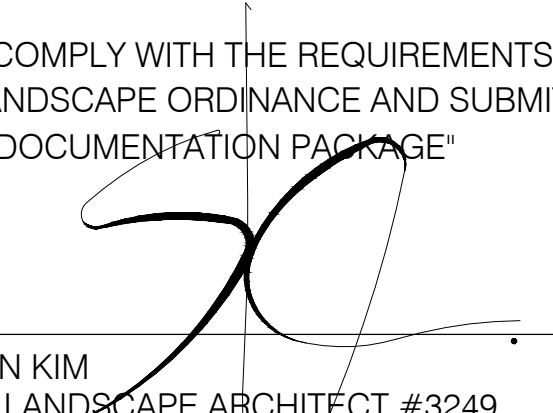
TOTAL ETAF x AREA	(B)	753
TOTAL AREA	(A)	2,272
AVERAGE ETAF	(B/A)	0.3

ALL LANDSCAPE AREA

TOTAL ETAF x AREA	(B+D)	753
TOTAL AREA	(A+C)	2,272
SITEWIDE ETAF	(B+D) / (A+C)	0.3

\*\*AVERAGE ETAF FOR REGULAR LANDSCAPE AREAS MUST BE 0.55 OR BELOW FOR RESIDENTIAL AREAS, AND 0.45 OR BELOW FOR NON-RESIDENTIAL AREAS.

"I AGREE TO COMPLY WITH THE REQUIREMENTS OF THE WATER EFFICIENT LANDSCAPE ORDINANCE AND SUBMIT A COMPLETE LANDSCAPE DOCUMENTATION PACKAGE"



SAMUEL KYUN KIM  
REGISTERED LANDSCAPE ARCHITECT #3249

03-05-2024  
DATE

"I HAVE COMPLIED WITH THE CRITERIA OF THE ORDINANCE AND APPLIED THEM FOR THE EFFICIENT USE OF WATER IN THE LANDSCAPE DESIGN PLANS".

PROJECT:  
10756 W. WILKINS AVE.  
LOS ANGELES, CA 90024

Revisions

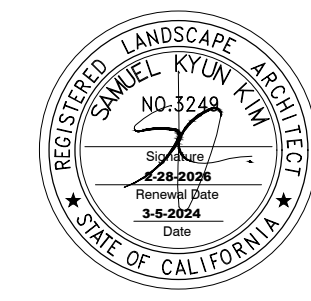
OWNER:  
WILKINS OWNER  
CO

Drawing Title  
WATER EFFICIENT  
LANDSCAPE WORKSHEET

Scale: AS SHOWN

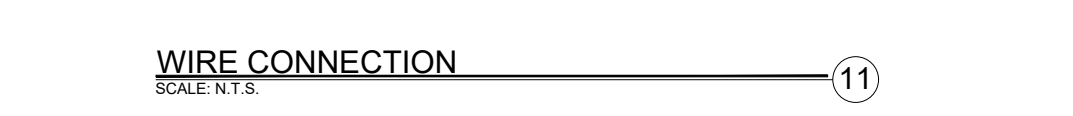
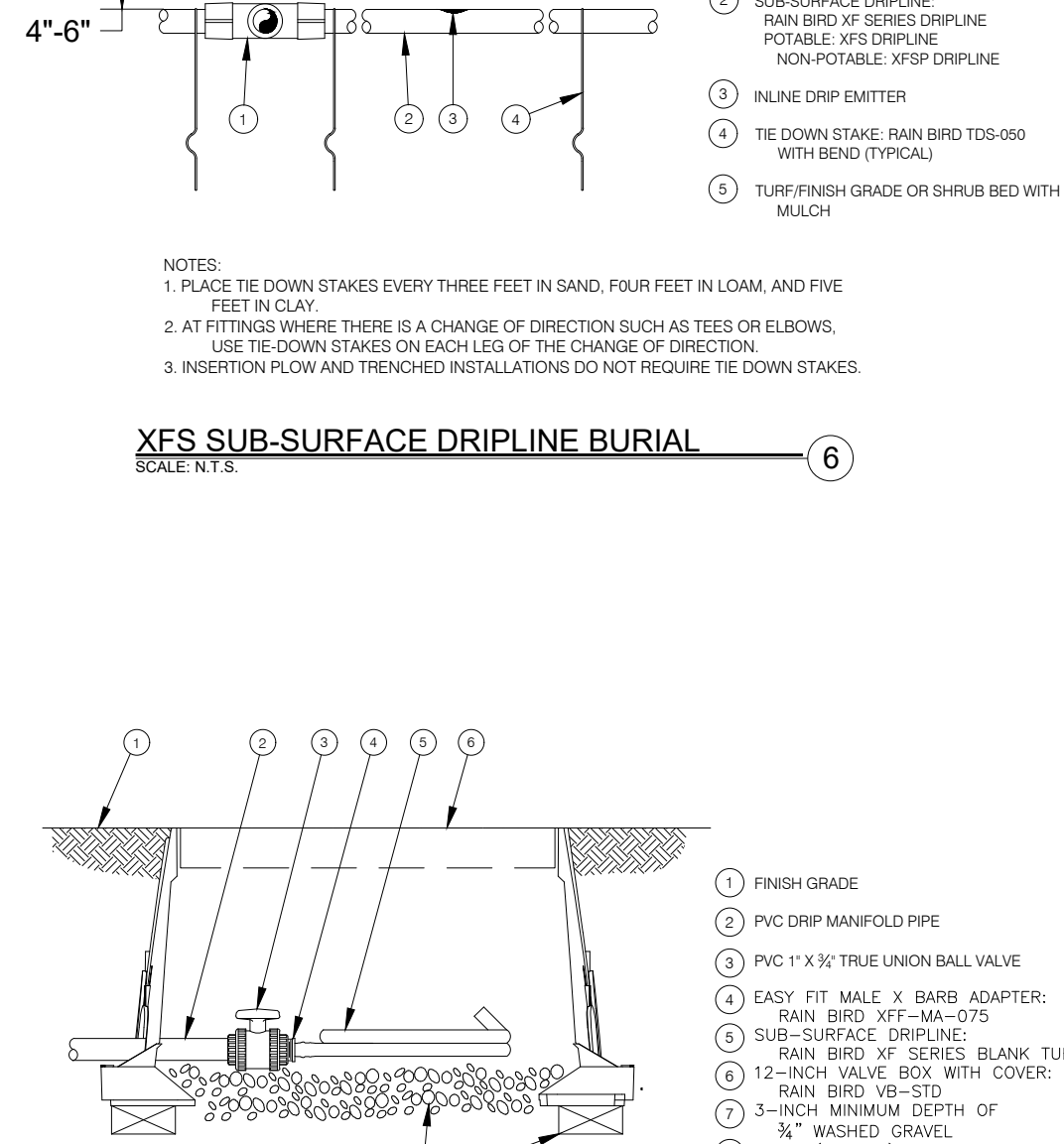
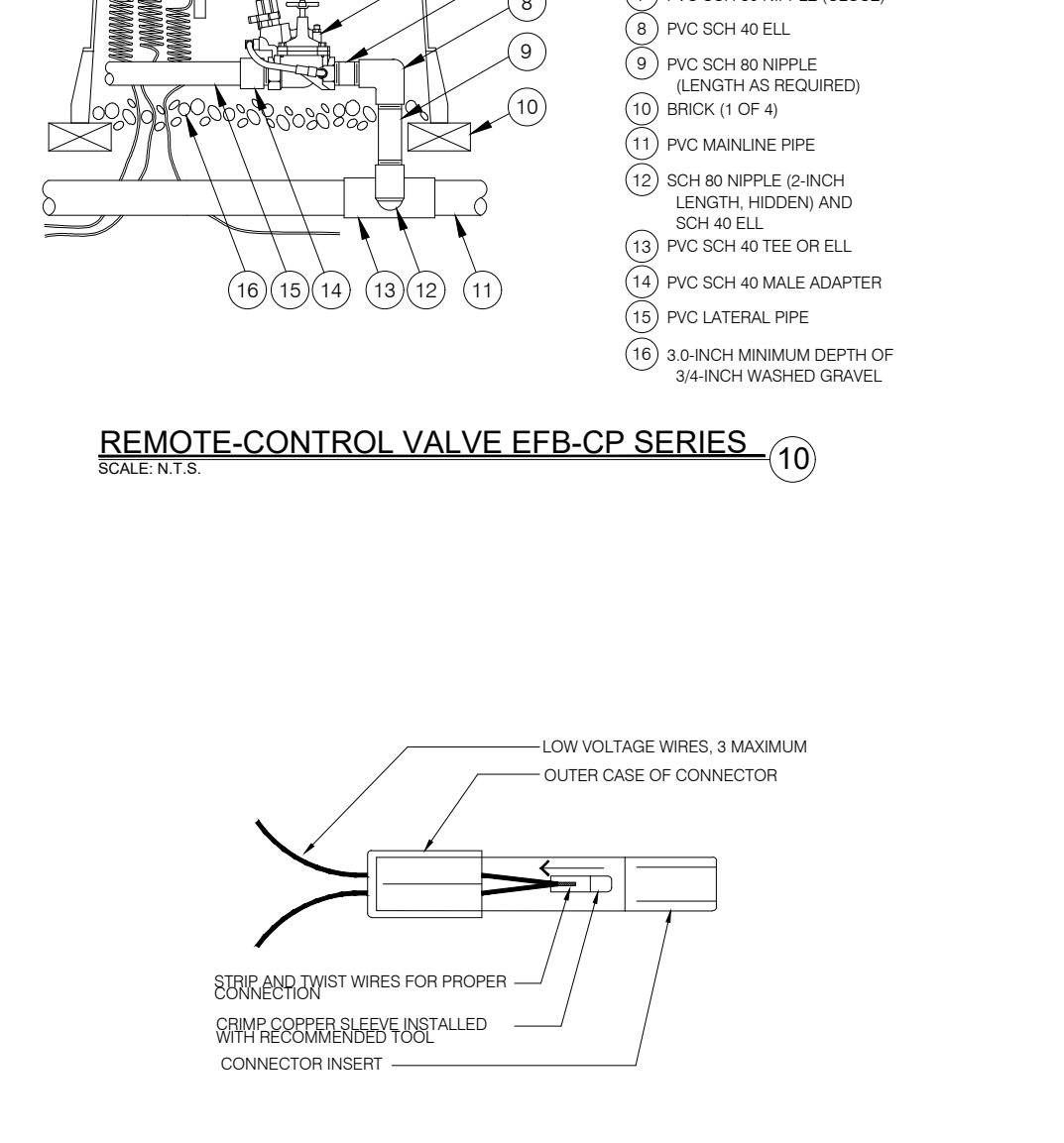
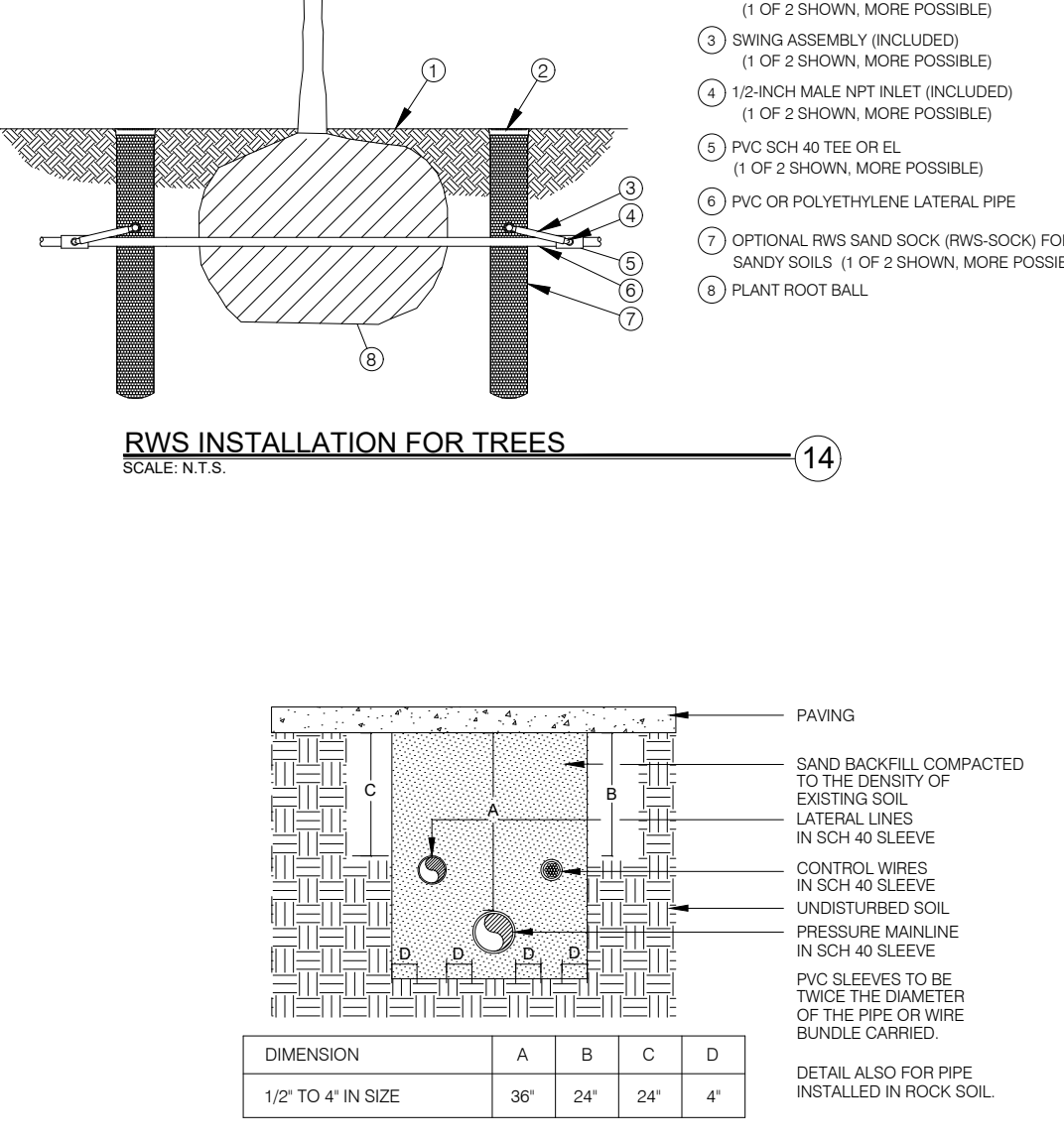
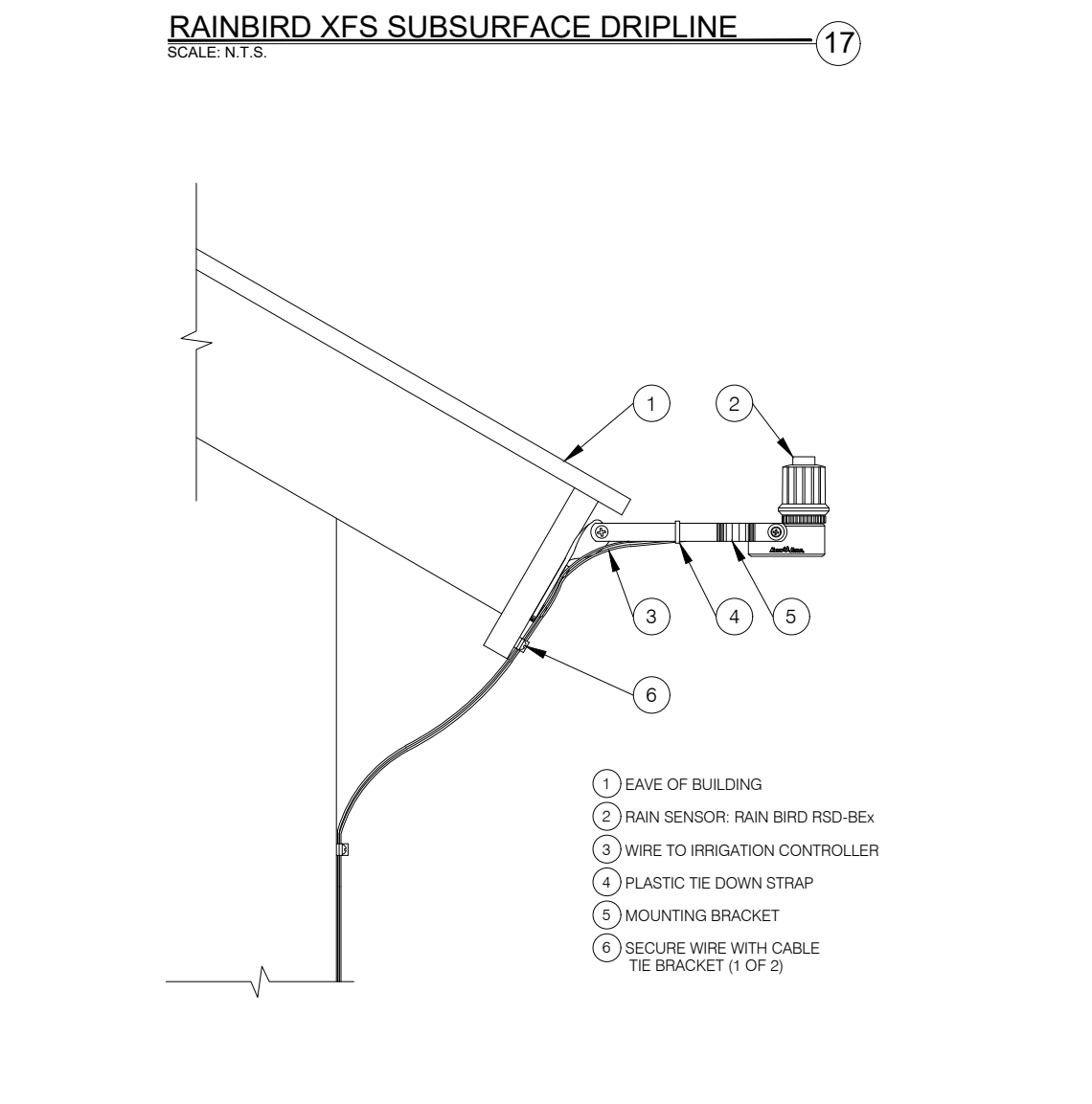
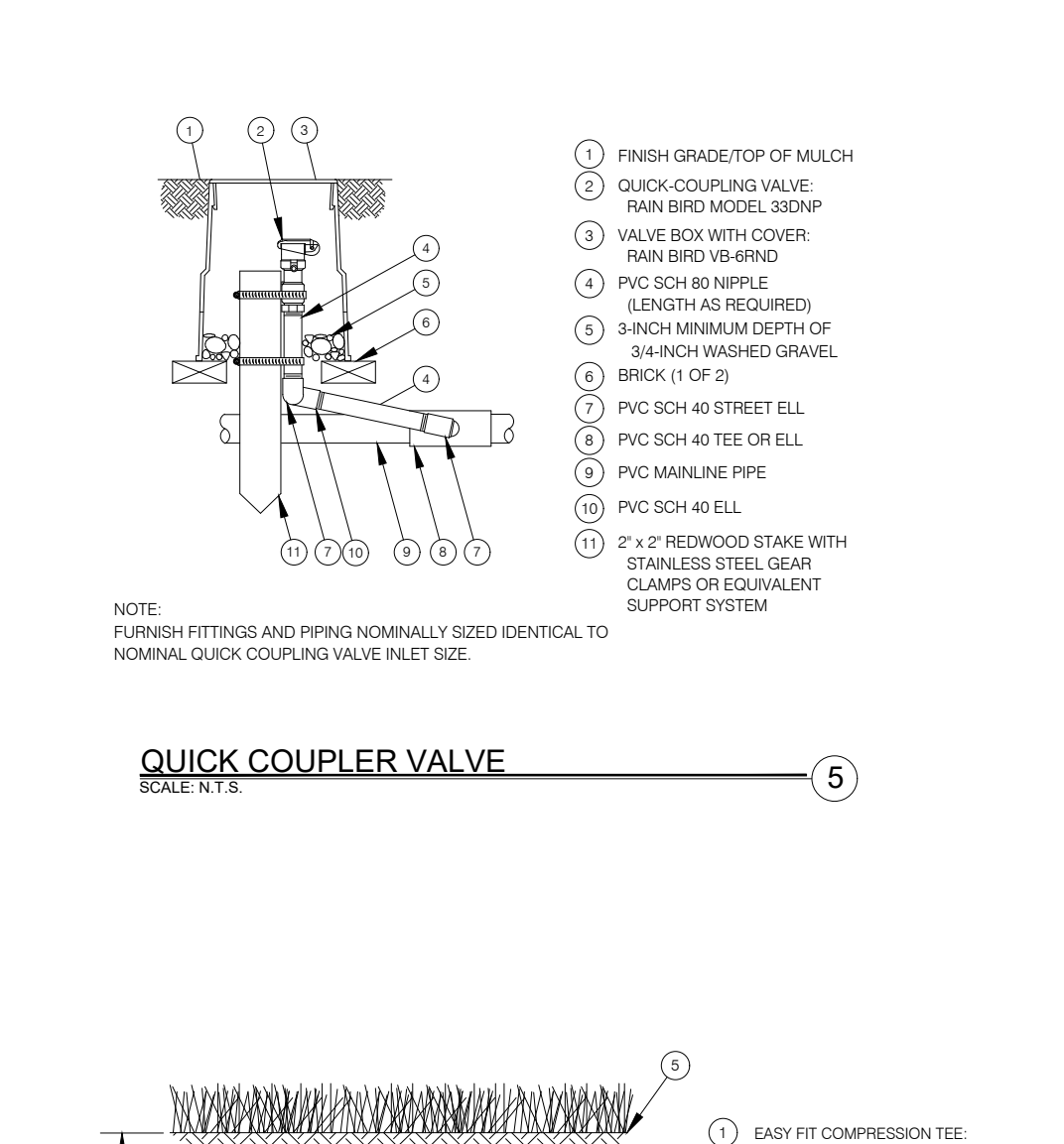
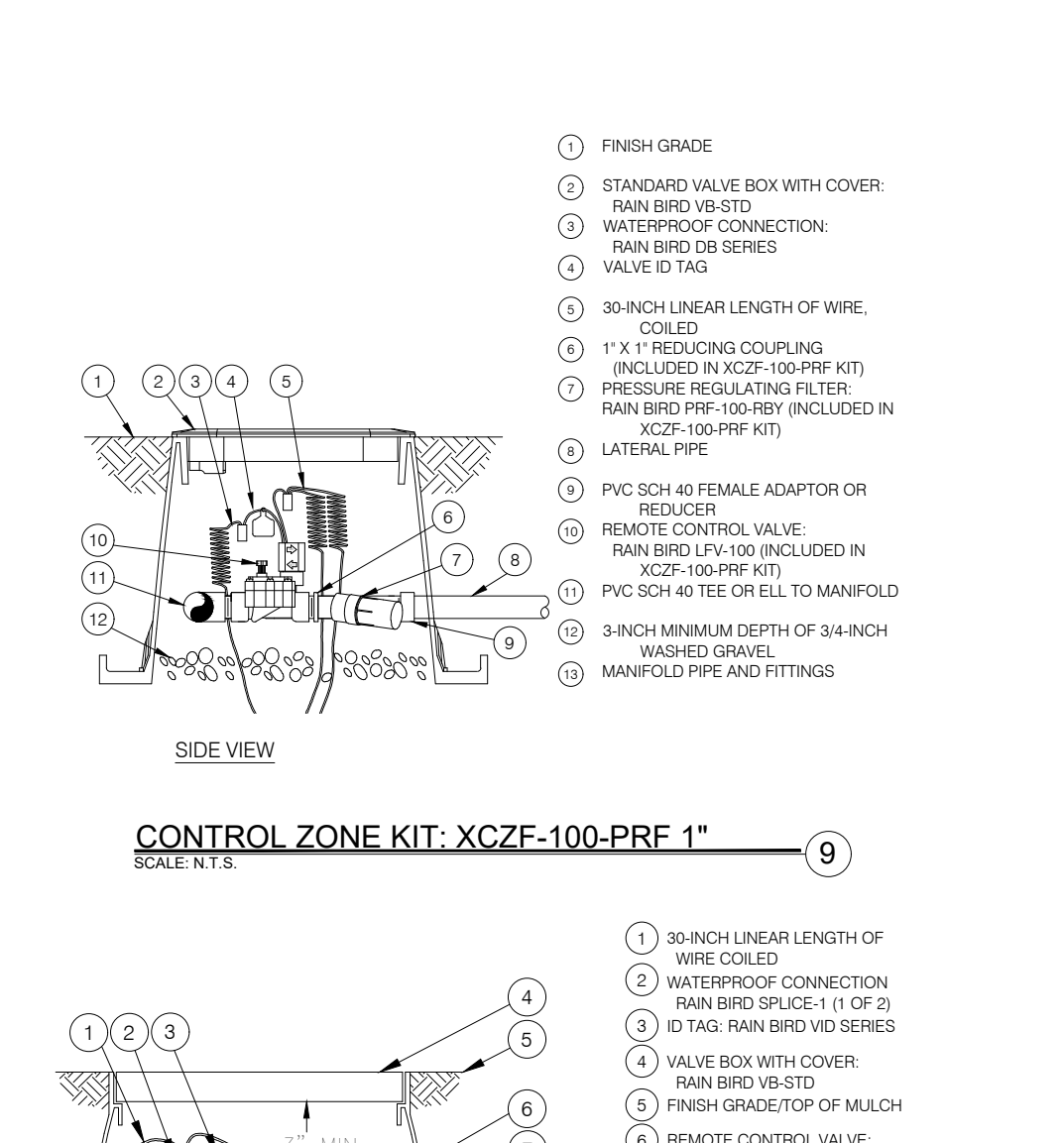
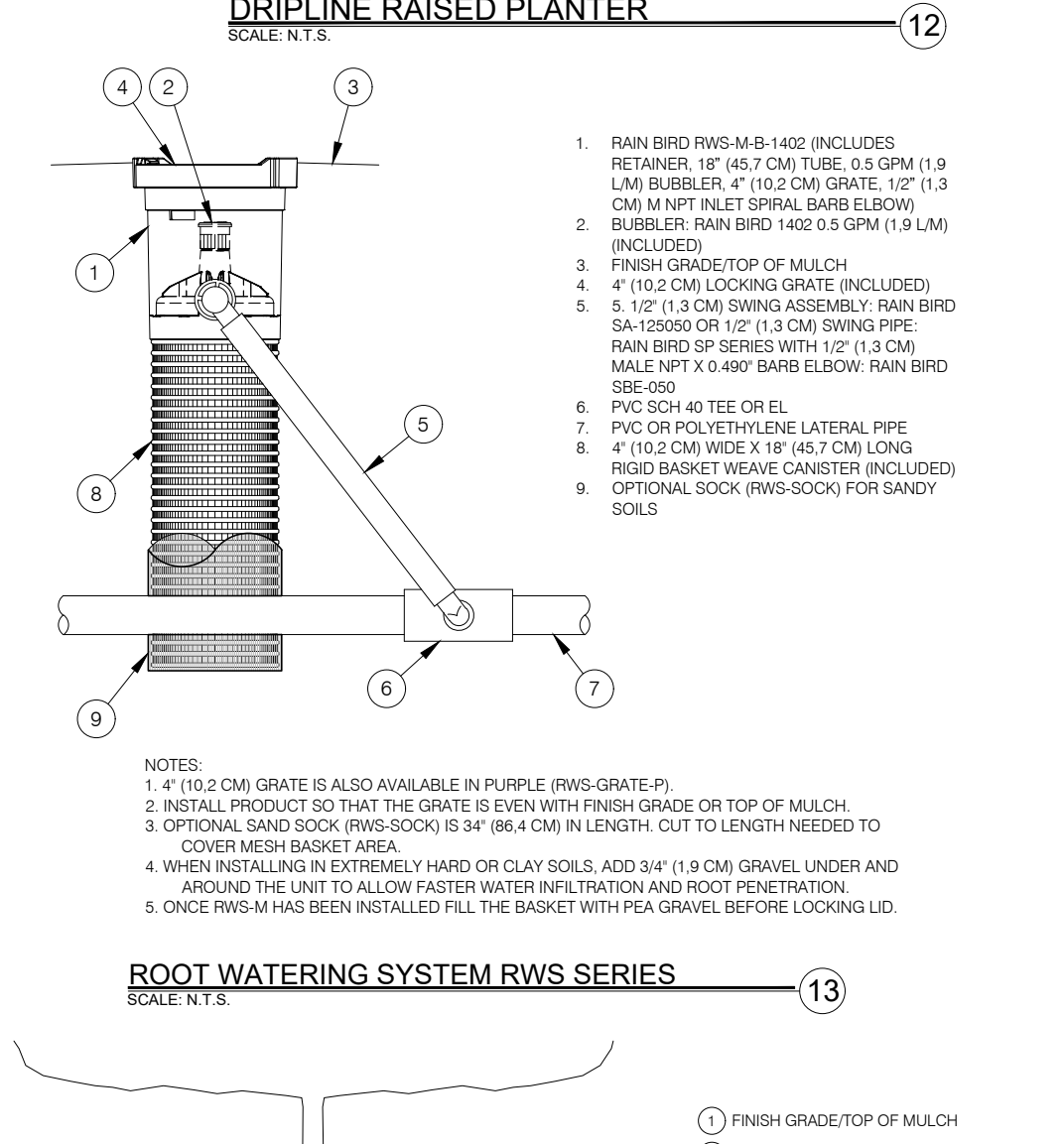
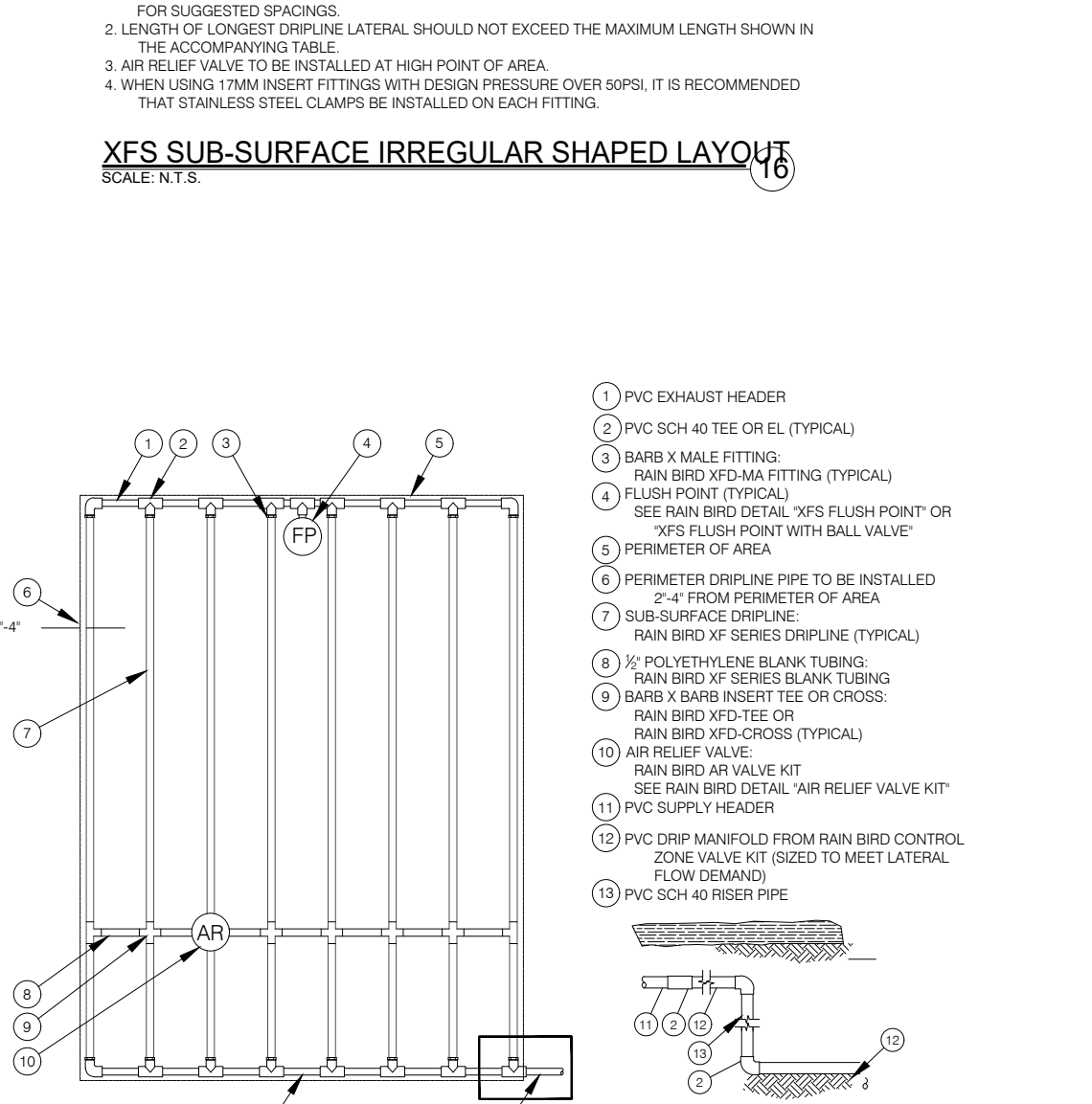
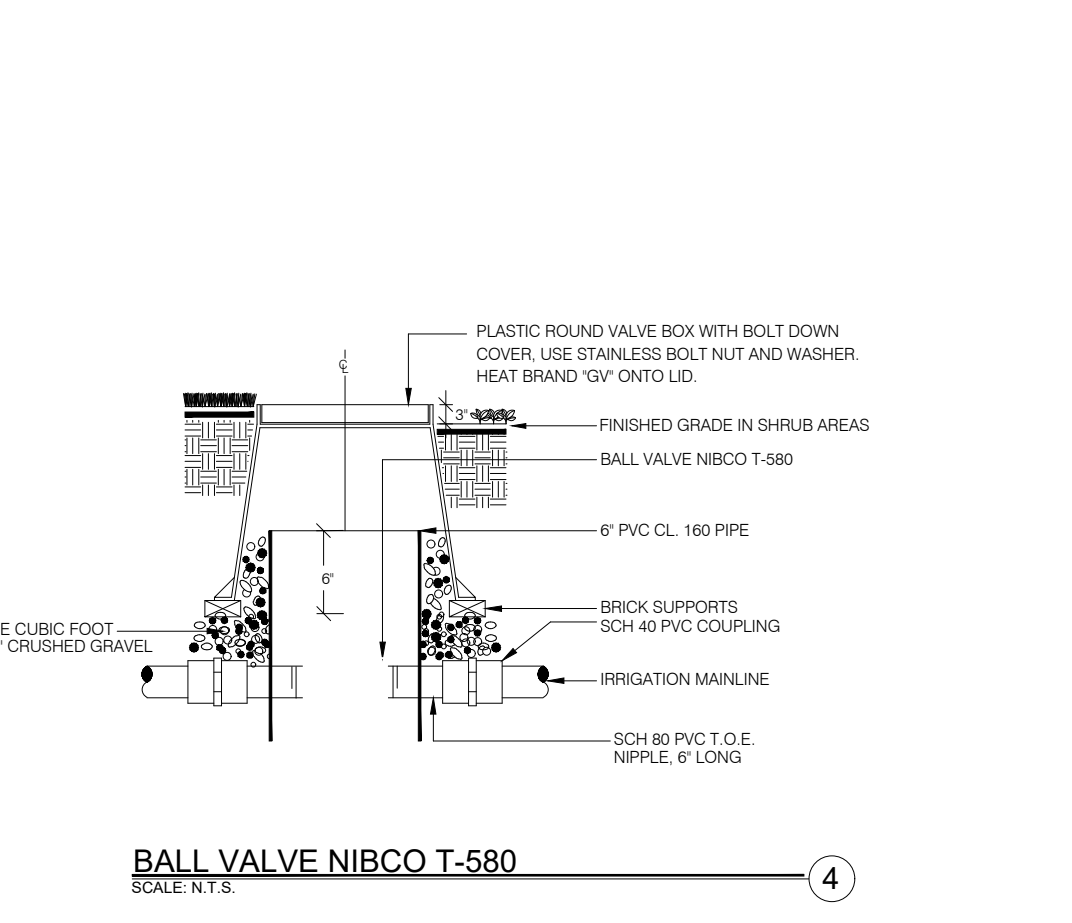
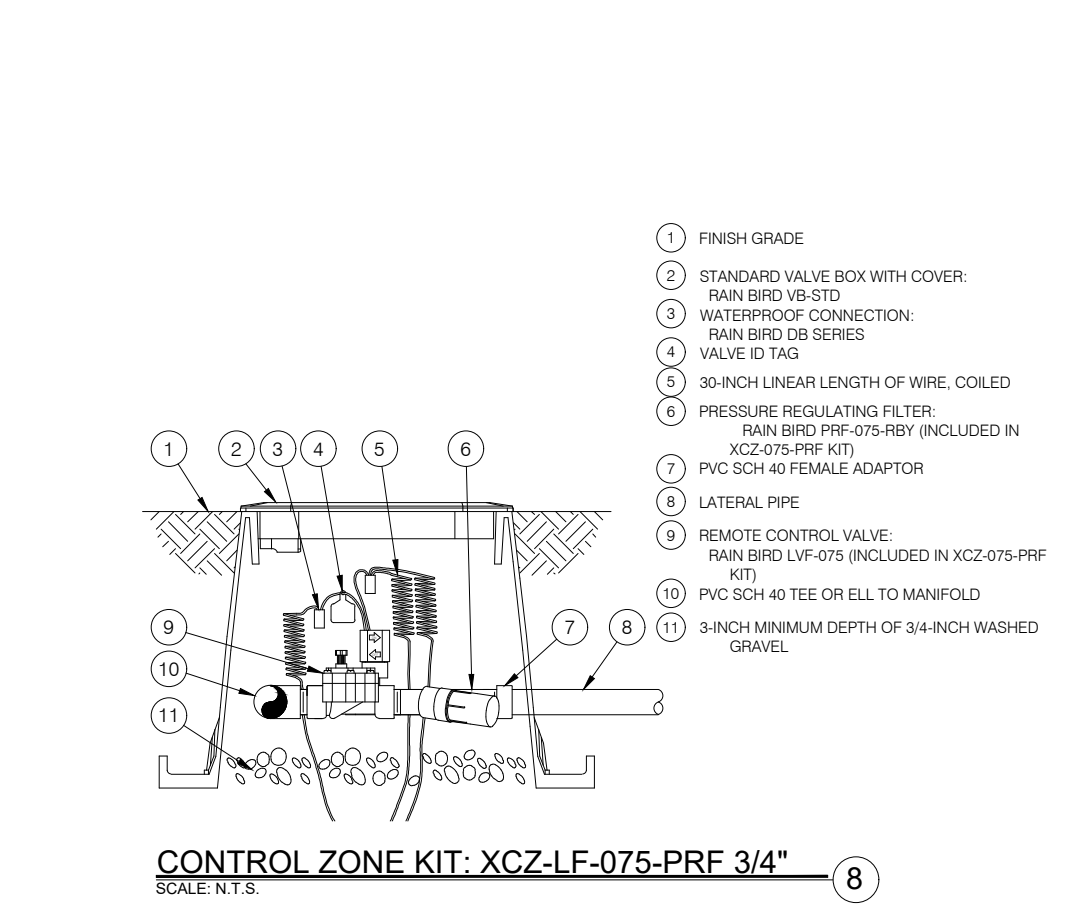
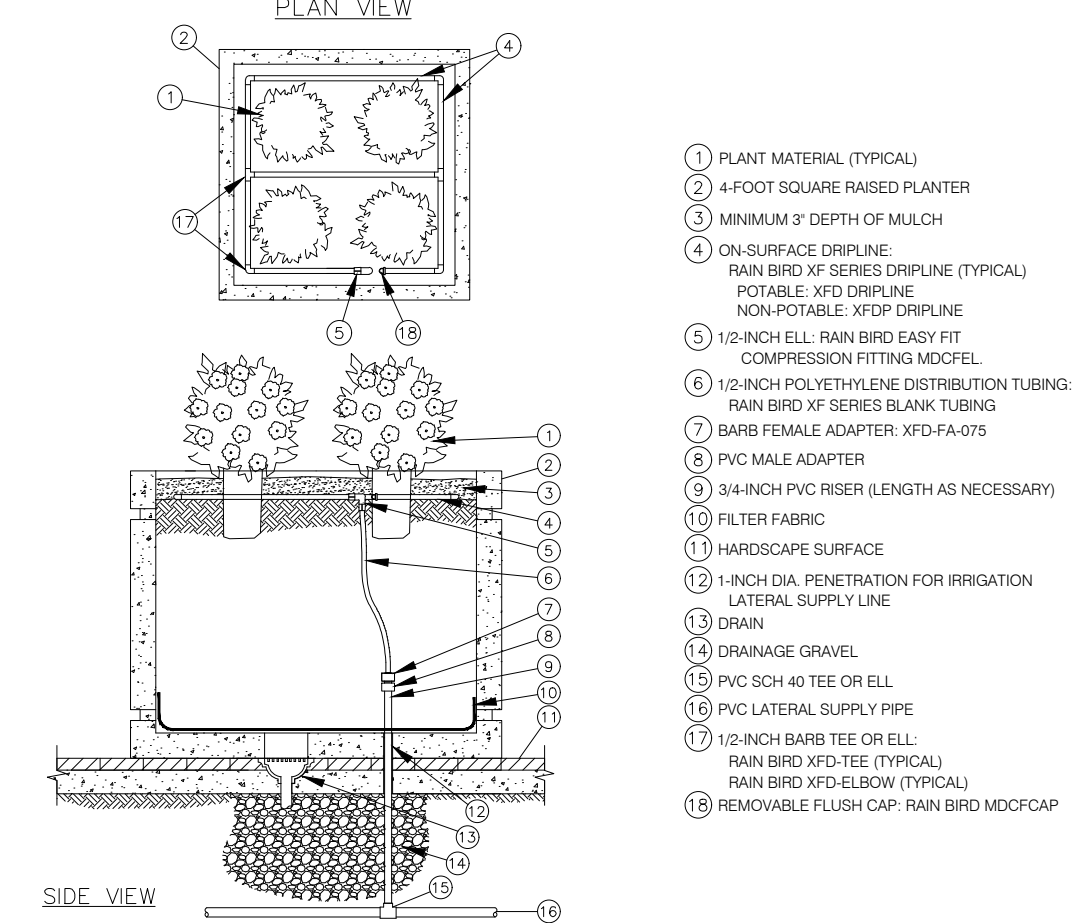
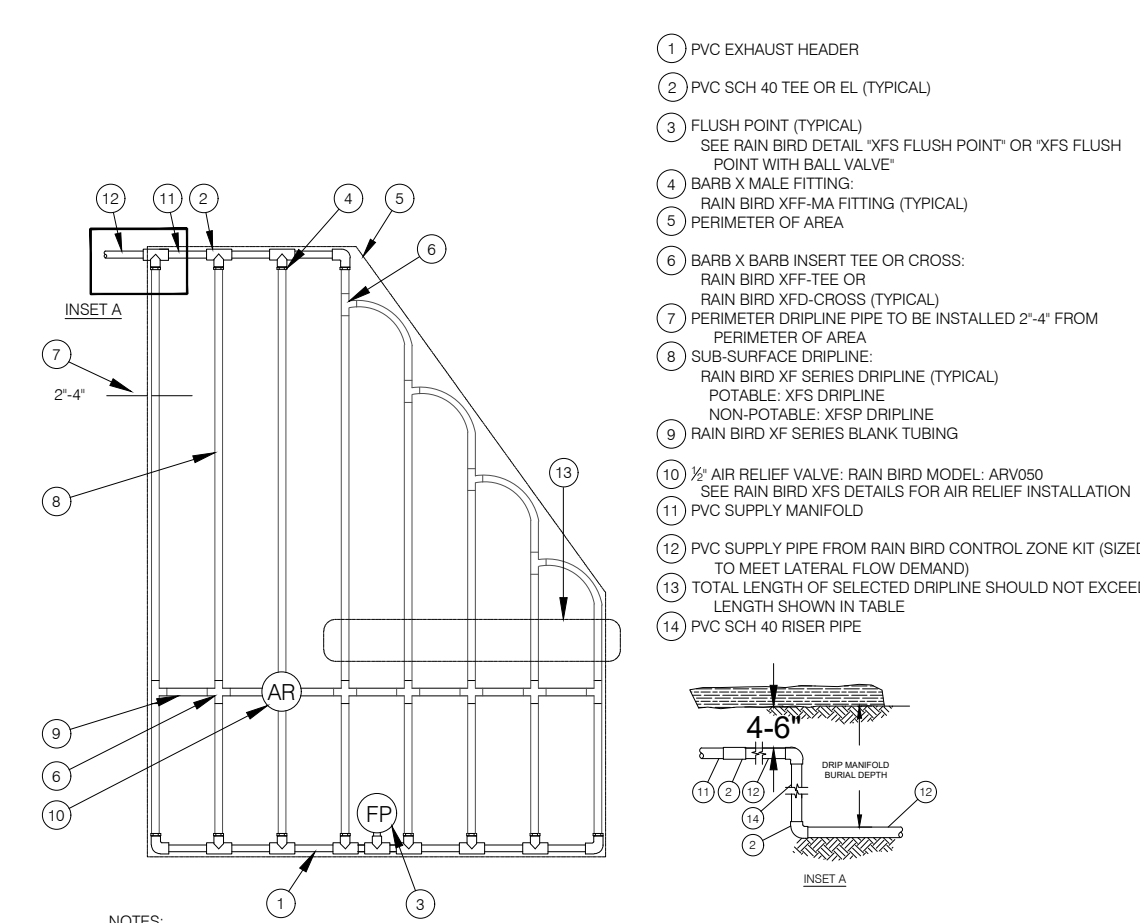
Date: March 2021  
Job No: SQLA# 22193  
Drawn By: D.P.  
Checked By: S.K.

Drawing No.



LI-5





"I HAVE COMPLIED WITH THE CRITERIA OF THE ORDINANCE AND APPLIED THEM FOR THE EFFICIENT USE OF WATER IN THE LANDSCAPE DESIGN PLANS".



**SQA INC**  
Landscape Architects  
380 N. PALM ST. SUITE B, 1, 542-905-0800 (Main)  
BREA, CA 92821 F. 542-905-0890  
los@sqainc.com www.sqainc.com T. 213-383-1788 (Studio)

## **EXHIBIT B**

# **SITE PHOTOS, ZIMAS PROFILE REPORT, AND MAPS**



# AERIAL PHOTOS



**3D Aerial – Birds eye**





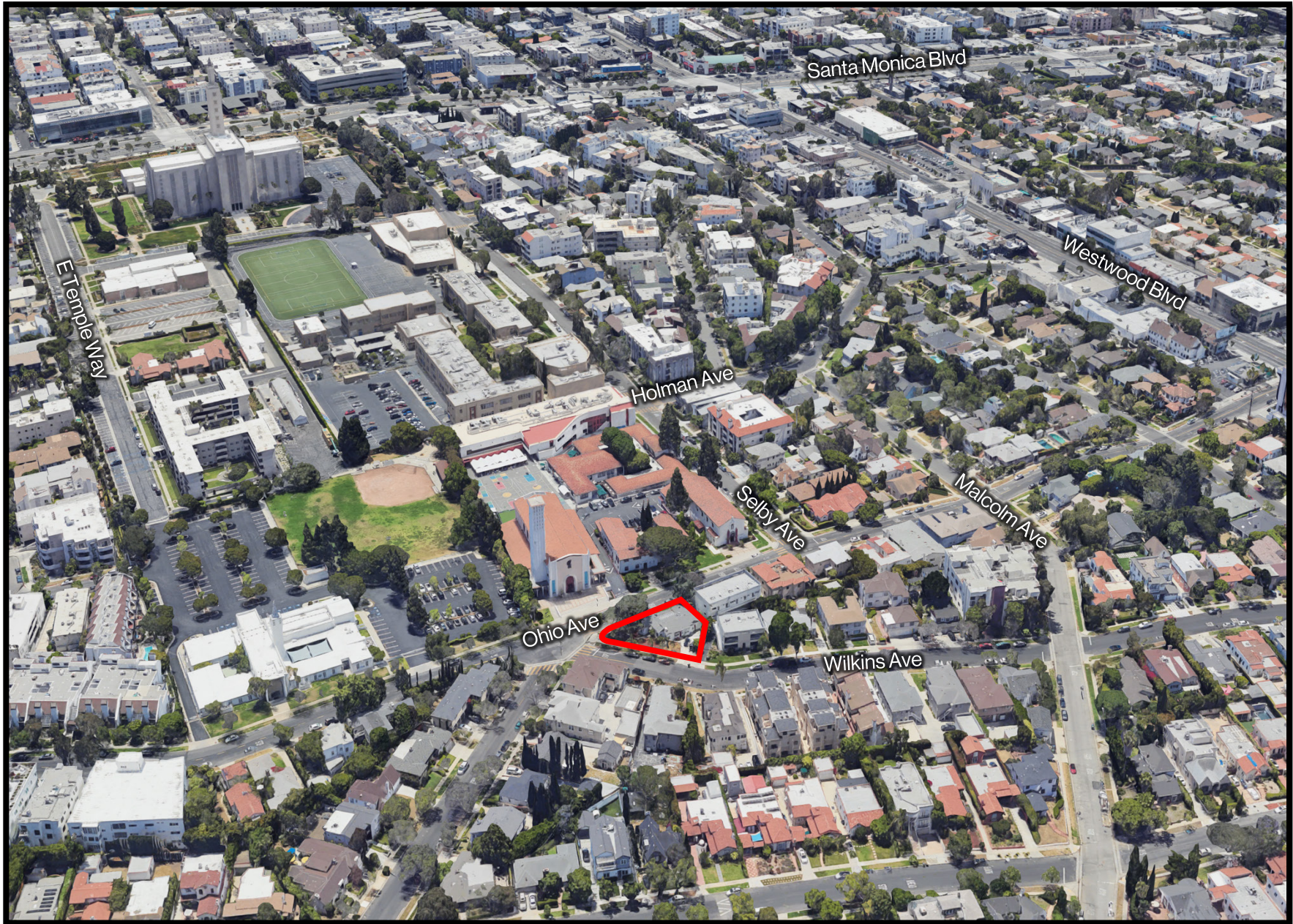
**3D Aerial – Facing Site**





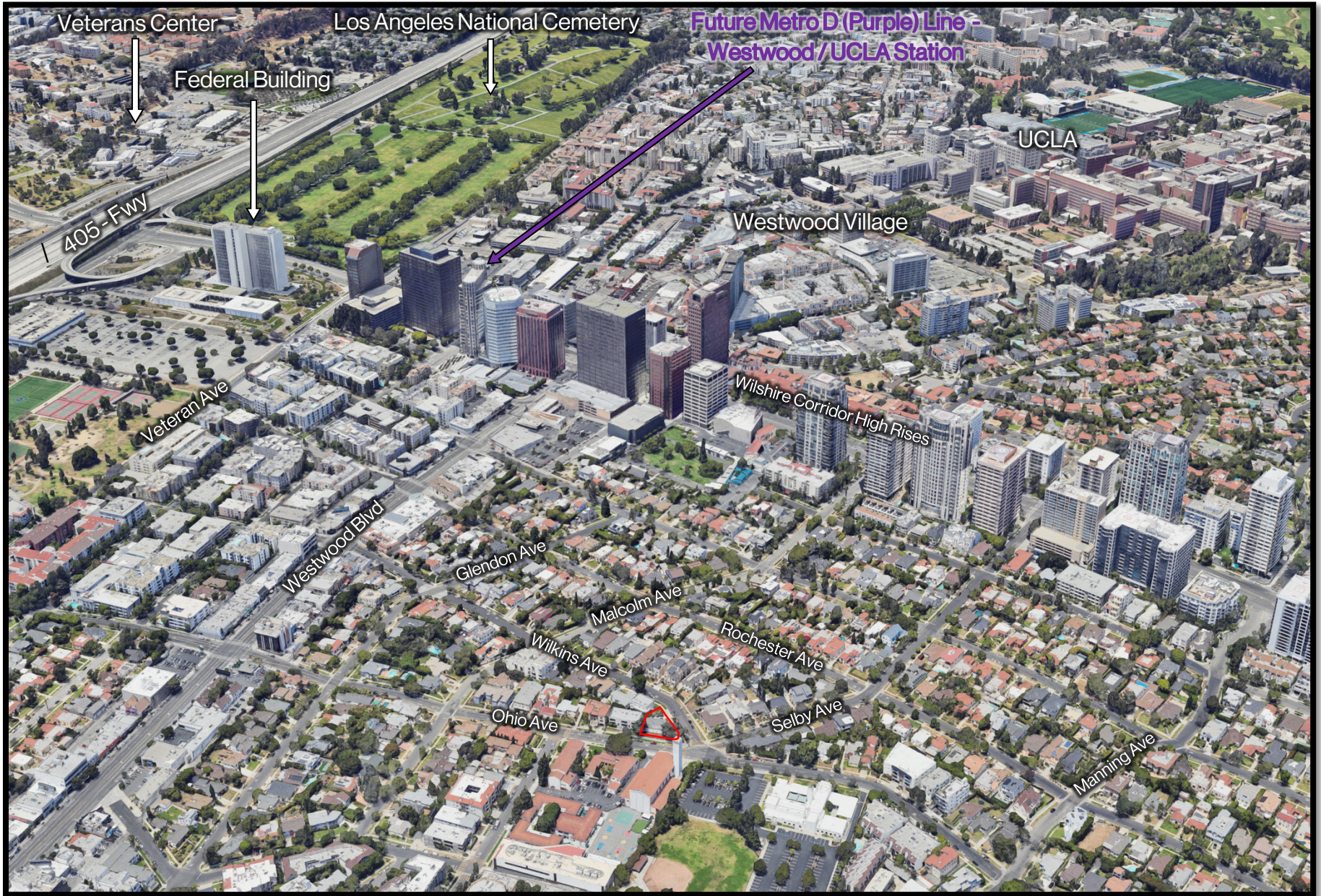
**3D Aerial – Looking Northwest**





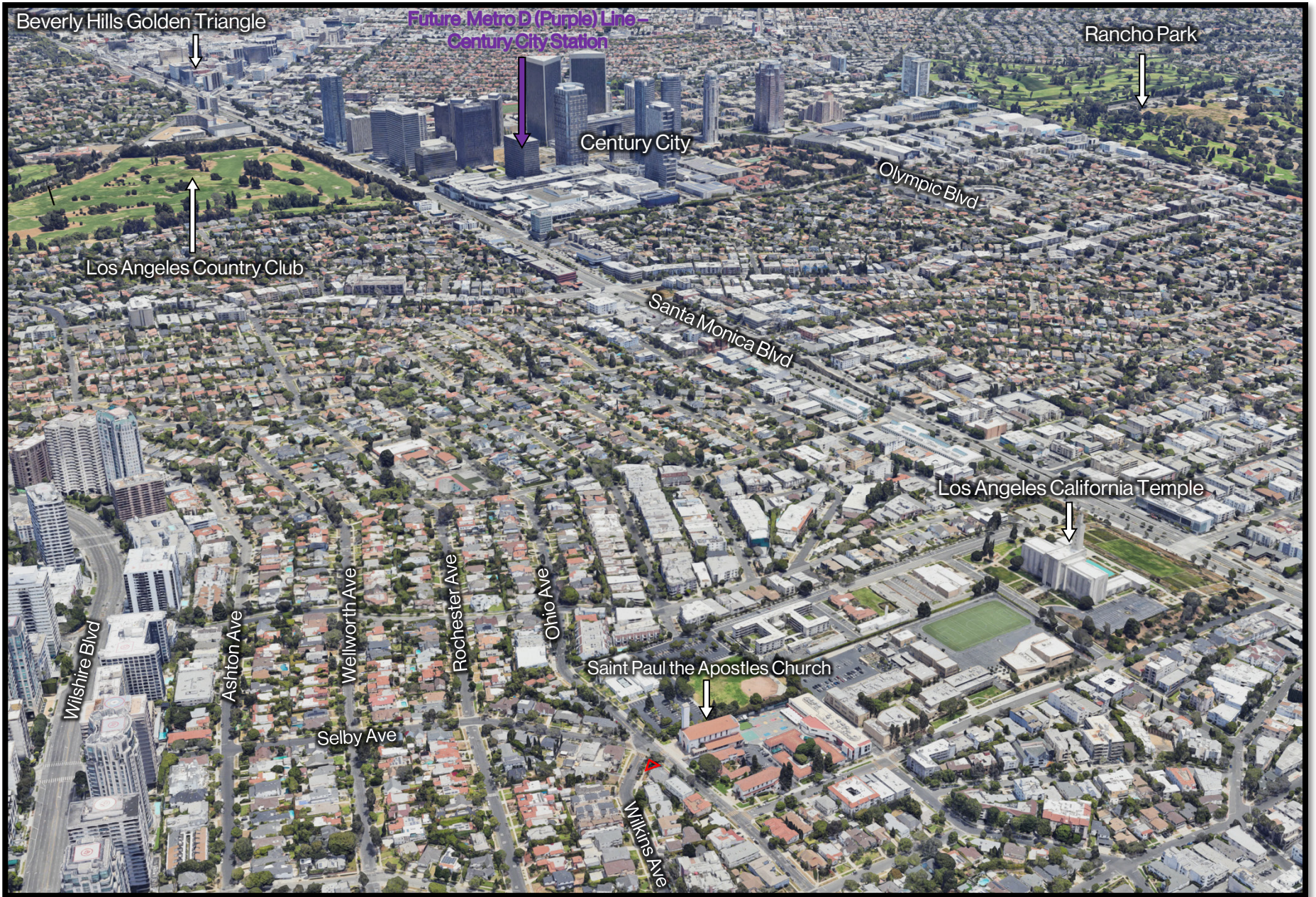
**3D Aerial – Birds eye**





3D Aerial – Birds Eye Northwest

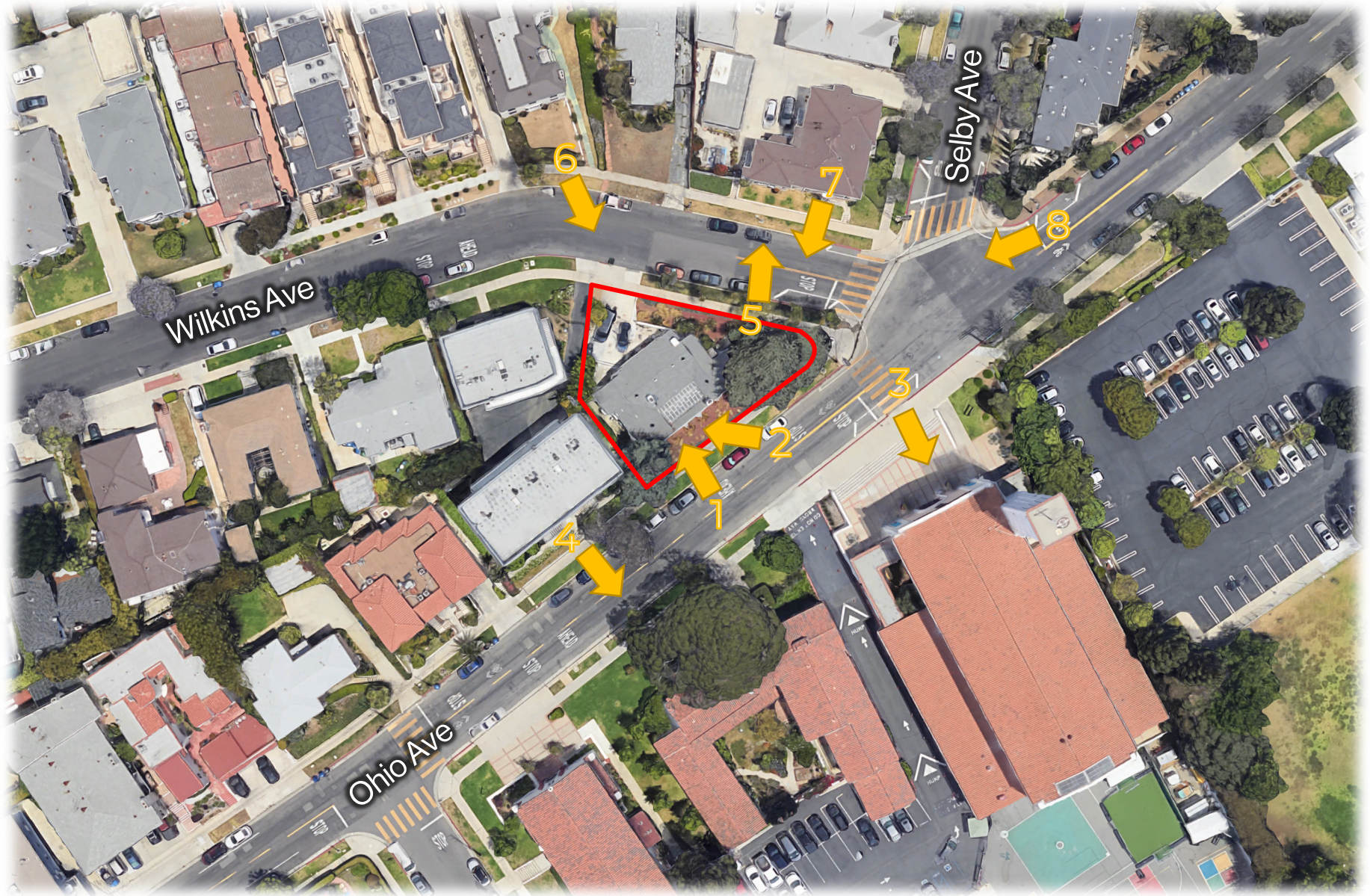




3D Aerial - Birds Eye



# PHOTO INDEX MAP







**Index Map Photo #1**



**Index Map Photo #2**





**Index Map Photo #3**



**Index Map Photo #4**





**Index Map Photo #5**



**Index Map Photo #6**





**Index Map Photo #7**



**Index Map Photo #8**



# City of Los Angeles Department of City Planning

## 8/21/2023 PARCEL PROFILE REPORT

### PROPERTY ADDRESSES

10756 W WILKINS AVE

### ZIP CODES

90024

### RECENT ACTIVITY

None

### CASE NUMBERS

CPC-2021-795-SP

CPC-2014-1457-SP

CPC-19XX-19065

CPC-1987-12142

CPC-13481

ORD-187644

ORD-186108

ORD-183497

ORD-171492

ORD-171227

ORD-163205

ORD-163204

ORD-163203

ORD-163187

ORD-161915

ORD-138227

ORD-129279

ORD-123222

DIR-2022-3382-TOC-DRB-SPP-HCA

ENV-2022-3383-EAF

ENV-2014-1458-EIR-SE-CE

AFF-27905

### Address/Legal Information

PIN Number	132B153 741
Lot/Parcel Area (Calculated)	6,774.0 (sq ft)
Thomas Brothers Grid	PAGE 632 - GRID B3
Assessor Parcel No. (APN)	4325019001
Tract	TR 7803
Map Reference	M B 88-73/75 (SHTS 3-5)
Block	30
Lot	1
Arb (Lot Cut Reference)	None
Map Sheet	132B153

### Jurisdictional Information

Community Plan Area	Westwood
Area Planning Commission	West Los Angeles
Neighborhood Council	Westwood
Council District	CD 5 - Katy Young Yaroslavsky
Census Tract #	2656.01
LADBS District Office	West Los Angeles

### Permitting and Zoning Compliance Information

Administrative Review	None
-----------------------	------

### Planning and Zoning Information

Special Notes	None
Zoning	[Q]RD1.5-1
Zoning Information (ZI)	ZI-2452 Transit Priority Area in the City of Los Angeles
	ZI-1446 Specific Plan: Westwood Community Plan Multiple Family Residential Development Standards
	ZI-2192 Specific Plan: West Los Angeles Transportation Improvement and Mitigation
	ZI-1447 Specific Plan: Westwood Community Design Review Board
	ZI-2512 Housing Element Inventory of Sites
General Plan Land Use	Low Medium II Residential
General Plan Note(s)	Yes
Hillside Area (Zoning Code)	No
Specific Plan Area	WEST LOS ANGELES TRANSPORTATION IMPROVEMENT AND MITIGATION
Subarea	None
Specific Plan Area	WESTWOOD COMMUNITY DESIGN REVIEW BOARD
Subarea	None
Specific Plan Area	WESTWOOD COMMUNITY PLAN MULTIPLE FAMILY RESIDENTIAL DEVELOPMENT STANDARDS
Subarea	None
Special Land Use / Zoning	None
Historic Preservation Review	No
Historic Preservation Overlay Zone	None
Other Historic Designations	None
Other Historic Survey Information	None
Mills Act Contract	None
CDO: Community Design Overlay	None
CPIO: Community Plan Imp. Overlay	None

This report is subject to the terms and conditions as set forth on the website. For more details, please refer to the terms and conditions at [zimas.lacity.org](http://zimas.lacity.org)  
 (\*) - APN Area is provided "as is" from the Los Angeles County's Public Works, Flood Control, Benefit Assessment.



Subarea	None
CUGU: Clean Up-Green Up	None
HCR: Hillside Construction Regulation	No
NSO: Neighborhood Stabilization Overlay	No
POD: Pedestrian Oriented Districts	None
RBP: Restaurant Beverage Program Eligible Area	None
RFA: Residential Floor Area District	None
RIO: River Implementation Overlay	No
SN: Sign District	No
AB 2334: Very Low VMT	Yes
<b>AB 2097: Reduced Parking Areas</b>	<b>Yes</b>
Streetscape	No
Adaptive Reuse Incentive Area	None
Affordable Housing Linkage Fee	
Residential Market Area	High
Non-Residential Market Area	High
Transit Oriented Communities (TOC)	Tier 3
ED 1 Eligibility	Review Eligibility
RPA: Redevelopment Project Area	None
Central City Parking	No
Downtown Parking	No
Building Line	None
500 Ft School Zone	No
500 Ft Park Zone	No
<b>Assessor Information</b>	
Assessor Parcel No. (APN)	4325019001
APN Area (Co. Public Works)*	0.149 (ac)
Use Code	0100 - Residential - Single Family Residence
Assessed Land Val.	\$730,368
Assessed Improvement Val.	\$629,655
Last Owner Change	07/29/2019
Last Sale Amount	\$1,599,015
Tax Rate Area	67
Deed Ref No. (City Clerk)	834529
	3014
	292784
	154
	0552592
Building 1	
Year Built	1936
Building Class	D75B
Number of Units	1
Number of Bedrooms	3
Number of Bathrooms	2
Building Square Footage	2,101.0 (sq ft)
Building 2	No data for building 2
Building 3	No data for building 3
Building 4	No data for building 4
Building 5	No data for building 5
Rent Stabilization Ordinance (RSO)	No [APN: 4325019001]
<b>Additional Information</b>	
Airport Hazard	None
Coastal Zone	None
Santa Monica Mountains Zone	No

This report is subject to the terms and conditions as set forth on the website. For more details, please refer to the terms and conditions at [zimas.lacity.org](http://zimas.lacity.org)  
 (\*) - APN Area is provided "as is" from the Los Angeles County's Public Works, Flood Control, Benefit Assessment.

Farmland	Area Not Mapped
Urban Agriculture Incentive Zone	YES
Very High Fire Hazard Severity Zone	No
Fire District No. 1	No
Flood Zone	Outside Flood Zone
Watercourse	No
Hazardous Waste / Border Zone Properties	No
Methane Hazard Site	Methane Zone
High Wind Velocity Areas	No
Special Grading Area (BOE Basic Grid Map A-13372)	Yes
Wells	None

### Seismic Hazards

Active Fault Near-Source Zone	
Nearest Fault (Distance in km)	Within Fault Zone
Nearest Fault (Name)	Santa Monica Fault
Region	Transverse Ranges and Los Angeles Basin
Fault Type	B
Slip Rate (mm/year)	1.00000000
Slip Geometry	Left Lateral - Reverse - Oblique
Slip Type	Moderately / Poorly Constrained
Down Dip Width (km)	13.00000000
Rupture Top	0.00000000
Rupture Bottom	13.00000000
Dip Angle (degrees)	-75.00000000
Maximum Magnitude	6.60000000
Alquist-Priolo Fault Zone	No
Landslide	No
Liquefaction	No
Preliminary Fault Rupture Study Area	No
Tsunami Inundation Zone	No

### Economic Development Areas

Business Improvement District	None
Hubzone	Not Qualified
Jobs and Economic Development Incentive Zone (JEDI)	None
Opportunity Zone	No
Promise Zone	None
State Enterprise Zone	None

### Housing

Direct all Inquiries to	Los Angeles Housing Department
Telephone	(866) 557-7368
Website	<a href="https://housing.lacity.org">https://housing.lacity.org</a>
Rent Stabilization Ordinance (RSO)	No [APN: 4325019001]
Ellis Act Property	No
AB 1482: Tenant Protection Act	See Notes
Assessor Parcel No. (APN)	4325019001
Address	10756 WILKINS AVE
Year Built	1936
Use Code	0100 - Residential - Single Family Residence
Notes	The property is subject to AB 1482 if the owner is a corporation, limited liability company with a corporate member, or real estate trust. Does not apply to owner-occupied duplexes & government-subsidized housing.
Housing Crisis Act Replacement Review	Yes
Housing Element Sites	
HE Replacement Required	Yes

This report is subject to the terms and conditions as set forth on the website. For more details, please refer to the terms and conditions at [zimas.lacity.org](https://zimas.lacity.org)  
 (\*) - APN Area is provided "as is" from the Los Angeles County's Public Works, Flood Control, Benefit Assessment.

SB 166 Units	0.49 Units, Above Moderate
Housing Use within Prior 5 Years	Yes

**Public Safety**

Police Information

Bureau	West
Division / Station	West Los Angeles
Reporting District	834

Fire Information

Bureau	West
Battalion	9
District / Fire Station	37
Red Flag Restricted Parking	No



## CASE SUMMARIES

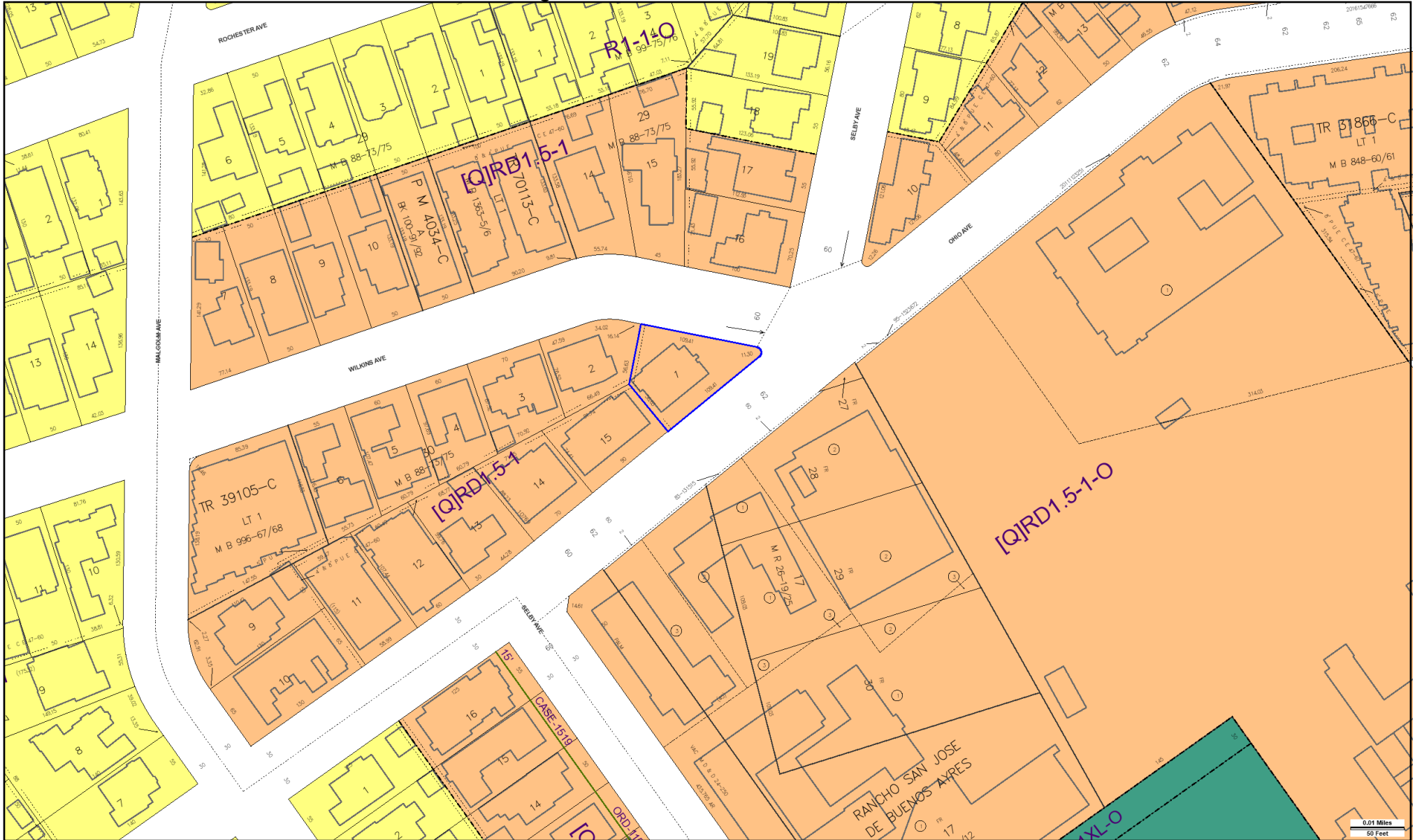
Note: Information for case summaries is retrieved from the Planning Department's Plan Case Tracking System (PCTS) database.

Case Number:	CPC-2021-795-SP
Required Action(s):	SP-SPECIFIC PLAN (INCLUDING AMENDMENTS)
Project Descriptions(s):	SPECIFIC PLAN AMENDMENT TO WESTWOOD VILLAGE SPECIFIC PLAN
Case Number:	CPC-2014-1457-SP
Required Action(s):	SP-SPECIFIC PLAN (INCLUDING AMENDMENTS)
Project Descriptions(s):	SPECIFIC PLAN AMENDMENT
Case Number:	CPC-19XX-19065
Required Action(s):	Data Not Available
Project Descriptions(s):	
Case Number:	CPC-1987-12142
Required Action(s):	Data Not Available
Project Descriptions(s):	PREPARE AND SUBMIT CONCURRENTLY WITH THE SUBJECT PLAN AMENDMENTS THE APPROPRIATE SPECIFIC PLAN ORDINANCE AND ZONE CHANGE ORDINANCES (LANDINI)
Case Number:	DIR-2022-3382-TOC-DRB-SPP-HCA
Required Action(s):	TOC-TRANSIT ORIENTED COMMUNITIES DRB-DESIGN REVIEW BOARD SPP-SPECIFIC PLAN PROJECT PERMIT COMPLIANCE HCA-HOUSING CRISIS ACT
Project Descriptions(s):	PER LAMC 12.22.A.31 NEW TRANSIT ORIENTED COMMUNITY PROJECT WITH 5 STORY 7 UNIT APARTMENT AND 1 ADU MULTI FAMILY APARTMENT BUILDING OVER 1 LEVEL OF SUBTERRANEAN PARKING. (TYPE I-A) WITH PART OF THE 5TH FLOOR TO BE ROOF TOP DECK. PER LAMC 16.50 FOR A DESIGN REVIEW BOARD IN WESTWOOD AREA. PER LAMC 11.5.7 SPECIFIC PLAN IN WESTWOOD FOR NEW 5 STORY 7 UNIT MULTI FAMILY APARTMENT BUILDING.
Case Number:	ENV-2022-3383-EAF
Required Action(s):	EAF-ENVIRONMENTAL ASSESSMENT
Project Descriptions(s):	PER LAMC 12.22.A.31 NEW TRANSIT ORIENTED COMMUNITY PROJECT WITH 5 STORY 7 UNIT APARTMENT AND 1 ADU MULTI FAMILY APARTMENT BUILDING OVER 1 LEVEL OF SUBTERRANEAN PARKING. (TYPE I-A) WITH PART OF THE 5TH FLOOR TO BE ROOF TOP DECK. PER LAMC 16.50 FOR A DESIGN REVIEW BOARD IN WESTWOOD AREA. PER LAMC 11.5.7 SPECIFIC PLAN IN WESTWOOD FOR NEW 5 STORY 7 UNIT MULTI FAMILY APARTMENT BUILDING.
Case Number:	ENV-2014-1458-EIR-SE-CE
Required Action(s):	EIR-ENVIRONMENTAL IMPACT REPORT SE-STATUTORY EXEMPTIONS CE-CATEGORICAL EXEMPTION
Project Descriptions(s):	ENVIRONMENTAL IMPACT REPORT

## DATA NOT AVAILABLE

CPC-13481  
ORD-187644  
ORD-186108  
ORD-183497  
ORD-171492  
ORD-171227  
ORD-163205  
ORD-163204  
ORD-163203  
ORD-163187  
ORD-161915  
ORD-138227  
ORD-129279  
ORD-123222  
AFF-27905

This report is subject to the terms and conditions as set forth on the website. For more details, please refer to the terms and conditions at [zimas.lacity.org](https://zimas.lacity.org)  
(\* ) - APN Area is provided "as is" from the Los Angeles County's Public Works, Flood Control, Benefit Assessment.



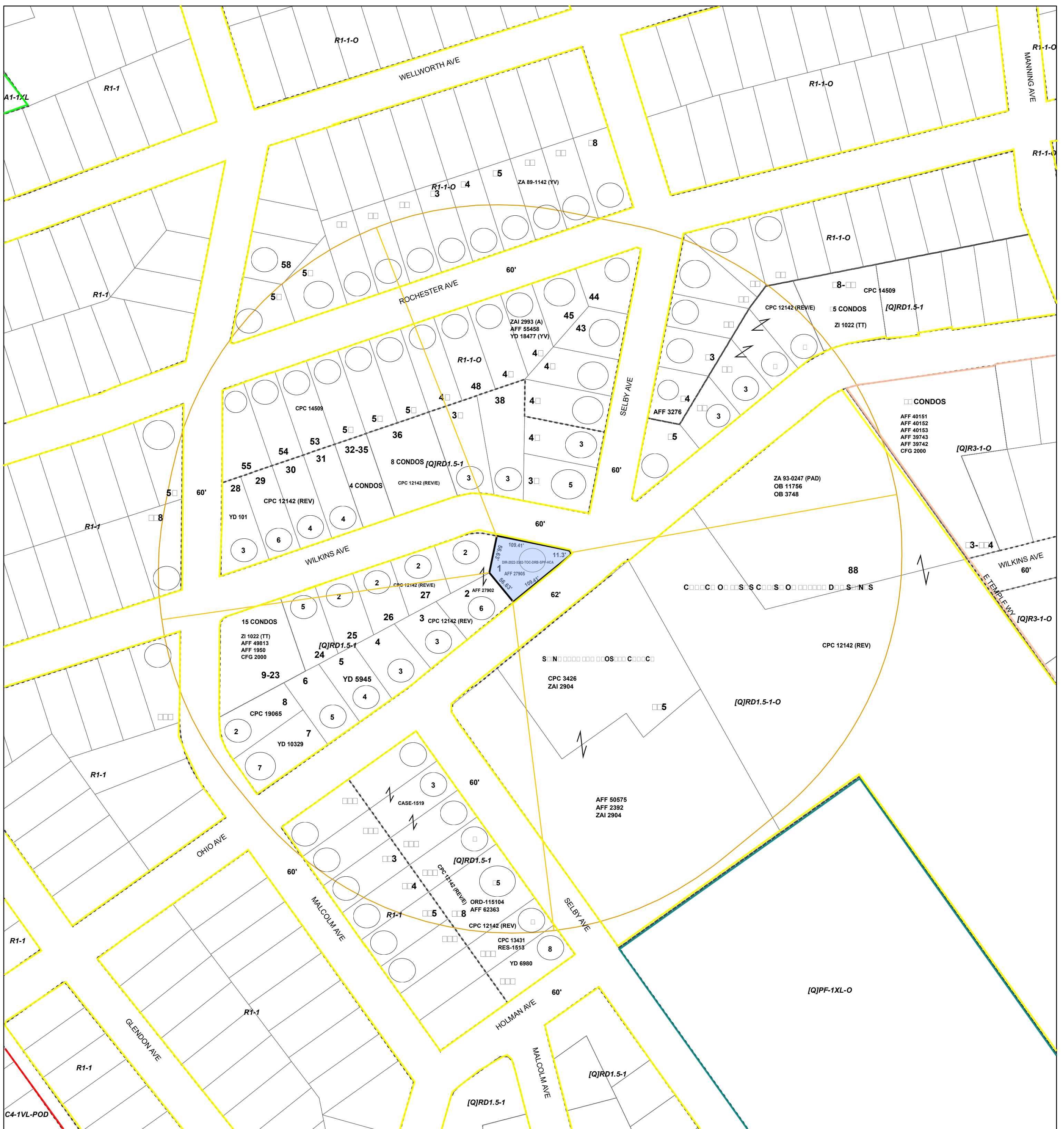
Address: 10756 W WILKINS AVE  
 APN: 4325019001  
 PIN #: 132B153 741

Tract: TR 7803  
 Block: 30  
 Lot: 1  
 Arb: None

Zoning: [Q]RD1.5-1  
 General Plan: Low Medium II Residential



0.01 Miles  
50 Feet



**CONDITIONAL USE PERMIT - DENSITY BONUS - WAIVER OF DEVELOPMENT STANDARDS - WESTWOOD DRB**

PROJECT ADDRESS:  
 10756 WILKINS AVE  
 LOS ANGELES, CA 90024  
 NET ACREAGE: .149

CENTERPOINT RADIUS MAPS  
 263 W OLIVE AVE # 193  
 BURBANK, CA 91502  
 818.220.5401  
 centerpointradiusmaps@gmail.com  
 www.centerpointradiusmaps.com  
 DRAWN BY: J BOONE  
 DATE: 08-15-2023

THOMAS BROTHERS:  
 PAGE: 632, GRID: B3

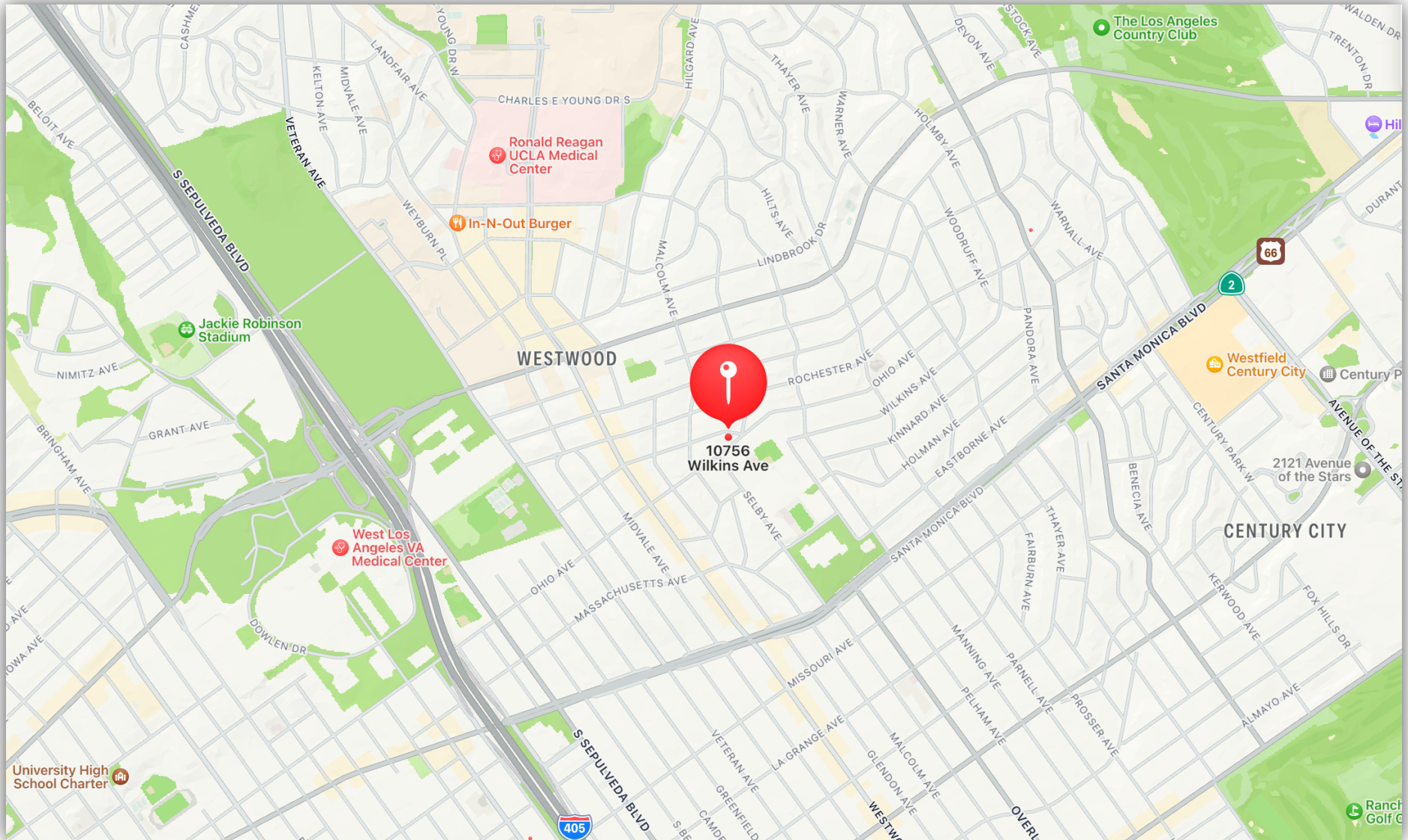
LEGAL:  
 LOT: 1  
 TRACT: TR 7803  
 M.B: 88 - 73 / 75 (SHTS 3 - 5)  
 BLOCK: 30  
 MAP SHEET: 132B153

C.D: 5  
 C.T: 2656.01  
 P.A: WESTWOOD  
 USES: FIELD  
 CASE #: \_\_\_\_\_

SCALE: 1" = 100'



# VICINITY MAP



## **EXHIBIT C**

### **AGENCY CORRESPONDENCE**

C1 – Los Angeles Housing Department –  
Replacement Unit Determination

C2 – DCP Housing Services Unit –  
Affordable Housing Referral Form

C3 – Department of Building and Safety –  
Preliminary Zoning Assessment

Ann Sewill, General Manager  
Tricia Keane, Executive Officer

City of Los Angeles



LOS ANGELES HOUSING DEPARTMENT

1200 West 7th Street, 9th Floor  
Los Angeles, CA 90017  
Tel: 213.928.9071

housing.lacity.org

Daniel Huynh, Assistant General Manager  
Anna E. Ortega, Assistant General Manager  
Luz C. Santiago, Assistant General Manager

Eric Garcetti, Mayor

DATE: July 18, 2023

TO: Wilkins Group, LLC, a California Limited Liability Company, as to an undivided 50% interest and FIN Holdings, LLC, a California Limited Liability, as to an undivided 50% interest, as tenants in comment, Owner  
Daniel Ahadian, Representative

FROM: Marites Cunanan, Senior Management Analyst II *M. Cunanan*  
Los Angeles Housing Department

SUBJECT: **Housing Crisis Act of 2019 (SB 8, HE)  
AMENDED (DB) Replacement Unit Determination  
RE: 10756 West Wilkins Avenue, Los Angeles, CA 90024**

The purpose of this amendment is to update the previously issued Replacement Unit Determination dated June 1, 2022 to reflect the change in proposed project as the project is now utilizing Density Bonus (DB) instead of Transit Oriented Communities (TOC).

Based on the SB 8 Application for a Replacement Unit Determination (RUD) submitted by Daniel Ahadian (Representative) on behalf of Wilkins Group, LLC, a California Limited Liability Company, as to an undivided 50% interest and FIN Holdings, LLC, a California Limited Liability, as to an undivided 50% interest, as tenants in comment (Owner), for the above referenced property located at 10756 W. Wilkins Ave. (APN 4325-019-001, Lot 1) (Property) the Los Angeles Housing Department (LAHD) has determined that one (1) unit (as detailed below) is subject to replacement pursuant to the requirements of the Housing Crisis Act of 2019 (SB 8). One (1) unit(s) exist/existed on the property during the five (5)-year lookback period.

### **PROJECT SITE REQUIREMENTS:**

The Housing Crisis Act of 2019, as amended by SB 8 (California Government Code Section 66300 et seq.), prohibits the approval of any proposed housing development project ("Project") on a site ("Property") that will require demolition of existing dwelling units or occupied or vacant "Protected Units" unless the Project replaces those units as specified below. The replacement requirements below apply to the following projects:

- Discretionary Housing Development Projects that receive a final approval from Los Angeles City Planning (LACP) on or after January 1, 2022,
- Ministerial On-Menu Density Bonus, SB 35 and AB 2162 Housing Development Projects that submit an application to LACP on or after January 1, 2022, and
- Ministerial Housing Development Projects that submit a complete set of plans to the Los Angeles Department of Building & Safety (LADBS) for Plan Check and permit on or after January 1, 2022.

### **Replacement of Existing Dwelling Units**

The Project shall provide at least as many residential dwelling units as the greatest number of residential dwelling units that existed on the Property within the past 5 years.

### **Replacement of Existing or Demolished Protected Units**

The Project must also replace all existing or demolished "Protected Units". Protected Units are those residential dwelling units on the Property that are, or were, within the 5 years prior to the owner's application for a SB 8 Replacement Unit Determination (SB 8 RUD): **(1)** subject to a recorded covenant, ordinance, or law that restricts



rents to levels affordable to persons and families of lower or very low income, **(2)** subject to any form of rent or price control through a public entity's valid exercise of its police power within the 5 past years **(3)** occupied by lower or very low income households (an affordable Protected Unit), or **(4)** that were withdrawn from rent or lease per the Ellis Act, within the past 10 years.

Whether a unit qualifies as an affordable Protected Unit, is primarily measured by the INCOME level of the occupants (i.e. W-2 forms, tax return, pay stubs, etc.). The Los Angeles Housing Department (LAHD) will send requests for information to each occupant of the existing project. Requests for information can take two (2) or more weeks to be returned. It is the owner's responsibility to work with the occupants to ensure that the requested information is timely produced.

- ***In the absence of occupant income documentation:*** Affordability will default to the percentage of extremely low, very low or low income renters in the jurisdiction as shown in the latest HUD Comprehensive Housing Affordability Strategy (CHAS) database, which as of October 1, 2021, is at 28% extremely low income, 18% very low income and 18% low income for Transit Oriented Communities (TOC) projects and 46% very low income and 18% low income for Density Bonus projects. In the absence of specific entitlements, the affordability will default to 46% very low income and 18% low income. The remaining 36% of the units are presumed above-low income. All replacement calculations resulting in fractional units shall be rounded up to the next whole number.

Replacement of Protected Units Subject to the Rent Stabilization Ordinance (RSO), Last Occupied by Persons or Families at Moderate Income or Above

The City has the option to require that the Project provide: **(1)** replacement units affordable to low income households for a period of 55 years (rental units subject to a recorded covenant), OR **(2)** require the units to be replaced in compliance with the RSO.

Relocation, Right to Return, Right to Remain:

All occupants of Protected Units (as defined in California Government Code Section 66300(d)(2)(F)(vi)) being displaced by the Project have the right to remain in their units until six (6) months before the start of construction activities with proper notice subject to Chapter 16 (Relocation Assistance) of Division 7, Title I of the California Government Code ("Chapter 16"). However, all **Lower Income Household** (as defined in California Health and Safety Code Section 50079.5) occupants of Protected Units are **also** entitled to: **(a)** Relocation benefits also subject to Chapter 16, and **(b)** the right of first refusal ("Right to Return") to a comparable unit (same bedroom type) at the completed Project. If at the time of lease up or sale (if applicable) of a comparable unit, a returning occupant remains income eligible for an "affordable rent" (as defined in California Health and Safety Code Section 50053) or if for sale, an "affordable housing cost" (as defined in California Health and Safety Code Section 50052.5), owner must also provide the comparable unit at the "affordable rent" or "affordable housing cost", as applicable. This provision does not apply to: **(1)** a Project that consists of a Single Family Dwelling Unit on a site where a Single Family Dwelling unit is demolished, and **(2)** a Project that consists of 100% lower income units except Manager's Unit.

**THE PROPOSED HOUSING DEVELOPMENT PROJECT:**

Per the statement received by LAHD on June 30, 2023 (application for amendment), the Owner plans to demolish the existing single family dwelling and build a new five (5)-story multi-residential project comprised of eleven (11) units on the Property pursuant to additional incentives under Density Bonus (DB) guidelines.

**PROPERTY STATUS (AKA THE "PROJECT SITE"):**

Owner originally submitted an Application for a RUD for the Property on April 28, 2022, and an application for an amendment on June 20, 2023. In order to comply with the original required **five (5)-year** lookback period, LAHD collected and reviewed data from April 2017 to April 2022.

**Review of Documents:**

Pursuant to the Grant Deed, the Owner acquired the Property on March 10, 2022.

Department of City Planning (ZIMAS), County Assessor Parcel Information (LUPAMS), DataTree database, Billing Information Management System (BIMS) database, and the Code, Compliance, and Rent Information System (CRIS) database, indicates a use code of “0100 - Residential - Single Family Residence” for the Property (APN 4325-019-001). Google Earth, Google Street View, and an Internet Search confirm that the Property contains a single family dwelling.

Per the Rent Stabilization Ordinance (RSO) Unit, the Property is a single family residence that is not subject to the RSO. The single family dwelling was constructed under Permit 1936LA08131, issued April 7, 1936.

The Los Angeles Department of Building and Safety (LADBS) database indicates that the Owner applied for a new Building Permit (#21010-10000-05158) on October 5, 2021, which has not been finalized yet. Additionally, the Owner has not applied for a new Demolition Permit.

**REPLACEMENT UNIT DETERMINATION:**

The Existing Residential Dwelling Units at the Property within the last five (5) years:

ADDRESS	BEDROOM TYPE	“PROTECTED?”	BASIS OF “PROTECTED” STATUS
10756 W. Wilkins Ave.	3 Bedrooms	Yes	Residential Dwelling Unit
<b>Total: 1 Unit</b>	<b>3 Bedrooms</b>		

On May 16, 2022, tenant letter packages were sent to the single family dwelling on the Property most commonly known as 10756 W. Wilkins Ave. No income documents were provided in response.

Pursuant to (SB 8), where incomes of existing or former tenants are unknown, the required percentage of affordability is determined by the percentage of extremely low, very low, and low income rents in the jurisdiction as shown in the HUD Comprehensive Housing Affordability Strategy (CHAS) database. At present, the Comprehensive Housing Affordability Strategy (CHAS) database shows 28% extremely low income, 18% very low income and 18% low income for Transit Oriented Communities (TOC) projects and 46% very low income and 18% low income for Density Bonus projects. The remaining 36% of the units are presumed above-low income.

<b>Number of Existing Residential Dwelling Units and Protected Units within five (5) years of Owner’s application:</b>			1
<b>Number of Protected Units Ellised within the last (10) years:</b>			0
<b>Number of Affordable Replacement Units required per CHAS:</b>			1
	<b>Project using TOC</b>	<b>Project using DB or No Entitlements</b>	
<b>1 Units x 64%</b>	<b>1 Unit</b>	<b>1 Unit</b>	
Extremely Low	1 Unit	0 Unit	
Very Low	0 Unit	1 Unit	
Low	0 Unit	0 Unit	
Market Rate RSO Units	0 Unit	0 Unit	
<b>Number of Unit(s) presumed to be above-lower income subject to replacement:</b>			0

**For Rental:**

Pursuant to CHAS, one (1) unit needs to be replaced with equivalent type units. For TOC projects, the replacement requirements will consist of one (1) unit restricted to Extremely Low Income Households. For DB projects, the replacement requirement will consist of one (1) unit restricted to Very Low Income Households.

**Vacancy/Occupancy of Units:**

No income documents were provided for the unit(s), therefore LAHD cannot verify that the unit is currently occupied by a lower-income household.

For vacant units, the bedroom size of the existing units and the proportionality of the bedroom sizes of the new units, whichever is more restrictive will be considered to determine the bedroom types of the replacement units.

Please note that all the new units may be subject to RSO requirements unless the RSO is not applicable, or an RSO Exemption is filed and approved by the RSO Section. This determination is provisional and subject to verification by the RSO Section.

This RUD only applies if the proposed project is a rental project and NOT condominiums or units for sale. In the event the project changes to condominiums, the owner needs to request a RUD amendment to reflect 100% replacement of the units. This RUD will apply to TOC projects, DB projects and projects not requesting entitlements.

**\*\*WARNING\*\***

**LOT TIES AND EXISTING PRE-1978 SINGLE FAMILY DWELLING ON ONE LOT**

<b>ISSUE:</b>	Is a <b>LOT TIE</b> required for the <b>NEW</b> proposed housing development project?
<b>IF NO:</b>	Owner's existing Rent Stabilization (RSO) replacement obligation, if any, remains the <b>SAME</b> as above.
<b>IF YES:</b>	Owner's existing RSO replacement obligation, if any, will <b>INCREASE</b> by one and the proposed housing development project will also be subject to the RSO, unless the existing single family dwelling is demolished before the lots are tied.

**NOTE: This determination is provisional and is subject to verification by LAHD's Rent Division.**

If you have any questions about this RUD, please contact Alyssa P. Flores at [alyssa.p.flores@lacity.org](mailto:alyssa.p.flores@lacity.org).

- cc: Los Angeles Housing Department File
- Planning.HCD@lacity.org, Department of City Planning
- LADBS.ahs@lacity.org, Department of Building and Safety for by-right projects

MAC:af



REFERRAL FORM



AFFORDABLE HOUSING REFERRAL FORM

This form is to serve as a referral to the Los Angeles City Planning's Development Services Center (DSC) for Affordable Housing case filing purposes (in addition to the required City Planning Application and any other necessary documentation); and to the City of Los Angeles Housing Department (LAHD), Department of Building and Safety (LADBS), or other City agency for project status and entitlement need purposes. All Applicants are required to provide a complete set of architectural plans at the time that this form is submitted for review. Any application submitted that is missing any required materials will be considered incomplete and will not be reviewed until all materials are submitted.

This form shall be completed by the Applicant and reviewed and signed by City Planning DSC Affordable Housing Services Section (AHSS) Staff prior to filing an application for an entitlement, administrative review, or building permit. Any modifications to the content(s) of this form after its authorization by AHSS Staff is prohibited. City Planning reserves the right to require an updated Referral Form for the project if more than 180 days have transpired since the referral date, or as necessary, to reflect project modifications, policy changes, bus route changes, bus schedule changes, and/or amendments to the Los Angeles Municipal Code (LAMC), local laws, and State laws.

Note: This Referral Form does not constitute a City Planning application. See the Forms webpage for City Planning Application (CP-7771.1) and the City Planning Application Filing Instructions (CP-7810). If the project is located within a Specific Plan or Overlay Zone, check with the assigned planner prior to preparing these plans, as some have additional or different requirements. An Assignment List can be found on the City Planning website at http://planning.lacity.org under the "About" tab, under "Staff Directory."

THIS SECTION TO BE COMPLETED BY AHSS STAFF ONLY

Planning Staff Name & Title: Hamza Khan, Planning Assistant

Planning Staff Signature: *Hamza Khan*

Referral Date: 8/17/2023 Expiration Date: 2/13/2024

Case Number: PAR- 2023-4363-AHRF

**TRANSPORTATION QUALIFIERS (if applicable)**

Major Transit Stop     Paratransit / Fixed Bus Route     Very Low Vehicle Travel Areas

Other: \_\_\_\_\_

Location of Transit: Wilshire Blvd & Westwood Blvd

Qualifier #1: Metro Rapid Bus 720

Service Interval #1: EB: 420/84=5 Service Interval #2: WB: 420/87=4.83

Qualifier #2: Santa Monica BBB Line 12

Service Interval #1: NB 420/34=12.35 Service Interval #2: SB 420/36=11.67

*Service Intervals are calculated by dividing 420 (the total number of minutes during the peak hours of 6 am to 9 am and 3 pm to 7 pm) by the number of eligible trips.*

**Notes:**

Applicant needs to obtain RUD from LAHD.

**THIS SECTION TO BE COMPLETED BY THE APPLICANT**

**Applicant Requesting:**

- 100% Affordable per AB 2345<sup>1</sup>       SB 35       ED 1  
 Measure JJJ       AB 2097       AB 2162       AB 2334  
 Other: \_\_\_\_\_

**APPLICANT INFORMATION**

Please contact agent: Daniel Ahadian @ 310.339.7344 or daniel@nurdevelopment.com

Applicant Name: Babak Nehoray c/o FIN Holdings LLC & Karim Makarehchi c/o Wilkins Group LLC

Phone Number: 310.477.6333

Email: babak@lumarcorporation.com

**I. PROPOSED PROJECT**

**1. PROJECT LOCATION/ZONING**

Project Address(es): 10756 W Wilkins Ave, Los Angeles, CA 90024

Assessor Parcel Number(s): 4325-019-001

<sup>1</sup> AB 1763 incentives were amended by AB 2345 (2020) per Government Code Section 65915(b)(1)(G).

Community Plan: Westwood

Existing Zone: [Q]RD1.5-1

Land Use Designation: Low Medium II Residential

Number of Parcels: 1

Project Site Area (sf): 6,774

ED 1 Eligible<sup>2</sup>

Specific Plan

DRB/CDO

HPOZ

Enterprise Zone

Redevelopment Project Area

If applicable, specify Specific Plan/Overlay: \_\_\_\_\_

Q Condition/D Limitation (Ordinance No. and provide a copy): 163,187

Other Pertinent Zoning Information (specify): \_\_\_\_\_

Design: All new projects with two units or more shall be subject to design review by the Westwood Community Design Review Board.

## 2. DETAILED DESCRIPTION OF PROPOSED PROJECT

A new 5-story, 56' high, 11-unit multi-family building with 2 units set aside as very low income units.

## 3. DETAILED DESCRIPTION OF EXISTING SITE AND DEVELOPMENT

1 vacant single family dwelling that will be demolished.

<sup>2</sup> Refer to [Executive Directive 1 Implementation Guidelines](#) for qualifying criteria. If the project is determined to be ineligible for ED 1, a new Referral Form will need to be obtained.



Existing Uses Dwelling Unit (DU) Square Footage (SF)	Existing No. of DUs or Non-Residential SF	Existing No. of DUs or Non-Residential SF to be Demolished	Proposed <sup>3</sup> No. of DUs or Non-Residential SF
Guestrooms			
Studio			
One Bedroom			5
Two Bedrooms			<del>5</del> 6
Three Bedrooms	1	1	<del>1</del>
____ Bedrooms			
Non-Residential SF			
Other			

KRF update 1/5/24

**4. APPLICATION TYPE**

Density Bonus with **On-Menu Incentives** (specify):

*Rep confirmed FAR is 3.66:1 KRF 9/18/23*

- 1) FAR increase of 35% from 3:1 to ~~3.89~~
- 2) Increase height by 11' from 45' to 56'
- 3) \_\_\_\_\_
- 4) \_\_\_\_\_

Density Bonus with **Off-Menu Incentives** (specify):

- 1) Front Yard Setback reduction of 3' 5" from 15' to 11' 7" on Ohio (post-dedication) to match the neighbor's façade
- 2) \_\_\_\_\_
- 3) \_\_\_\_\_
- 4) \_\_\_\_\_

<sup>3</sup> Per AB 2556, replacement units shall be equivalent to the number of units and number of bedrooms of the existing development.

Density Bonus with **Waivers of Development Standards** (specify):

1) Front Yard Setback reduction of 5' from 15' to 10' on Wilkins

2) Allow 72% of open space to be above the ground level in lieu of the 25% allowable

3) \_\_\_\_\_

4) \_\_\_\_\_

Greater Downtown Housing Incentive Area per LAMC Section 12.22 A.29

Affordable Housing per LAMC Section 11.5.11 (Measure JJJ)

Public Benefit Project per LAMC Section 14.00 A.2

General Plan Amendment per LAMC Section 11.5.6

Request: \_\_\_\_\_

Zone/Height District Change per LAMC Section 12.32

Request: \_\_\_\_\_

Conditional Use per LAMC Section 12.24 U.26 @ 102.5% density increase

Specific Plan Project Permit Compliance per LAMC Section 11.5.7 C

Community Design Overlay per LAMC Section 13.08

Coastal Development Permit per LAMC Section 12.20.2 or 12.20.2.1

Tract or Parcel Map per LAMC Section 17.00 or 17.50

Other (specify): DRB review

## 5. ENVIRONMENTAL REVIEW

Project is Exempt<sup>4</sup>

Not Yet Filed

Filed (Case No.): \_\_\_\_\_

<sup>4</sup> Project may be exempt from CEQA review if it qualifies for a CEQA Exemption or is a Ministerial Project (aka, "By Right").

## 6. HOUSING DEVELOPMENT PROJECT TYPE

### CHECK ALL THAT APPLY:

- For Rent     
  For Sale     
  Mixed-Use Project     
  Residential Hotel  
 Extremely Low Income   
  Very Low Income     
  Low Income     
  Moderate Income  
 Market Rate     
  Supportive Housing     
  Senior  
 Shared Housing Building per AB 682  
 Special Needs (describe): \_\_\_\_\_  
 Other Category (describe): \_\_\_\_\_

## 7. DENSITY CALCULATION

### A. Base Density: Maximum density allowable per zoning<sup>5</sup>

Lot size (including any 1/2 of alleys) <sup>6</sup>	<u>6,774</u> SF (a)
Density allowed by Zone	<u>1,500</u> SF of lot area per DU (b)
Density allowed by General Plan	<u>4.5</u>
No. of DUs allowed by right (per LAMC)	<u>4</u> DUs (c) [c = a/b, round down to whole number]
No. of Guestrooms allowed per AB 682	<u>N/A</u>
Base Density	<u>5</u> DUs (d) [d = a/b, round up to whole number]

### B. Maximum Allowable Density Bonus<sup>7, 8</sup> 7 DUs (e) [e = dx1.35, round up to whole number]

- AB 2345 - Unlimited Density

102.5% density increase to 11

\*Highest density utilized per the GPLU

<sup>5</sup> As defined by Government Code Section 65915(o)(7), which states that "maximum allowable residential density" or "base density" means the maximum number of units allowed under the zoning ordinance, specific plan, or land use element of the general plan, or, if a range of density is permitted applicable to the project. If the density allowed under the zoning ordinance is inconsistent with the density allowed under the land use element of the general plan or specific plan, the greater shall prevail.

<sup>6</sup> If there is a related subdivision case, the lot area shall be calculated based on the site area after a dedication of land has been provided.

<sup>7</sup> Per AB 2345, 100% affordable housing developments may request an 80% density increase or unlimited density if the project site is within 0.5 miles of a Major Transit Stop or in a Very Low Vehicle Travel Area (see ZIMAS). In addition, a property located in the Hollywood Redevelopment Plan Area is eligible for a 50% density bonus pursuant to Government Code Section 65915(f), as described in the November 2, 2022 AB 2345 Memo.

<sup>8</sup> Per AB 2334, a Very Low Vehicle Travel Area are defined by Government Code Section 65915(o)(4), as an urbanized area "where the existing residential development generates vehicle miles traveled (VMT) per capita that is below 85 percent of either regional vehicle miles traveled per capita or city vehicle miles traveled per capita.



**C. Proposed Project:** Please indicate total number of DUs requested and break down by levels of affordability set by each category (California Department of Housing and Community Development [HCD] or United States Department of Housing and Urban Development [HUD]). For information on HCD and HUD levels of affordability please contact LAHD at <https://housing.lacity.org/partners/land-use-rent-income-schedules>.

	Total	HCD (State)	HUD (TCAC)
Market Rate	9	N/A	N/A
Managers Unit(s) — Market Rate <sup>9</sup>		N/A	N/A
Extremely Low Income (ELI)			
Very Low Income (VLI)	2	2	N/A
Low Income (LI)			
Moderate Income			
Permanent Supportive Housing — ELI			
Permanent Supportive Housing — VLI			
Permanent Supportive Housing — LI			
Seniors — Market Rate		N/A	N/A
No. of Guestrooms allowed per AB 682			
Other _____			
Other _____			
Other _____			
Other _____			
TOTAL No. of DUs Proposed	11	(f)	*LAHD to confirm and determine final rent schedules.
TOTAL No. of Affordable Housing DUs	2	(g)	
No. of Density Bonus DUs	7	(h)	[If f>c, then h=f-c; if f<c, then h= 0]
Percent of Density Bonus Requested	102.5	(i)	{i = 100 x [(f/d) – 1]} (round down)
Percent of Affordable Set Aside	38%	(j)	[g/d, round down to a whole number]

<sup>9</sup> Properties proposing 16 units or more need to provide a manager's unit per 25 CCR § 42.

## 8. SITE PLAN REVIEW CALCULATION

An application for Site Plan Review (SPR) may be required for projects that meet any of the SPR thresholds as outlined in LAMC Section 16.05 C, unless otherwise exempted per LAMC Section 16.05 D. For Density Bonus projects involving bonus units, please use the formula provided below to determine if the project meets the SPR threshold for unit count. If the project meets the threshold(s) but qualifies under the exemption criteria per Section 16.05 D, please confirm the exemption with City Planning's DSC AHSS.

4 units allowed by right (permitted by LAMC) – 1 existing units = 3 units

**YES, SPR is required.**

Proposed by-right units minus existing units is equal to or greater than 50<sup>10</sup>

**NO, SPR is not required.**

Base Density units minus existing units is less than 50

**Exempt.**

Specify reason: \_\_\_\_\_

## II. DENSITY BONUS (LAMC SECTION 12.22 A.25, ORDINANCE NO. 179,681)

### 9. PARKING OPTIONS

**CHECK ALL THAT APPLY:**

**Automobile Parking Reductions via Bicycle Parking for Residential Uses<sup>11</sup>. Choose only one of the options, if applicable:**

10%

15% (*Only for residential projects or buildings located within 1,500 feet of a Major Transit Stop*)

30% (*If selecting the 30% parking reduction, the project will be ineligible for any of the Parking Options listed below*)

If selecting the 30% parking reduction, provide the following information:

Required Parking per LAMC: \_\_\_\_\_

Required Parking after the 30% reduction: \_\_\_\_\_

<sup>10</sup> Site Plan Review may also be required if other characteristics of the project exceeds the thresholds listed in LAMC Section 16.05.

<sup>11</sup> Any project utilizing Parking Option 3 may not further reduce automobile parking via bicycle parking.

**Automobile Parking for Residential Uses (choose only one of the following options):**

*Note: Any fractional numbers are rounded up.*

**Parking Option 1.** Based on # of bedrooms, inclusive of Handicapped and Guest parking.

	# of DUs	Spaces/DU	Parking Required	Parking Provided
0-1 Bedroom		1		
2-3 Bedrooms		1.5		
4 or more Bedrooms		2.5		
Stalls Reduced via Bike Parking				Subtract:
<b>TOTALS</b>				

**Parking Option 2.** Reduced only for Restricted Affordable Units and up to 40% of required parking for Restricted Affordable Units may be compact stalls.

	# of DUs	Spaces/DU	Parking Required	Parking Provided
Market Rate (Including Senior Market Rate)		Per Code		
Restricted Affordable		1		
VLI/LI Senior or Disabled		0.5		
Restricted Affordable in Residential Hotel		2.5		
Stalls Reduced via Bike Parking				Subtract:
<b>TOTALS</b>				

**Parking Option 3 [AB 2345 (2020)].** Applies to two types of projects:

- 100% affordable housing developments consisting solely of affordable units, exclusive of a manager’s unit(s), with an affordable housing cost to lower income families; or
- Mixed-income developments consisting of 11% VLI or 20% LI units.

**100% Affordable Housing Developments.**<sup>12</sup> There is no minimum parking requirement for any of the following 100% affordable housing developments described below. Check all that apply:

- A housing development located within 0.5 miles of a Major Transit Stop.

<sup>12</sup> As defined by Government Code Section 65915(b)(1)(G)



- A housing development for individuals who are 55 years of age or older with either paratransit service or unobstructed access, within 0.5 miles to a fixed bus route that operates at least eight times per day.<sup>13</sup>
- Special Needs Housing Development**, as defined in Section 51312 of the Health and Safety Code (H&SC), with either paratransit service or unobstructed access, within 0.5 miles to a fixed bus route that operates at least eight times per day.
- Supportive Housing Development**
- Mixed-Income Developments** consisting of 11% VLI or 20% LI units.

	Spaces/Unit	Parking Required	Parking Provided
Located within 0.5 miles of Major Transit Stop with unobstructed access to project	0.5		

**Major Transit Stop** is defined as a site containing an existing rail or bus rapid transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. It also includes major transit stops that are included in the applicable regional transportation plan.

**Bus Rapid Transit** is defined as public mass transit service provided by a public agency or by a public-private partnership that includes all of the following features:

- 1) Full-time dedicated bus lanes or operation in a separate right-of-way dedicated for public transportation with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods
- 2) Transit signal priority
- 3) All-door boarding
- 4) Fare collection system that promotes efficiency
- 5) Defined stations

- Parking Option 4 [AB 2097 2022]**. No minimum automobile parking requirement on any residential, commercial, or other development project that is within one-half mile of a Major Transit Stop.<sup>14</sup>

Project is proposing 6 parking spaces.

<sup>13</sup> AB 2334 aligned the resident age requirement from 62 years of age to 55 years of age for 100 percent affordable housing developments seeking a parking waiver under Section 65915(p)(3)(B).

<sup>14</sup> Parking reductions do not apply to a hotel, motel, bed and breakfast inn or other transient lodging except where a portion of a housing development project is designated for use as a residential hotel, as defined in Section 50519 of the Health and Safety Code. Moreover, reductions do not apply to an event center or commercial parking in a contractual agreement executed before January 1, 2023.

## 10. INCENTIVES

### A. Qualification for Incentives

Below is the minimum Required Restricted Affordable Housing Units, calculated as a percentage of the base density allowed on the date of the application.

Incentives	% Very Low Income	% Low Income	% Moderate Income
One	<input type="checkbox"/> 5% to <10%	<input type="checkbox"/> 10% to <20%	<input type="checkbox"/> 10% to <20%
Two	<input type="checkbox"/> 10% to <15%	<input type="checkbox"/> 20% to <30%	<input type="checkbox"/> 20% to <30%
Three	<input checked="" type="checkbox"/> 15% or greater	<input type="checkbox"/> 30% or greater	<input type="checkbox"/> 30% or greater

Note: To utilize AB 682, at least 10% Low or 5% Very Low Income of the base units shall be provided.

**100% Affordable Housing Developments may request up to four (4) incentives and one (1) Waiver of Development Standard.** Check this box if this applies to the project.

### B. Project Zoning Compliance & Incentives (Only for projects requesting a Density Bonus with Incentives/Waivers)

	Permitted w/o Incentives	Proposed per Incentives	On-Menu	Off-Menu	Waivers
<input checked="" type="checkbox"/> Yard/Setback (each yard counts as one incentive)					
<input checked="" type="checkbox"/> Front (1)	15'	11' 7"	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/> Front (2)	15'	10'	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/> Side (1)			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Side (2)			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Rear			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Lot Coverage			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Lot Width			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/> Floor Area Ratio <sup>15</sup>	3:1	<del>3.89:1</del> 14.05:1 3.66:1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/> Overall Height/Stories <sup>16</sup>	45'	56'	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Transitional Height(s)			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/> Open Space	25% above grade	72% above grade	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/> Density Calculation			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Averaging (all count as one incentive — check all that are needed)					
<input type="checkbox"/> FAR	<input type="checkbox"/> Density	<input type="checkbox"/> Parking	<input type="checkbox"/> Open Space	<input type="checkbox"/> Vehicular Access	

<sup>15</sup> See LAMC Section 12.22 A.25(f)(4) for additional requirements.

<sup>16</sup> See LAMC Section 12.22 A.25(f)(5) for additional requirements.

Other Off-Menu Incentives (specify): \_\_\_\_\_

Waiver of Development Standards (specify): 1. Reduction in Side Yard and  
2. Allowing 72% open space above ground level

100% Affordable Housing Development shall receive a height increase of three additional stories up to 33 additional feet. Check the box if this applies to your project.

**TOTAL No. of Incentives Requested:** On-Menu 2 Off-Menu 1

**TOTAL No. of Waivers Requested:** 2

## 11. COVENANT

All Density Bonus projects are required to prepare and record an Affordability Covenant to the satisfaction of the LAHD's Occupancy Monitoring Unit **before** a building permit can be issued. For more information, please contact the LAHD at [lahd-landuse@lacity.org](mailto:lahd-landuse@lacity.org).

## III. GREATER DOWNTOWN HOUSING INCENTIVE AREA (LAMC SEC. 12.22 A.29, ORDINANCE NO. 179,076)

### 12. GREATER DOWNTOWN HOUSING INCENTIVE AREA (GDHIA)

#### A. Eligibility for Floor Area Bonus

NOTE: The affordability levels required are set by the HUD/TCAC. For information on HCD and HUD levels of affordability please contact the LAHD at [lahd-landuse@lacity.org](mailto:lahd-landuse@lacity.org).

- 5% of the total number of DUs provided for VLI households; and
- One of the following shall be provided:
  - 10% of the total number of DUs for LI households; or
  - 15% of the total number of DUs for Moderate Income households; or
  - 20% of the total number of DUs for Workforce Income households, and
- Any DU or Guestroom occupied by a household earning less than 50% of the Area Median Income (AMI) that is demolished or otherwise eliminated shall be replaced on a one-for-one basis within the Community Plan area in which it is located



## B. INCENTIVES

NOTE: Must meet all three (3) eligibility requirements from 12.A above and provide a Covenant & Agreement (See #11).

### CHECK ALL THAT APPLY:

- A 35% increase in total floor area
- Open Space requirement pursuant to LAMC Section 12.21 G reduced by one-half, provided that a fee equivalent to amount of the relevant park fee, pursuant to LAMC Section 19.17, shall be paid for all dwelling units. See LAMC Section 12.29 A.29(c) for exceptions
- No parking required for units for households earning less than 50% AMI
- No more than one parking space required for each dwelling unit

## C. Additional Incentives to Produce Housing in the GDHIA

- No yard requirements except as required by the Urban Design Standards and Guidelines
- Buildable area shall be the same as the lot area (for the purpose of calculating buildable area for residential and mixed-use)
- Maximum number of dwelling units or guestrooms permitted shall not be limited by the lot area provisions, as long as the total floor area utilized by guestrooms does not exceed the total floor area utilized by dwelling units
- No prescribed percentage of the required open space that must be provided as either common open space or private open space

## IV. MEASURE JJJ<sup>17</sup> (LAMC Sec. 11.5.11, Ordinance No. 184, 745)

### 13. AFFORDABLE REQUIREMENTS

A certain percentage of affordable units is required based on the total number of units in the project.  
Fill out either A or B below:

#### A. Rental Projects

- No less than the affordability percentage corresponding to the level of density increase requested or allowed:
  - \_\_\_\_\_ % VLI    **OR**     \_\_\_\_\_ % LI
- For projects requesting a General Plan Amendment, Zone Change, and/or Height District Change that results in an increased allowable density greater than 35%:
  - 5% ELI    **AND**     6% VLI    **OR**     15% LI
  - For projects requesting a General Plan Amendment, Zone Change, and/or Height District Change that results in an increased allowable density greater than 35%:
    - 5% ELI    **AND**     11% VLI    **OR**     20% LI

<sup>17</sup> All fractional amounts in Sections 13 and 14 shall be rounded up to the next whole number.

**Required Number of Affordable Units**

ELI \_\_\_\_\_ VLI \_\_\_\_\_ LI \_\_\_\_\_

**B. For Sale Projects**

- No less than the affordability percentage corresponding to the level of density increase requested or allowed:
  - \_\_\_\_\_% VLI    **OR**     \_\_\_\_\_% LI    **OR**     \_\_\_\_\_% Moderate Income
- For projects requesting a General Plan Amendment, Zone Change, and/or Height District Change that results in an increased allowable density greater than 35% or allows a residential use where not previously allowed:
  - 11% VLI    **OR**     20% LI    **OR**     40% Moderate Income

**Required Number of Affordable Units**

VLI \_\_\_\_\_ LI \_\_\_\_\_ Moderate Income \_\_\_\_\_

**14. ALTERNATIVE COMPLIANCE OPTIONS**

In lieu of providing the affordable units on site, there are three (3) other options available to comply with Measure JJJ Affordable Requirements. Select one, if applicable; otherwise leave this section blank.

**A. Off-Site Construction** – Construction of affordable units at the following rate:

- Within 0.5 miles of the outer edge of the Project, Affordable Units in Section 13 x 1.0
- Within 2 miles of the outer edge of the Project, Affordable Units in Section 13 x 1.25
- Within 3 miles of the outer edge of the Project, Affordable Units in Section 13 x 1.5

**Updated Required Number of Affordable Units**

ELI \_\_\_\_\_ VLI \_\_\_\_\_ LI \_\_\_\_\_ Moderate Income \_\_\_\_\_

**B. Off-Site Acquisition** – Acquisition of property that will provide affordable units at the following rate:

- Within 0.5 miles of the outer edge of the Project, Affordable Units in Section 13 x 1.0
- Within 1 mile of the outer edge of the Project, Affordable Units in Section 13 x 1.25
- Within 2 miles of the outer edge of the Project, Affordable Units in Section 13 x 1.5

**Updated Required Number of Affordable Units**

ELI \_\_\_\_\_ VLI \_\_\_\_\_ LI \_\_\_\_\_ Moderate Income \_\_\_\_\_

**C. In-Lieu Fee** – From the Affordability Gaps Study published by the Los Angeles City Planning

**Total In-Lieu Fee** \_\_\_\_\_ (Note: Final fee TBD if/when the project is approved)

## 15. DEVELOPER INCENTIVES

Please describe up to a maximum of three (3) incentives:

- 1) \_\_\_\_\_  
\_\_\_\_\_
- 2) \_\_\_\_\_  
\_\_\_\_\_
- 3) \_\_\_\_\_  
\_\_\_\_\_

*Disclaimer: This review is based on the information and plans provided by the applicant at the time of submittal of this form. Applicants are advised to verify any zoning issues such as height, parking, setback, and any other applicable zoning requirements with LADBS.*





**REFERRAL FORMS:**

## Preliminary Zoning Assessment Referral

Department of City Planning (DCP) and Department of Building & Safety (DBS)

This form is to serve as an inter-agency referral for City Planning applications associated with a Housing Development Project. As a part of a City Planning application, this completed form shall be accompanied by architectural plans stamped and signed by DBS Plan Check staff following the completion of a zoning Plan Check. Review of the referral form by City staff is intended to identify and determine compliance with City zoning and land use requirements necessary to achieve the proposed project and to ascertain if any zoning issues or necessary approvals are associated with the project and site that need to be resolved through a discretionary City Planning action.

### INSTRUCTIONS: Preliminary Zoning Assessment Referral

**1. Complete the Preliminary Zoning Assessment:**

- a. **Section I: Project Information:** This section is to be completed by a member of the project team and verified by City staff.
- b. **Section II: Housing Development Project Determination:** Projects proposing the development of two or more units are screened to determine whether a project is a Housing Development Project and therefore qualifies for completion of Section III of this form and verified plans through a zoning Plan Check with DBS. The determination on Section II will be made by City Planning staff in the PARP unit prior to completion of a zoning Plan Check with DBS. A set of architectural plans, including a site plan and floor plans, are required to complete the determination.
- c. **Section III: Zoning Plan Check:** Applicants will submit for a zoning Plan Check with DBS to ascertain if any zoning issues or necessary approvals associated with the project and site need to be resolved through a discretionary City Planning action. This completed form shall be accompanied by architectural plans stamped and signed by a DBS Plan Check staff following the completion of a zoning Plan Check. DBS Plan Check staff will sign Section III of the Preliminary Zoning Assessment Form once the zoning plan check verifications are complete.

- 2. **File application with City Planning:** Following the completion of the Preliminary Zoning Assessment Referral Form and receipt of architectural plans stamped and signed by DBS Plan Check staff, a City Planning application may be filed. Filing appointments may be made online: <https://planning.lacity.org/development-services/appointment/form>.

**3. Contact Information:**

<b><u>DOWNTOWN OFFICES:</u></b>	<b>Department of Building and Safety, Affordable Housing Section</b> 201 N. Figueroa St., Ste 830 Los Angeles, CA 90012 Phone: (213) 482-0455 Web: <a href="https://ladbs.org/services/special-assistance/affordable-housing">https://ladbs.org/services/special-assistance/affordable-housing</a> Email: <a href="mailto:LADBS.AHS@lacity.org">LADBS.AHS@lacity.org</a>	<b>Department of City Planning, Preliminary Application Review Program</b> 201 N. Figueroa St., 5 <sup>th</sup> Floor Los Angeles, CA 90012 Web: <a href="https://planning.lacity.org/development-services/preliminary-application-review-program">https://planning.lacity.org/development-services/preliminary-application-review-program</a> Email: <a href="mailto:Planning.PARP@lacity.org">Planning.PARP@lacity.org</a>
---------------------------------	--	--

**Section I. Project Information - To be completed by applicant<sup>1</sup>**

**1. PROJECT LOCATION, ZONING & LAND USE JURISDICTION**

Project Address: \_\_\_\_\_  
Project Name (if applicable): \_\_\_\_\_  
Assessor Parcel Number(s): \_\_\_\_\_  
Legal Description (Lot, Block, Tract): \_\_\_\_\_  
Community Plan: \_\_\_\_\_ Number of Parcels: \_\_\_\_\_ Site Area: \_\_\_\_\_ s.f.  
Current Zone(s) & Height District(s): \_\_\_\_\_ Land Use Designation: \_\_\_\_\_  
Alley in rear.....Yes No  
Coastal Zone.....Yes No  
Downtown Design Guide Area.....Yes No  
Enterprise Zone.....Yes No  
Greater Downtown Housing Incentive Area.....Yes No  
Hillside Area (Zoning).....Yes No  
Site contains Historical features.....Yes No  
Special Grading Area (BOE) Area.....Yes No  
Very High Fire Hazard Severity Zone .....Yes No  
 Specific Plan: \_\_\_\_\_  
 Historic Preservation Overlay Zone (HPOZ): \_\_\_\_\_  
 Design Review Board (DRB): \_\_\_\_\_  
 Redevelopment Project Area: \_\_\_\_\_  
 Overlay Zone (CPIO/CDO/POD/NSO/RIO/CUGU/etc.): \_\_\_\_\_  
 Q-condition/ D-limitation/ T-classification (*ordinance + subarea*): \_\_\_\_\_  
 Legal (Lot Cut Date) \_\_\_\_\_  
 Related City Planning Cases \_\_\_\_\_  
 ZIs \_\_\_\_\_  
 Affidavits \_\_\_\_\_  
 Easements \_\_\_\_\_  
 TOC Tier<sup>2</sup> (if applicable to project) \_\_\_\_\_

**2. PROJECT DESCRIPTION**

Project Description/Proposed Use \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
No. of Stories: \_\_\_\_\_ No. of Dwelling Units: \_\_\_\_\_ Floor Area (Zoning): \_\_\_\_\_  
Existing Use/No. of Units: Single Family residence / 1 unit

**3. APPLICANT INFORMATION<sup>3</sup>**

Name: \_\_\_\_\_  
Phone: \_\_\_\_\_  
Email: karimmakarehchi@keystonebuilders.biz

**4. REPRESENTATIVE INFORMATION**

Name: \_\_\_\_\_  
Phone: \_\_\_\_\_  
Email: \_\_\_\_\_

<sup>1</sup> All fields in this form must be completed. If an item is not applicable, write N/A.  
<sup>2</sup> Must be verified by City Planning, Housing Services Unit  
<sup>3</sup> An applicant is a person with a lasting interest in the completed project such as the property owner or a lessee/user of a project. An applicant is not someone filing a case on behalf of a client (i.e. usually not the agent/representative)

**Section II. Housing Development Project determination - To be completed by DCP staff**

If a project meets any one (1) of the following categories, then the project is a Housing Development Project. Therefore, completion of Section III of this form and receipt of architectural plans stamped and signed by DBS Plan Check staff would be required for filing a City Planning application. If none of the criteria below applies, then the project is not a Housing Development Project and is not required to continue beyond this section in the Preliminary Zoning Assessment process prior to filing a City Planning application.

<b>Housing Development Project categories (to be determined by DCP staff)</b>	<b>Determination: Yes or No</b>
(a) A residential-only housing development project that creates two units or more	
(b) A mixed-use development consisting of residential and nonresidential uses with at least two-thirds of the Building Area designated for residential use <sup>1</sup>	
(c) Transitional Housing <sup>2</sup>	
(d) Supportive Housing <sup>3</sup>	

**NOTES:**

<b>DCP Staff Name and Title</b>	<b>DCP Staff Signature</b>	<b>Date</b>

<sup>1</sup> "Building Area" as defined in California Building Code. Mixed-use projects may be subject to an analysis to determine whether two-thirds of the Building Area is residential.

<sup>2</sup> "Transitional Housing" as defined in California Government Code Section 65582(j)

<sup>3</sup> "Supportive Housing" as defined in California Government Code Section 65582(g)



**Section III. Preliminary Zoning Assessment - To be completed by DBS Plan Check Staff<sup>4</sup>**

Item No.	Zoning Standard	Proposed	Required/Allowed	Standard Met	Applicable Section No. <sup>5</sup>	Comments and Additional Information
1	Use			<input type="checkbox"/> YES  <input type="checkbox"/> NO		<input type="checkbox"/> Conditional Use (LAMC Sec. 12.24) for _____
2	Height			<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A		<input type="checkbox"/> Transitional Height applies (12.21.1-A.10)  <input type="checkbox"/> Commercial Corner Development/Mini-Shopping Center height applies (12.22-A.23(a)(1))
3	No. of Stories			<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A	12.21.1 (if code prevails)	
4	FAR (Floor Area Ratio)			<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A		
5	RFAR (Residential Floor Area Ratio)			<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A		

<sup>4</sup> DBS Plan Check staff will sign Section III of the Preliminary Zoning Assessment form and provide stamped and signed architectural plans once the zoning Plan Check verifications are complete.

<sup>5</sup> Per the applicable section of the Zoning Code, Specific Plan, Zoning Overlay, Ordinance, Bonus Program, Planning Case Condition.

Item No.	Zoning Standard	Proposed	Required/Allowed	Standard Met	Applicable Section No. <sup>6</sup>	Comments and Additional Information
6	Density			<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A		Density Ratio:  <input type="checkbox"/> Site Plan Review (16.05) / Major Project CUP (12.24-U.14)
7	Setback (Front)			<input type="checkbox"/> YES  <input type="checkbox"/> NO		Lot Line Location (Street):  Lot Line Location (Street):
8	Setback (Side)			<input type="checkbox"/> YES  <input type="checkbox"/> NO		<input type="checkbox"/> Offset/plane break met (if applicable)
9	Setback (Rear)			<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A		
10	Building Line			<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A	Ordinance No.:	

<sup>6</sup> Per the applicable section of the Zoning Code, Specific Plan, Zoning Overlay, Ordinance, Bonus Program, Planning Case Condition.


Item No.	Zoning Standard	Proposed	Required/Allowed	Standard Met	Applicable Section No. <sup>7</sup>	Comments and Additional Information
11	<b>Parking (automobile)</b>	Residential:  Non-Residential:	Residential:  Non-Residential:	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A		Design standards met: <input type="checkbox"/> YES <input type="checkbox"/> NO
12	<b>Parking (bicycle)</b>	Long-term:  Short-term:	Long-term:  Short-term:	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A		Facility standards met: <input type="checkbox"/> YES <input type="checkbox"/> NO  Location standards met: <input type="checkbox"/> YES <input type="checkbox"/> NO
13	<b>Open Space</b>	Total (s.f.):  Common (s.f.):  Private (s.f.):	Total:  Common:  Private:	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A	12.21-G (if code prevails)	Units/Habitable Room <3: =3: >3:  Dimensions met: <input type="checkbox"/> YES <input type="checkbox"/> NO
14	<b>Retaining Walls in Special Grading Areas</b>	Max Height:  Max Quantity:	Max Height:  Max Quantity:	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A	12.21-C.8 (if code prevails)	

<sup>7</sup> Per the applicable section of the Zoning Code, Specific Plan, Zoning Overlay, Ordinance, Bonus Program, Planning Case Condition.



Item No.	Zoning Standard	Proposed	Required/Allowed	Standard Met	Applicable Section No. <sup>8</sup>	Comments and Additional Information
15	<b>Grading</b> (Zoning & Planning limitations)			<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A		
16	<b>Lot Coverage</b>			<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A		
17	<b>Lot Width</b>			<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A		
18	<b>Space between Buildings</b>			<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A	12.21-C.2(a) (if code prevails)	
19	<b>Passageway</b>			<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A	12.21-C.2(b) (if code prevails)	
20	<b>Location of Accessory Buildings</b>			<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A	12.21-C.5 (if code prevails)	

<sup>8</sup> Per the applicable section of the Zoning Code, Specific Plan, Zoning Overlay, Ordinance, Bonus Program, Planning Case Condition.

Item No.	Zoning Standard	Proposed	Required/Allowed	Standard Met	Applicable Section No. <sup>9</sup>	Comments and Additional Information
21	Loading Area			<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A		 <p>City of Los Angeles            Department of Building &amp; Safety  <b>PLAN CHECK APPROVED FOR ZONING</b>            By: <u>Vu Nguyen</u>            Date: <u>0717/2023</u>            Application No.: <u>21010-10002-05158</u></p>
22	Trash & Recycling			<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A		
23	Landscape	<i>Conformance determined by Los Angeles City Planning</i>				
24	Private Street	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A		
	<b>Other</b> (e.g. ground floor transparency, lighting, utilities, signage, walls, lot area, minimum frontage, etc.)	<i>See additional sheets, if applicable</i>				
<b>Plan Check Application No.</b> <sup>10</sup> 21010-10002-05158				<b>Notes</b>		
<b>DBS Plan Check Staff Name and Title</b> Vu Nguyen-Structural Engineer Associate II			<b>DBS Plan Check Staff Signature</b> <sup>11</sup> <i>Vu Nguyen</i>		<b>Date</b> 07/17/2023	

<sup>9</sup> Per the applicable section of the Zoning Code, Specific Plan, Zoning Overlay, Ordinance, Bonus Program, Planning Case Condition.

<sup>10</sup> This completed form shall be accompanied by plans stamped and signed by a DBS Plan Check staff following the completion of a zoning Plan Check.

<sup>11</sup> LADBS Plan Check staff will sign Section III of the Preliminary Zoning Assessment Form once the zoning plan check verifications are complete.

**ADDITIONAL ZONING AND LAND USE STANDARDS REVIEWED - to be completed by DBS Plan Check Staff**

Item No.	Zoning Standard	Proposed	Required/Allowed	Standard Met	Applicable Section No.	Comments and Additional Information
				<input type="checkbox"/> YES <input type="checkbox"/> NO		
				<input type="checkbox"/> YES <input type="checkbox"/> NO		
				<input type="checkbox"/> YES <input type="checkbox"/> NO		
				<input type="checkbox"/> YES <input type="checkbox"/> NO		
				<input type="checkbox"/> YES <input type="checkbox"/> NO		
				<input type="checkbox"/> YES <input type="checkbox"/> NO		



**EXHIBIT D**

**ENVIRONMENTAL CLEARANCE**

**ENV-2023-5877-CE**

- D1 – Notice of Exemption & Justification for  
Categorical Exemption
- D2 – Transportation Assessment Form
- D3 – Tree Disclosure Statement and Report
- D4 – Geology and Soils Report Approval Letter
- D5 – Air Quality Technical Report
- D6 – Noise Technical Report

COUNTY CLERK'S USE

CITY OF LOS ANGELES  
OFFICE OF THE CITY CLERK  
200 NORTH SPRING STREET, ROOM 395  
LOS ANGELES, CALIFORNIA 90012

CALIFORNIA ENVIRONMENTAL QUALITY ACT

NOTICE OF EXEMPTION

(PRC Section 21152; CEQA Guidelines Section 15062)

Pursuant to Public Resources Code § 21152(b) and CEQA Guidelines § 15062, the notice should be posted with the County Clerk by mailing the form and posting fee payment to the following address: Los Angeles County Clerk/Recorder, Environmental Notices, P.O. Box 1208, Norwalk, CA 90650. Pursuant to Public Resources Code § 21167 (d), the posting of this notice starts a 35-day statute of limitations on court challenges to reliance on an exemption for the project. Failure to file this notice as provided above, results in the statute of limitations being extended to 180 days.

PARENT CASE NUMBER(S) / REQUESTED ENTITLEMENTS

CPC-2023-5876-CU-DB-DRB-SPP-VHCA

LEAD CITY AGENCY

City of Los Angeles (Department of City Planning)

CASE NUMBER

ENV-2023-5877-CE

PROJECT TITLE

10756 Wilkins Ave

COUNCIL DISTRICT

5 – Katy Yaroslavsky

PROJECT LOCATION (Street Address and Cross Streets and/or Attached Map)

Map attached.

10756 West Wilkins Avenue

The project is the construction of a new 5-story, 56-foot-tall multi-family residential building consisting of 11 dwelling units (including two (2) Very Low Income Units). The project will be approximately 11,941 square feet with a Floor Area Ratio ("FAR") of approximately 3.66:1. The project will provide seven (7) vehicular parking spaces and 12 long-term bicycle parking spaces in one (1) subterranean level. The site is currently improved with a single-family dwelling that will be demolished. No Protected or Significant Trees are located on the property. The project includes necessary grading and a haul route for the cut and export of 3,200 cubic yards of soil.

NAME OF APPLICANT / OWNER:

FIN Holdings LLC & Wilkins Group LLC

CONTACT PERSON (If different from Applicant/Owner above)

Daniel Ahadian, nur – Development | Consulting

(AREA CODE) TELEPHONE NUMBER

(310) 339 - 7344

EXT.

EXEMPT STATUS: (Check all boxes, and include all exemptions, that apply and provide relevant citations.)

STATE CEQA STATUTE & GUIDELINES

STATUTORY EXEMPTION(S)

Public Resources Code Section(s) \_\_\_\_\_

CATEGORICAL EXEMPTION(S) (State CEQA Guidelines Sec. 15301-15333 / Class 1-Class 33)

CEQA Guideline Section(s) / Class(es) Sections 15301 (Class 1) & 15332 (Class 32)

OTHER BASIS FOR EXEMPTION (E.g., CEQA Guidelines Section 15061(b)(3) or (b)(4) or Section 15378(b))

JUSTIFICATION FOR PROJECT EXEMPTION:

Additional page(s) attached

The Project qualifies for a Class 1 Categorical Exemption because it involves the demolition of one (1) single-family dwelling. The Project qualifies for a Class 32 Categorical Exemption as it is developed on an infill site and meets the following conditions: (a) Consistency with the applicable general plan designation and policies, & applicable zoning designation and regulations; (b) Within city limits on a site of no more than five acres substantially surrounded by urban uses; (c) No value as habitat for endangered, rare or threatened species; (d) Approval would not result in any significant effects relating to traffic, noise, air quality, or water quality; and (e) The Site can be adequately served by all required utilities and public services.

None of the exceptions in CEQA Guidelines Section 15300.2 to the categorical exemption(s) apply to the Project.

The project is identified in one or more of the list of activities in the City of Los Angeles CEQA Guidelines as cited in the justification.

IF FILED BY APPLICANT, ATTACH CERTIFIED DOCUMENT ISSUED BY THE CITY PLANNING DEPARTMENT STATING THAT THE DEPARTMENT HAS FOUND THE PROJECT TO BE EXEMPT.

If different from the applicant, the identity of the person undertaking the project.

CITY STAFF USE ONLY:

CITY STAFF NAME AND SIGNATURE

Kevin Fulton

STAFF TITLE

City Planning Associate

ENTITLEMENTS APPROVED

Conditional Use, Density Bonus, Project Permit Compliance, & Design Review

DISTRIBUTION: County Clerk, Agency Record

Rev. 6-22-2021

**DEPARTMENT OF  
CITY PLANNING**

COMMISSION OFFICE  
(213) 978-1300

CITY PLANNING COMMISSION

MONIQUE LAWSHE  
PRESIDENT

ELIZABETH ZAMORA  
VICE-PRESIDENT

MARIA CABILDO  
CAROLINE CHOE

ILISSA GOLD  
HELEN LEUNG

KAREN MACK

MICHAEL R. NEWHOUSE  
JACOB NOONAN

**CITY OF LOS ANGELES  
CALIFORNIA**



KAREN BASS  
MAYOR

**EXECUTIVE OFFICES**

200 N. SPRING STREET, ROOM 525  
LOS ANGELES, CA 90012-4801  
(213) 978-1271

VINCENT P. BERTONI, AICP  
DIRECTOR

SHANA M.M. BONSTIN  
DEPUTY DIRECTOR

HAYDEE URITA-LOPEZ  
DEPUTY DIRECTOR

ARTHI L. VARMA, AICP  
DEPUTY DIRECTOR

LISA M. WEBBER, AICP  
DEPUTY DIRECTOR

**JUSTIFICATION FOR PROJECT EXEMPTION  
CASE NO. ENV-2023-5877-CE**

The Department of City Planning determined, based on the whole of the administrative record, that the Project is exempt from the California Environmental Quality Act (“CEQA”) pursuant to State CEQA Guidelines, Article 19, Sections 15301 (Class 1) & 15332 (Class 32), and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies. The Notice of Exemption and Justification for Project Exemption for Environmental Case No. ENV-2023-5877-CE is provided in the case file.

Project Description

The project is the construction of a new 5-story, 56-foot-tall multi-family residential building consisting of 11 dwelling units (including two (2) Very Low Income Units). It will consist of six (6) two-bedroom units and five (5) one-bedroom units. The project will be approximately 11,941 square feet with a Floor Area Ratio (“FAR”) of approximately 3.66:1. The project will provide seven (7) vehicular parking spaces and 12 long-term bicycle parking spaces in one (1) subterranean level with access from a two-way driveway on Ohio Avenue. One (1) short-term bicycle parking space will be provided at ground level. According to a Tree Report prepared by Lisa Smith, The Tree Resource, dated August 17, 2023, there are no protected trees on the subject site or public right-of-way. However, there are two (2) non-protected trees on the subject site proposed for removal as part of the project. There are also five (5) street trees in the public right-of-way that will be retained and protected in place. The project includes necessary grading and a haul route for the cut and export of 3,200 cubic yards of soil. The site is currently improved with a vacant single-family dwelling proposed for demolition.

CEQA Determination – Class 1 Categorical Exemption Applies

A project qualifies for a Class 1 Categorical Exemption if it involves the demolition and removal of individual small structures, including up to three (3) single-family residences in urbanized areas. The proposed project qualifies for a Class 1 Categorical Exemption because it involves the demolition of a single-family dwelling on a site located in an urbanized area within the City of Los Angeles.

CEQA Determination – Class 32 Categorical Exemption Applies

A project qualifies for a Class 32 Categorical Exemption if it is developed on an infill site and meets the following criteria:



- (a) **The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with the applicable zoning designation and regulations.**

The project site is located within the Westwood Community Plan, Westwood Community Multi-Family Specific Plan (WMFSP), Westwood Community Design Review Board Specific Plan, and the West Los Angeles Transportation Improvement and Mitigation Specific Plan. Please see Findings 10 and 11 regarding the project's consistency with the WMFSP and the Westwood Community Design Review Board Specific Plan.

The subject site has a Low Medium II Residential land use designation, with corresponding zones of RD1.5-1, RD2, RW2, and RZ2.5. The site is zoned [Q]RD1.5-1, consistent with the land use designation. The RD1.5 Zone allows for one dwelling unit per 1,500 square feet of lot area. The project site is also in Height District 1 which permits a floor area of three times the Buildable Area (FAR 3:1) and a maximum building height of 45 feet in the RD1.5 Zone. The Q condition on the project site, enacted through Ordinance No. 163,187, requires that all projects with two (2) or more units be subject to review by the Westwood Community Design Review Board.

The project site, located at 10756 West Wilkins Avenue, has frontages of approximately 109 feet on both Wilkins and Ohio Avenue and 56.63 feet along both abutting properties, resulting in a total area of 6,744 square feet. The Bureau of Engineering will require a 3-foot dedication along Ohio Avenue as part of the project, resulting in a net lot area of 6,217 square feet. As such, the project site is consistent with the minimum lot width and lot area requirements for the RD1.5 Zone. Pursuant to State Density Bonus Law and LAMC Section 12.22 – A.25, the applicant is requesting On & Off-Menu Incentives and Waivers of Development Standards in exchange for providing two (2) Very Low Income Units for 55 years.

First, the proposed project is consistent with the following goals, objectives, and policies of the General Plan Framework Element:

***Objective 3.1:*** Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors.

***Policy 3.2.3:*** Provide for the development of land use patterns that emphasize pedestrian/bicycle access and use in appropriate locations.

***Objective 3.7:*** Provide for the stability and enhancement of multi-family residential neighborhoods and allow for growth in areas where there is sufficient public infrastructure and services and the residents' quality of life can be maintained or improved.

***Objective 4.2:*** Encourage the location of new multi-family housing development to occur in proximity to transit stations, along some transit corridors, and within some high activity areas with adequate transitions and buffers between higher density developments and surrounding lower density residential neighborhoods.

***Policy 4.2.1:*** Offer incentives to include housing for very low and low-income households in mixed-use developments.

***Objective 7.9:*** Ensure that the available range of housing opportunities is sufficient, in terms of location, concentration, type, size, price/rent/range, access to local services and access to transportation, to accommodate future population growth and enable a reasonable portion of the City's work force to both live and work in the City.

***Policy 7.9.1:*** *Promote the provision of affordable housing through means which require minimal subsidy levels and which, therefore, are less detrimental to the City's fiscal structure.*

The project involves the construction of a 11-unit, five-story multi-family dwelling on a site located approximately 2,500 feet from the future Metro D (Purple) Line station at the corner of Wilshire & Westwood Boulevard. The development will emphasize pedestrian/bicycle access by limiting onsite automobile parking to seven (7) spaces while also providing 12 long-term bicycle parking spaces. Moreover, the site is located within walking distance from UCLA, Ronald Reagan UCLA Medical Center, the West Los Angeles VA Medical Center, major commercial corridors along Westwood Boulevard and Westwood Village, and a variety of other employment and commercial uses.

The project is also located in an area with sufficient public infrastructure and services because the proposed multi-family residential building will be on a previously developed site that was served by all required utilities and public services and is consistent with the General Plan. The project site is served by the Los Angeles Police Department and Los Angeles Fire Department, Los Angeles Unified School District, and other public services. Additionally, the site is currently served by the Los Angeles Department of Water and Power, the Southern California Gas Company, and the Bureau of Sanitation. As such, the site can be adequately served by all required utilities and public services.

Finally, the project is utilizing Density Bonus incentives and waivers in exchange for the provision of two (2) Very Low Income Units for 55 years. The Very Low Income Units will not require any public subsidy.

The proposed project is also consistent with the following goals, objectives, and policies of the General Plan Housing Element:

***Goal 1:*** *A City where housing production results in an ample supply of housing to create more equitable and affordable options that meet existing and projected needs.*

***Objective 1.2:*** *Facilitate the production of housing, especially projects that include Affordable Housing and/or meet Citywide Housing Priorities.*

***Objective 1.3:*** *Promote a more equitable distribution of affordable housing opportunities throughout the city, with a focus on increasing Affordable Housing in Higher Opportunity Areas and in ways that further Citywide Housing Priorities.*

***Policy 1.3.2:*** *Prioritize the development of new Affordable Housing in all communities, particularly those that currently have fewer Affordable units.*

***Goal 3:*** *A City in which housing creates healthy, livable, sustainable, and resilient communities that improve the lives of all Angelenos.*

***Objective 3.2:*** *Promote environmentally sustainable buildings and land use patterns that support a mix of uses, housing for various income levels and provide access to jobs, amenities, services, and transportation options.*

***Policy 3.2.2:*** *Promote new multi-family housing, particularly Affordable and mixed income housing, in areas near transit, jobs, and Higher Opportunity Areas, in order to facilitate a*

*better jobs-housing balance, help shorten commutes, and reduce greenhouse gas emissions.*

The proposed project will result in a net increase of 10 new dwelling units to the City's housing stock and conforms with the applicable provisions of the Housing Element. The project will provide two (2) Low Income Units among the 11 total units in a "Higher Opportunity Area" as defined in the Housing Element. Additionally, this mixed-income development will be located near public transit options and a variety of retail, commercial, entertainment, recreational, educational, and employment opportunities. The development is also in a community that currently has fewer affordable units. According to the Department of City Planning's Housing Progress Dashboard, 69 affordable units were approved in the Westwood Community Plan Area between 2015 – 2022. The citywide average over the same period was 669 affordable units per Plan Area.

Next, the project is consistent with the following goals, objectives, and policies of the Westwood Community Plan, one of the Land Use Elements of the General Plan:

***Goal 1:*** *A safe, secure, and high quality residential environment for all economic, age, and ethnic segments of the community.*

***Objective 1-1:*** *To provide for the preservation of existing housing and for the development of new housing to meet the diverse economic and physical needs for the existing residents and projected population of the Plan area to the year 2010.*

***Policy 1-1.2:*** *Protect the quality of residential environment and promote the maintenance and enhancement of the visual and aesthetic environment of the community.*

***Policy 1-1.3:*** *Provide for adequate multi-family residential development.*

***Policy 1-2.1:*** *Locate higher density residential within designated multiple family areas and near commercial centers and major bus routes where public service facilities and infrastructure will support this development.*

***Objective 1-3:*** *To preserve and enhance the varied and distinct residential character and integrity of existing residential neighborhoods.*

***Objective 1-4:*** *To promote the adequacy and affordability of multiple-family housing and increase its accessibility to more segments of the population.*

***Policy 1-4.1:*** *Promote greater individual choice in type, quality, price, and location of housing, including student housing within one mile of the UCLA campus.*

***Policy 1-4.2:*** *Ensure that new housing opportunities minimize displacement of residents.*

The proposed project meets the above goals, policies, and objectives by providing multi-family dwelling units in a new, safe, and secure building. The proposed project is located within a neighborhood designated for Low Medium II Residential Land Uses, which includes multi-family residential uses, and is well served by facilities and necessary infrastructure. The project site is located approximately 3,078 feet from the UCLA campus and will result in a net increase of 10 dwelling units, including two (2) Very Low Income Units. The site is located in a Transit Priority Area (TPA) and within a ½ mile of the future Los Angeles Metropolitan Transportation Authority Purple (D) Line station at the corner of Wilshire & Westwood Boulevards, along with multiple local and rapid bus stops that encourage alternative modes of transportation. Finally, the project will



not displace any existing residents as the site is currently improved with a vacant single-family dwelling.

Finally, the project is consistent with the following policies of the General Plan Mobility Element:

***Policy 3.1: Access for All: Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes - including goods movement – as integral components of the City's transportation system.***

***Policy 3.3: Land Use Access and Mix: Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.***

The project is a pedestrian oriented development that provides affordable and market-rate units and is located 2,500 feet from the future Metro D (Purple) Line Station and several other public transit options. The site is also within walking distance from commercial corridors on Westwood Boulevard and Westwood Village as well as UCLA and a variety of other employment opportunities. The project will promote multi-modal transportation by limiting onsite vehicular parking to seven (7) spaces and providing 12 long term bicycle parking spaces.

As such, the project is consistent with the applicable Westwood Community Plan designation and policies and all applicable zoning designations and regulations as permitted by State Density Bonus Law.

**(b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.**

The subject site is wholly within the City of Los Angeles, on a site that is approximately 0.16 acres (6,774 square feet). It will be 0.14 acres (6,217 square feet) following dedications required by the Bureau of Engineering as part of the project. The subject site is in an urbanized area near the University of California - Los Angeles (UCLA) campus, Ronald Reagan UCLA Medical Center, and the West Los Angeles VA Medical Center. Surrounding properties along this block of Wilkins and Ohio Avenue (bounded by Selby Avenue to the east and Malcolm Avenue to the west) are also zoned [Q]RD1.5-1 and improved with multi-family dwellings ranging from one (1) to four (4) stories in height. The directly abutting properties to the west along Wilkins and Ohio Avenue are improved with two-story multi-family dwellings. The properties to the north are zoned [Q]RD1.5-1, R1-1-O, [Q]R3-1-O, and [Q]R5-3-O. These properties are improved with single & multi-family dwellings ranging from one (1) to three (3) stories in height as well as a mixed-use corridor along Wilshire Boulevard improved with high-rise residential and commercial structures. The properties to the east are zoned [Q]RD1.5-1 and R1-1-O and improved with single & multi-family dwellings ranging from one (1) to three (3) stories in height. The properties to the south are zoned [Q]RD1.5-1-O, R1-1, and [Q]PF-1XL-O and improved with educational and religious uses, including St. Paul the Apostle Church (a Historic/Cultural Landmark), St. Paul the Apostle School, Ralph Waldo Emerson Community Charter School, and the Los Angeles California Mormon Temple complex. Properties to the south are also improved with multi-family residential uses ranging from one (1) to five (5) stories in height. The properties to the west are zoned [Q]RD1.5-1, R1-1, and C4-1VL-POD. These properties are improved with single & multi-family dwellings as well as commercial structures along Westwood Boulevard that range from one (1) to three (3) stories in height.

**(c) The project site has no value as habitat for endangered, rare or threatened species.**

The site is previously disturbed and surrounded by development and therefore is not, and has no value as, a habitat for endangered, rare or threatened species. The site is currently developed with a vacant single-family dwelling. According to a Tree Report prepared by Lisa Smith, The Tree Resource, dated August 17, 2023, there are no protected trees on the subject site or public right-of-way. However, there are two (2) non-protected trees on the subject site proposed for removal as part of the project. There are also five (5) street trees in the public right-of-way that will be retained and protected in place. Furthermore, the project site does not adjoin any open space or wetlands that could support habitat for endangered, rare or threatened species. Therefore, the site does not contain or have value as habitat for endangered, rare or threatened species and is not located adjacent to any habitat for endangered, rare or threatened species.

(d) **Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.**

A Noise Technical Report prepared by DKA Planning, dated August 2023, confirmed that the Project would not result in significant construction-related or operational noise impacts on the environment. The analysis considered noise from construction activities, operational noise sources from periodic delivery and trash hauling, outdoor use areas, conversation, rooftop equipment, off-site traffic, vibration, impacts to sensitive receptors. The analysis concluded that the project would not result in any significant effects relating to noise.

Furthermore, the project does not exceed the threshold criteria established by LADOT for preparing a traffic study. According to the City of Los Angeles VMT Calculator Version 1.4 and LADOT Transportation Assessment Referral Form, dated September 5, 2023, the proposed 11-unit multi-family dwelling with six (6) onsite vehicular parking spaces is expected to generate 39 daily vehicle trips, well below the minimum 250 daily vehicle trips that would require a traffic study. The Project will also be governed by an approved haul route under City Code requirements, which will regulate the route hauling trucks will travel, and the times at which they may leave the site, thereby reducing any potential traffic impacts to less than significant.

The project's potential air quality effects were evaluated by estimating the potential construction and operations emissions of criteria pollutants and comparing those levels to significance thresholds provided by the Southern California Air Quality Management District (SCAQMD). The project's emissions were estimated using the CalEEMod 2022.1.1.17 model for the purposes of evaluating air quality impacts of proposed projects. The analysis considered construction activity emissions during site preparation, grading, building construction, paving, and architectural coating, as well as effects to sensitive receptors. The analysis confirms that the project would not exceed SCAQMD significance thresholds for air quality impacts.

Additionally, the project will be subject to Regulatory Compliance Measures (RCMs). These require compliance with the City of Los Angeles Noise Ordinance, pollutant discharge, dewatering, stormwater mitigations; and Best Management Practices for stormwater runoff. RCMs include but are not limited to:

- **Regulatory Compliance Measure RC-AQ-1 (Demolition, Grading and Construction Activities): Compliance with provisions of the SCAQMD District Rule 403.** The project shall comply with all applicable standards of the Southern California Air Quality Management District, including the following provisions of District Rule 403:
  - All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD District Rule 403. Wetting could reduce fugitive dust by as much as 50 percent.

- The construction area shall be kept sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind.
  - All clearing, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 mph), so as to prevent excessive amounts of dust.
  - All dirt/soil loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.
  - All dirt/soil materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust.
  - General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.
  - Trucks having no current hauling activity shall not idle but be turned off.
- **Regulatory Compliance Measure RC-NO-1 (Demolition, Grading, and Construction Activities):** The project shall comply with the City of Los Angeles Noise Ordinance and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.
  - **Regulatory Compliance Measure RC-GEO-1 (Seismic):** The design and construction of the project shall conform to the California Building Code seismic standards as approved by the Department of Building and Safety.
  - **Regulatory Compliance Measure RC-HAZ-2: Explosion/Release (Methane Zone):** As the Project Site is within a methane zone, prior to the issuance of a building permit, the Site shall be independently analyzed by a qualified engineer, as defined in Ordinance No. 175,790 and Section 91.7102 of the LAMC, hired by the Project Applicant. The engineer shall investigate and design a methane mitigation system in compliance with the LADBS Methane Mitigation Standards for the appropriate Site Design Level which will prevent or retard potential methane gas seepage into the building. The Applicant shall implement the engineer's design recommendations subject to DOGGR, LADBS and LAFD plan review and approval.
  - **Regulatory Compliance Measure RC-HAZ-3: Explosion/Release (Soil Gases):** During subsurface excavation activities, including borings, trenching and grading, OSHA worker safety measures shall be implemented as required to preclude any exposure of workers to unsafe levels of soil-gases, including, but not limited to, methane.

These RCMs will ensure the project will not have significant impacts on noise, air quality, and water quality. Furthermore, the project does not exceed the threshold criteria established by LADOT for preparing a traffic study. Therefore, approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.

(e) **The site can be adequately served by all required utilities and public services.**

The project site will be adequately served by all public utilities and services because the proposed multi-family residential building will be on a previously developed site that was served by all required utilities and public services and is consistent with the General Plan. The project site is served by the Los Angeles Police Department and Los Angeles Fire Department, Los Angeles Unified School District, and other public services. Additionally, the site is currently served by the Los Angeles Department of Water and Power, the Southern California Gas Company, and the

Bureau of Sanitation. As such, the site can be adequately served by all require utilities and public services.

Therefore, the project meets all of the Criteria for the Class 32 Categorical Exemption.

CEQA Section 15300.2: Exceptions to the Use of Categorical Exemptions

There are five (5) Exceptions which must be considered in order to find a project exempt under Class 32:

- (a) **Cumulative Impacts.** *All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.*

Properties in the vicinity are predominantly developed with a mix of single and multi-family dwellings and the subject site is of a similar size and slope to nearby properties. According to Navigate LA and the Department of Building and Safety Haul Route Requests Status Table, there are two approved (10757 – 10759 West Wilkins Avenue & 10770 – 10776 West Wilkins Avenue), and zero pending haul route applications within 600 feet of the project site. However, the Director of Planning received a letter from the 10757 – 10759 West Wilkins Avenue project applicant on September 11, 2022, requesting abandonment of the project approved under Case Nos. DIR-2019-2657-DRB-SPP-TOC-1A and ENV-2019-2658-CE.

In light of the increase in construction activity in Grading Hillside Areas and the increase in associated truck traffic related to the import and export of soil, a haul route monitoring program is being implemented by the Department of Building and Safety for Council Districts 4 and 5 for added enforcement to ensure safety and to protect the quality of life of area residents. As part of this program, a haul route monitor is assigned to a geographic area to monitor haul routes and keep track of daily activities in order to minimize impacts to neighboring residents. Haul routes are tracked via a Map for each district to identify the locations of construction sites for which a haul route was required.

In addition, haul route approvals will be subject to recommended conditions prepared by LADOT to be considered by the Board of Building and Safety Commissioners that will reduce the impacts of construction related hauling activity, monitor the traffic effects of hauling, and reduce haul trips in response to congestion. While there are three other known projects of the same type in the same neighborhood as the subject project, the hauling periods will be reviewed by LADOT and LADBS to reduce overlap. The proposed project shall comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter (Log #118330), dated August 6, 2021, for the proposed project and as it may be subsequently amended or modified.

There is a succession of projects of the same type within this neighborhood; however, there is no evidence in the file (including in any technical studies) that there is a foreseeable cumulative significant impact from these projects in an any impact category; including in transportation due to LADOT and LADBS permitting and monitoring practices. Therefore, in conjunction with citywide RCMs and compliance with other applicable regulations, no foreseeable cumulative impacts are expected.

- (b) **Significant Effect Due to Unusual Circumstances.** *A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.*



The project proposes an 11-unit multi-family residential building in an area zoned and designated for such development. The project site is also of a similar size and slope to nearby properties. The surrounding properties on the adjacent blocks of Wilkins and Ohio Avenue are improved with single and multi-family dwellings ranging from one (1) to four (4) stories in height that host between one (1) and fifteen dwellings per site. While the proposed project is slightly taller than most of the surrounding structures, the applicant qualifies for a 11-foot height increase pursuant to LAMC Section 12.25 A.25 and State Density Bonus Law. Furthermore, there is no substantial evidence in the administrative record that this project will cause a significant effect. Thus, there are no unusual circumstances which may lead to a significant effect on the environment, and this exception does not apply.

- (c) **Scenic Highways.** *A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway.*

The only State Scenic Highway within the City of Los Angeles is the Topanga Canyon State Scenic Highway, State Route 27, which travels through a portion of Topanga State Park. State Route 27 is located approximately nine (9) miles west of the subject site. Therefore, the subject site will not create any impacts within a designated state scenic highway, and this exception does not apply.

- (d) **Hazardous Waste Sites.** *A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code*

According to Envirostor, the State of California's database of Hazardous Waste Sites, neither the subject site, nor any site in the vicinity, is identified as a hazardous waste site. The project site is not identified as a hazardous waste site or is on any list compiled pursuant to Section 65962.5 of the Government Code.

- (e) **Historical Resources.** *A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.*

The project site is currently developed with a single-family dwelling that is not listed in the National Register of Historic Places, California Register of Historical Resources, the Los Angeles Historic-Cultural Monuments Register, and/or any local register, and was not found to be a potential historic resource based on the City's HistoricPlacesLA website or SurveyLA, the citywide survey of Los Angeles.

The property directly across Ohio Avenue from the project site is improved with St. Paul the Apostle Catholic Church and School, a designated Historic/Cultural Landmark in the City of Los Angeles. However, the project's height, massing, and other defining features would not obscure or take away from the aesthetic of the historic resource due to the physical separation between the historic resource and proposed project – which would be located a minimum of 80 feet from the church. Additionally, the proposed project will not expand over the street and St. Paul the Apostle Church and School will remain visible from the public right-of-way along this block of Ohio Avenue. Moreover, the Los Angeles City Planning Office of Historic Resources reviewed the proposal and noted that the proposed project would not have any adverse impacts to the historic resource.

As such, the project will not result in a substantial adverse change to the significance of a historic resource and this exception does not apply.



## REFERRAL FORMS:

# TRANSPORTATION STUDY ASSESSMENT

## DEPARTMENT OF TRANSPORTATION - REFERRAL FORM

**RELATED CODE SECTION:** Los Angeles Municipal Code Section 16.05 and various code sections.

**PURPOSE:** The Department of Transportation (LADOT) Referral Form serves as an initial assessment to determine whether a project requires a Transportation Assessment.

### GENERAL INFORMATION

- Administrative: Prior to the submittal of a referral form with LADOT, a Planning case must have been filed with Los Angeles City Planning.
- All new school projects, including by-right projects, must contact LADOT for an assessment of the school's proposed drop-off/pick-up scheme and to determine if any traffic controls, school warning and speed limit signs, school crosswalk and pavement markings, passenger loading zones and school bus loading zones are needed.
- Unless exempted, projects located within a transportation specific plan area may be required to pay a traffic impact assessment fee regardless of the need to prepare a transportation assessment.
- Pursuant to LAMC Section 19.15, a review fee payable to LADOT may be required to process this form. The applicant should contact the appropriate LADOT Development Services Office to arrange payment.
- LADOT's Transportation Assessment Guidelines, VMT Calculator, and VMT Calculator User Guide can be found at <http://ladot.lacity.org>.
- A transportation study is not needed for the following project applications:
  - Ministerial / by-right projects
  - Discretionary projects limited to a request for change in hours of operation
  - Tenant improvement within an existing shopping center for change of tenants
  - Any project only installing a parking lot or parking structure
  - Time extension
  - Single family home (unless part of a subdivision)
- This Referral Form is not intended to address the project's site access plan, driveway dimensions and location, internal circulation elements, dedication and widening, and other issues. These items require separate review and approval by LADOT.

### SPECIAL REQUIREMENTS

When submitting this referral form to LADOT, include the completed documents listed below.

- Copy of Department of City Planning Application ([CP-7771.1](#)).
- Copy of a fully dimensioned site plan showing all existing and proposed structures, parking and loading areas, driveways, as well as on-site and off-site circulation.
- If filing for purposes of Site Plan Review, a copy of the Site Plan Review Supplemental Application.
- Copy of project-specific VMT Calculator analysis results.

**TO BE VERIFIED BY PLANNING STAFF PRIOR TO LADOT REVIEW**

**LADOT DEVELOPMENT SERVICES DIVISION OFFICES:** Please route this form for processing to the appropriate LADOT Development Review Office as follows (see [this map](#) for geographical reference):

**Metro**  
213-972-8482  
100 S. Main St, 9<sup>th</sup> Floor  
Los Angeles, CA 90012

**West LA**  
213-485-1062  
7166 W. Manchester Blvd  
Los Angeles, CA 90045

**Valley**  
818-374-4699  
6262 Van Nuys Blvd, 3<sup>rd</sup> Floor  
Van Nuys, CA 91401

**1. PROJECT INFORMATION**

Case Number: \_\_\_\_\_

Address: \_\_\_\_\_

Project Description: \_\_\_\_\_

Seeking Existing Use Credit (will be calculated by LADOT): Yes \_\_\_\_\_ No \_\_\_\_\_ Not sure \_\_\_\_\_

Applicant Name: \_\_\_\_\_

Applicant E-mail: \_\_\_\_\_ Applicant Phone: \_\_\_\_\_

Planning Staff Initials: \_\_\_\_\_ Date: \_\_\_\_\_

**2. PROJECT REFERRAL TABLE**

	Land Use (list all)	Size / Unit	Daily Trips <sup>1</sup>
Proposed <sup>1</sup>			
	<i>Total trips<sup>1</sup>:</i>		39
<p><b>a.</b> Does the proposed project involve a discretionary action? <span style="float: right;">Yes <input type="checkbox"/> No <input type="checkbox"/></span></p> <p><b>b.</b> Would the proposed project generate 250 or more daily vehicle trips<sup>2</sup>? <span style="float: right;">Yes <input type="checkbox"/> No <input type="checkbox"/></span></p> <p><b>c.</b> If the project is replacing an existing number of residential units with a smaller number of residential units, is the proposed project located within one-half mile of a heavy rail, light rail, or bus rapid transit station<sup>3</sup>? <span style="float: right;">Yes <input type="checkbox"/> No <input type="checkbox"/></span></p> <p>If <b>YES</b> to <b>a.</b> and <b>b.</b> or <b>c.</b>, or to <b>all</b> of the above, the Project <u>must</u> be referred to LADOT for further assessment.</p> <p>Verified by: Planning Staff Name: _____ Phone: _____</p> <p style="text-align: center;">Signature: <i>Kevin Fulton</i> Date: _____</p>			

<sup>1</sup> Qualifying Existing Use to be determined by LADOT staff on following page, per LADOT's Transportation Assessment Guidelines.

<sup>2</sup> To calculate the project's total daily trips, use the VMT Calculator. Under 'Project Information', enter the project address, land use type, and intensity of all proposed land uses. Select the '+' icon to enter each land use. After you enter the information, copy the 'Daily Vehicle Trips' number into the total trips in this table. Do not consider any existing use information for screening purposes. For additional questions, consult LADOT's [VMT Calculator User Guide](#) and the LADOT Transportation Assessment Guidelines (available on the LADOT website).

<sup>3</sup> Relevant transit lines include: Metro Red, Purple, Blue, Green, Gold, Expo, Orange, and Silver line stations; and Metrolink stations.

**TO BE COMPLETED BY LADOT**

**3. PROJECT INFORMATION**

	Land Use (list all)	Size / Unit	Daily Trips
Proposed			
	<i>Total new trips:</i>		
Existing			
	<i>Total existing trips:</i>		
<i>Net Increase / Decrease (+ or -)</i>			

- a. Is the project a single retail use that is less than 50,000 square feet? Yes  No
- b. Would the project generate a net increase of 250 or more daily vehicle trips? Yes  No
- c. Would the project generate a net increase of 500 or more daily vehicle trips? Yes  No
- d. Would the project result in a net increase in daily VMT? Yes  No
- e. If the project is replacing an existing number of residential units with a smaller number of residential units, is the proposed project located within one-half mile of a heavy rail, light rail, or bus rapid transit station? Yes  No
- f. Does the project trigger Site Plan Review (LAMC 16.05)? Yes  No
- g. Project size:
  - i. Would the project generate a net increase of 1,000 or more daily vehicle trips? Yes  No
  - ii. Is the project's frontage 250 linear feet or more along a street classified as an Avenue or Boulevard per the City's General Plan? Yes  No
  - iii. Is the project's building frontage encompassing an entire block along a street classified as an Avenue or Boulevard per the City's General Plan? Yes  No

**VMT Analysis (CEQA Review)**

If **YES** to **a.** and **NO** to **e.** a VMT analysis is **NOT** required.  
 If **YES** to both **b.** and **d.**; or to **e.** a VMT analysis **is** required.

**Access, Safety, and Circulation Assessment (Corrective Conditions)**

If **YES** to **c.**, a project access, safety, and circulation evaluation may be required.  
 If **YES** to **f.** and either **g.i.**, **g.ii.**, or **g.iii.**, an access assessment may be required.

LADOT Comments:

---



---



---



---



*Please note that this form is not intended to address the project's site access plan, driveway dimensions and location, internal circulation elements, dedication and widening, and other issues. These items require separate review and approval by LADOT. Qualifying Existing Use to be determined per LADOT's Transportation Assessment Guidelines.*

4. Specific Plan with Trip Fee or TDM Requirements: **Yes**  **No**

Fee Calculation Estimate: \_\_\_\_\_

VMT Analysis Required (Question b. satisfied): **Yes**  **No**

Access, Safety, and Circulation Evaluation Required (Question c. satisfied): **Yes**  **No**

Access Assessment Required (Question c., f., and either g.i., g.ii. or g.iii satisfied): **Yes**  **No**

Prepared by DOT Staff Name: \_\_\_\_\_ Phone: \_\_\_\_\_

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

# CITY OF LOS ANGELES VMT CALCULATOR Version 1.4



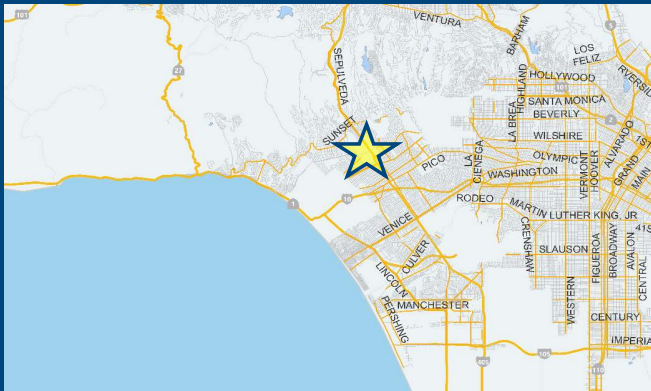
*Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?*

## Project Information

Project:

Scenario:

Address:



**Is the project replacing an existing number of residential units with a smaller number of residential units AND is located within one-half mile of a fixed-rail or fixed-guideway transit station?**

Yes  No

## Existing Land Use

Land Use Type	Value	Unit
Housing   Single Family	1	DU
Housing   Single Family	1	DU

[Click here to add a single custom land use type \(will be included in the above list\)](#)

## Proposed Project Land Use

Land Use Type	Value	Unit
Housing   Multi-Family	9	DU
Housing   Affordable Housing - Family	2	DU
Housing   Multi-Family	9	DU

[Click here to add a single custom land use type \(will be included in the above list\)](#)

## Project Screening Summary

Existing Land Use	Proposed Project
<b>6</b> Daily Vehicle Trips	<b>39</b> Daily Vehicle Trips
<b>38</b> Daily VMT	<b>253</b> Daily VMT

### Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station.

### Tier 2 Screening Criteria

The net increase in daily trips < 250 trips **33**  
Net Daily Trips

The net increase in daily VMT ≤ 0 **215**  
Net Daily VMT

The proposed project consists of only retail land uses ≤ 50,000 square feet total. **0.000**  
ksf

**The proposed project is not required to perform VMT analysis.**





TREE DISCLOSURE STATEMENT

Los Angeles Municipal Code (LAMC) Section 46.00 requires disclosure and protection of certain trees located on private and public property, and that they be shown on submitted and approved site plans. Any discretionary application on a property that includes changes to the building footprint or any other change to the areas of the property not currently built upon or paved, including demolition, grading, or fence permit applications, or any discretionary change that could potentially remove or affect trees or shrubs, shall provide a Tree Disclosure Statement completed and signed by the Property Owner.

If the Tree Disclosure Statement indicates that there are any protected trees or protected shrubs on the project site and/or any trees within the adjacent public right-of-way that may be impacted or removed as a result of the project, a Tree Report ([CP-4068](#)) will be required, and the field visit must be conducted by a qualified Tree Expert, prepared and conducted within the last 12 months.

Property Address: 10756 Wilkins Avenue, Los Angeles, CA 90024

Date of Field Visit: August 6, 2022

Does the property contain any of the following protected trees or shrubs?

- Yes (Mark any that apply below)
  - Oak, including Valley Oak (*Quercus lobota*) and California Live Oak (*Quercus agrifolia*) or any other tree of the oak genus indigenous to California, but excluding the Scrub Oak
  - Southern California Black Walnut (*Juglans californica*)
  - Western Sycamore (*Platanus racemosa*)
  - California Bay (*Umbellularia californica*)
  - Mexican Elderberry (*Sambucus mexicana*)
  - Toyon (*Heteromeles arbutifolia*)
- No

Does the property contain any street trees in the adjacent public right-of-way?

- Yes     No

Does the project occur within the Mt. Washington/Glassell Park Specific Plan Area and contain any trees 12 inches or more diameter at 4.5 feet above average natural grade at base of tree and/or is more than 35 feet in height?

- Yes     No

Does the project occur within the Coastal Zone and contain any of the following trees?

Yes (Mark any that apply below)

- Blue Gum Eucalyptus (*Eucalyptus globulus*)
- Red River Gum Eucalyptus (*Eucalyptus camaldulensis*)
- Other Eucalyptus species

No

Have any trees or shrubs been removed in the last two years?

Yes       No

If Yes, were any protected species (as listed in Ordinance No. 186,873)?

Yes       No

If Yes, provide permit information: \_\_\_\_\_

## Tree Expert Credentials (if applicable)

Name of Tree Expert: Lisa Smith

Mark which of the following qualifications apply:

- Certified arborist with the International Society of Arboriculture who holds a license as an agricultural pest control advisor
- Certified arborist with the International Society of Arboriculture who is a licensed landscape architect
- Registered consulting arborist with the American Society of Consulting Arborists

Certification/License No.: #WE3782B

## Owner's Declaration

I acknowledge and understand that knowingly or negligently providing false or misleading information in response to this disclosure requirement constitutes a violation of the Los Angeles Municipal Code Section 46.00, which can lead to criminal and/or civil legal action. I certify that the information provided on this form relating to the project site and any of the above trees and/or biological resources is accurate to the best of my knowledge.

Name of the Owner (Print) Babak Nehoray

Owner Signature *Babak Nehoray*  
Babak Nehoray (Aug 10, 2023 14:33 PDT)

Date 08/02/2023





# TREE REPORT

## **PREPARED FOR**

Babak Nehoray

## **PROPERTY**

10756 Wilkins Avenue  
Los Angeles, CA 90024

## **CONTACT**

Pouya Payan, Labyrinth Design Studio Inc.  
818.200.5005  
pouya@labyrinth-ds.com

August 17, 2023

## **PREPARED BY**

LISA SMITH, **THE TREE RESOURCE** ®  
REGISTERED CONSULTING ARBORIST #464  
ISA BOARD CERTIFIED MASTER ARBORIST #WE3782B  
ISA TREE RISK ASSESSOR QUALIFIED - INSTRUCTOR  
MEMBER OF AMERICAN SOCIETY OF CONSULTING ARBORISTS  
P.O. BOX 49314, LOS ANGELES, CA 90049  
T 310-663-2290 E [lisa@thetreeresource.com](mailto:lisa@thetreeresource.com)

## TABLE OF CONTENTS

SUMMARY	3
ASSIGNMENT	5
LIMITATIONS	5
TREE CHARACTERISTICS AND SITE CONDITIONS	5
IMPACT ANALYSIS AND SPECIFIC RECOMMENDATIONS	5
APPENDIX A.1 –TREE LOCATION MAP	6
APPENDIX A.2 –TREE LOCATION MAP on SITE PLAN	7
APPENDIX A.3 – LANDSCAPING PLAN	8
APPENDIX B - PHOTOGRAPH	9
APPENDIX C – SUMMARY OF FIELD INSPECTION	10
APPENDIX D – SUMMARY OF DATA	11
New Tree Planting	12
Tree Maintenance and Pruning	14
Diseases and Insects, Grade Changes, Inspection	16
ASSUMPTIONS AND LIMITING CONDITIONS	17

# TREE REPORT

10756 Wilkins Avenue  
 Los Angeles, CA 90024

## SUMMARY

PROJECT OVERVIEW	
Site Address	10756 Wilkins Avenue, Los Angeles, CA 90024
Location and/or Specific Plan	Westwood
Project Description	Multi-family housing
Date of Site Visit	August 25, 2023
Number of Protected Trees on Site	0
Number of Recommended Removals	0

This Tree Report was prepared at the request of the property owner, Babak Nehoray, who is preparing to build multi-family housing on this property. The subject property is 6,754 square feet and is located in the Westwood area of Los Angeles.

## PROTECTED TREES, URBAN FORESTRY DIVISION

This property is under the jurisdiction of the City of Los Angeles and guided by the Native Tree Protection Ordinance No. 186873. **Protected Trees** are defined by this ordinance as oaks (*Quercus* sp.) indigenous to California but excluding the scrub oak (*Quercus dumosa*); Southern California black walnut (*Juglans californica* var. *californica*); Western sycamore (*Platanus racemosa*) and California bay laurel (*Umbellularia californica*) trees with a diameter at breast height (DBH) of four inches (4") or greater. **Protected Shrubs** are defined as Mexican elderberry (*Sambucus mexicana*); Toyon (*Heteromeles arbutifolia*) which measure four inches or more in cumulative diameter, four and one-half feet above the ground level at the base of the shrub.

**There are NO trees or shrubs on this property that would be considered protected within the City of Los Angeles Native Tree Protection Ordinance.**

## NEIGHBOR TREES

I have also inspected the neighboring properties to confirm there are no protected tree species that are adjacent to the construction zone, or in areas of impact.

## CITY OF LOS ANGELES STREET TREES, URBAN FORESTRY DIVISION

There are five (5) trees located in the parkway perimeter that are considered **City of Los Angeles Street Trees**. These trees will receive no impact and will be retained and protected in place.

## NON-PROTECTED SIGNIFICANT TREES, DEPARTMENT OF CITY PLANNING

The Department of City Planning requires the identification of the location, size, type and condition of all existing trees on the site with a DBH of 8 inches (8") or greater. These trees will be identified as **Non-Protected Significant Trees**.

At this time, I observed two (2) **Non-Protected Significant Trees** on the property. These trees will be impacted by construction and are recommended for removal and replacement to the satisfaction of the City of Los Angeles Department of City Planning.



## ASSIGNMENT

The Assignment included:

- Field Observation and Inventory of Trees on Site
- Evaluation of potential construction impacts
- Photographs of the subject trees are included in Appendix B
- Matrix of proposed tree removals and trees to remain

## LIMITS OF THE ASSIGNMENT

The field inspection was a visual, grade level tree assessment. No special tools or equipment were used. No tree risk assessments were performed. My site examination and the information in this report is limited to the date and time the inspection occurred. The information in this report is limited to the condition of the trees at the time of my inspection.

## TREE CHARACTERISTICS AND SITE CONDITIONS

Detailed information with respect to size, condition, species and recommendations are included in the Summary of Field Inspections in Appendix C. The trees are numbered on the Tree Location Map in Appendix A.

## IMPACT ANALYSIS AND SPECIFIC RECOMMENDATIONS

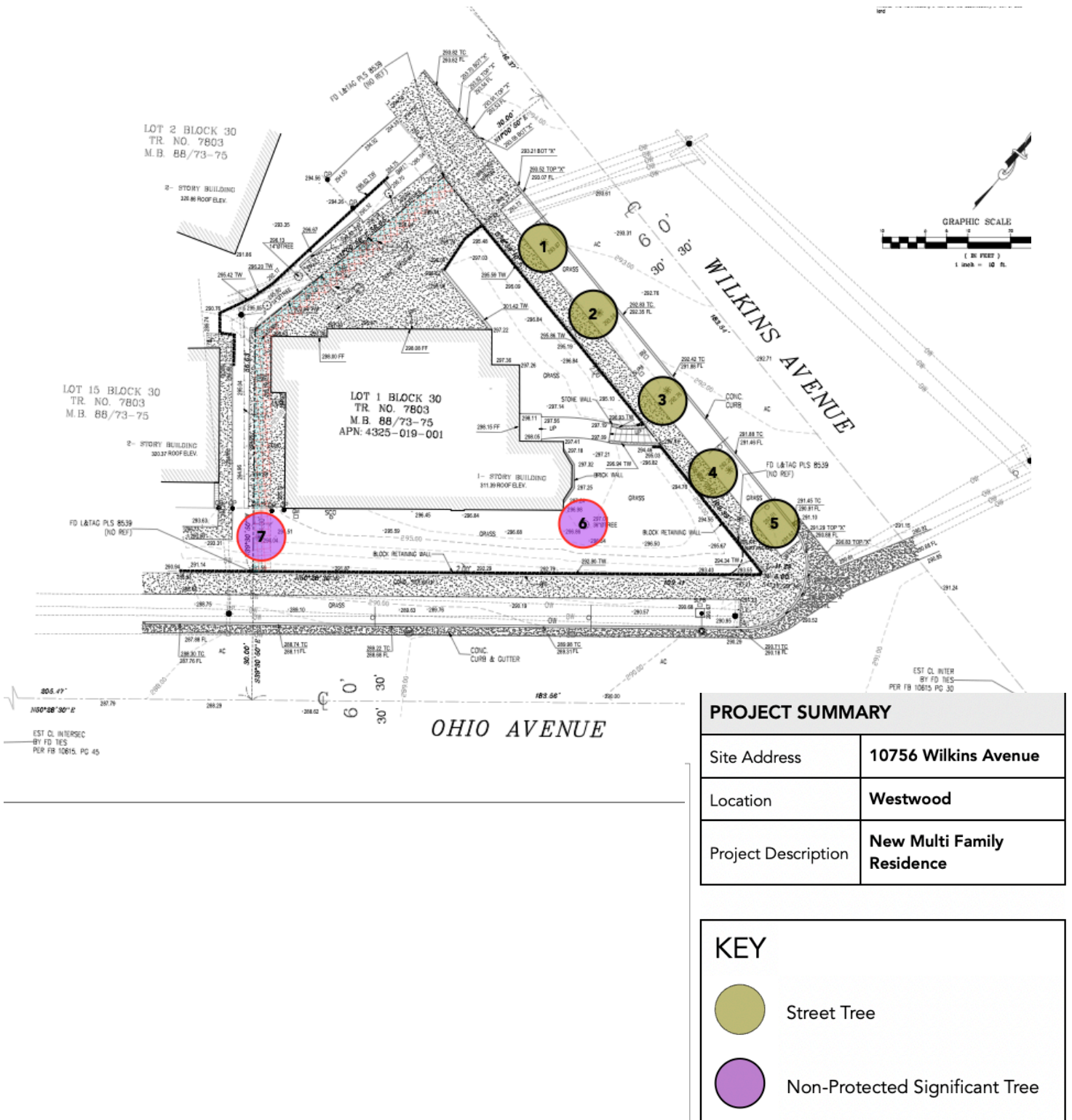
### **STREET TREES**

Five (5) City of Los Angeles Street Trees Queen Palm trees #1-#5 located in the parkway perimeter will receive no impact and will be retained and protected in place.



### **NON-PROTECTED TREES**

Two (2) Non-Protected Significant Deodar Cedar Trees #6 and #7 are in the direct footprint of the new construction and are recommended for removal.

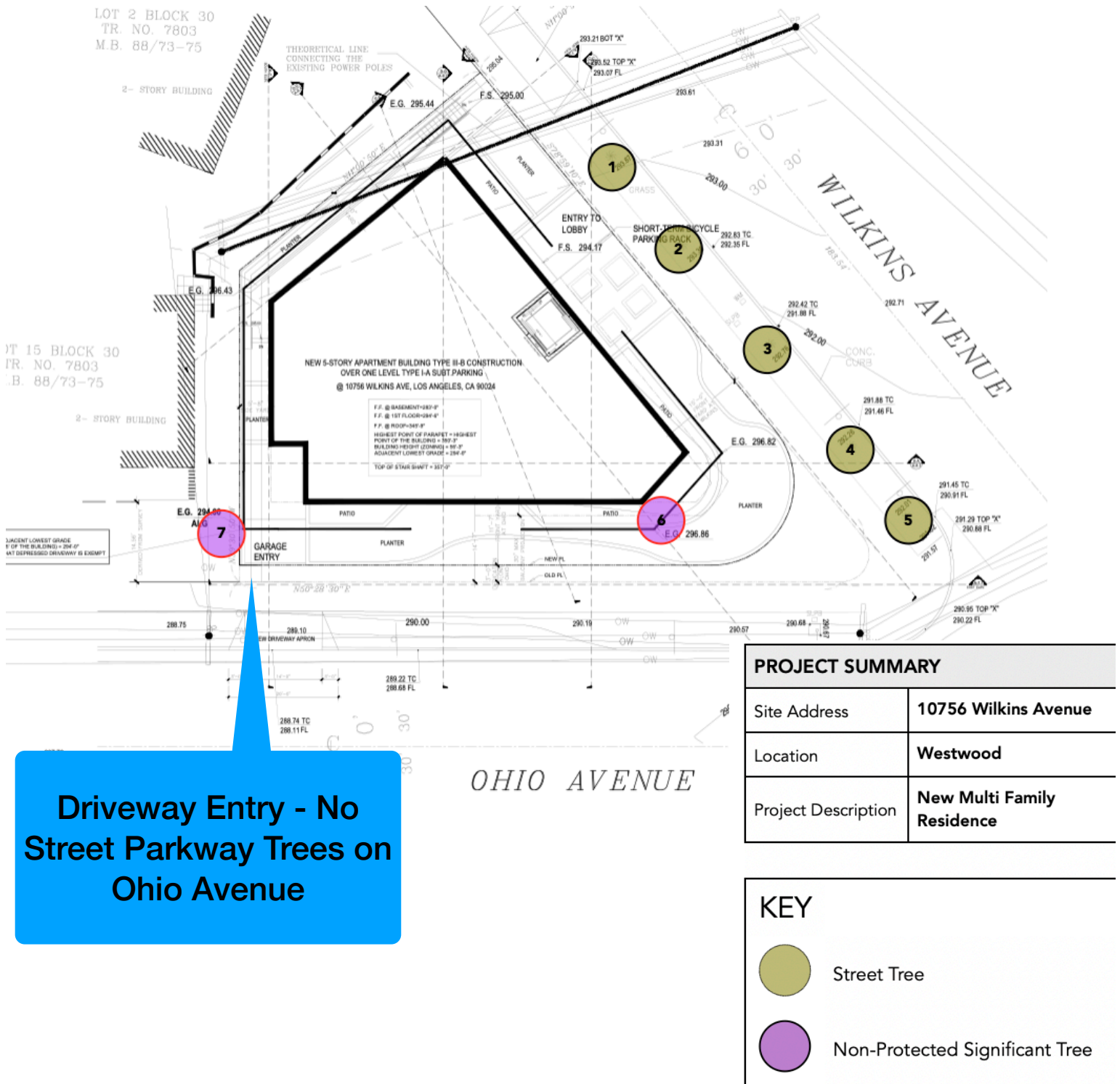
# APPENDIX A.1 - TREE LOCATION MAP



PROJECT SUMMARY	
Site Address	10756 Wilkins Avenue
Location	Westwood
Project Description	New Multi Family Residence

KEY	
	Street Tree
	Non-Protected Significant Tree

# APPENDIX A.2 - TREE LOCATION MAP on SITE PLAN



# APPENDIX A.3 - Landscaping Plan, REDUCED



PROJECT: 10756 W. WILKINS AVE. LOS ANGELES, CA 90024

Scale: As Shown  
Date: March 2023  
City: Los Angeles  
County: LA  
Drawing: P-1  
Drawing by: SQA INC

LP-1

PROJECT SUMMARY	
Site Address	10756 Wilkins Avenue
Location	Westwood
Project Description	New Multi Family Residence

**KEY**

Street Tree



## APPENDIX B - PHOTOGRAPHS



**PHOTO 1** - The (5) Queen Palm trees located in the parkway along Wilkins Avenue to be retained. Also shows the two non-proceed Deodar cedar trees for removal.

## APPENDIX C - SUMMARY OF FIELD INSPECTION

Rating Code: A = Excellent, B = Good, C = Fair, D = Poor, E = Nearly Dead, F = Dead

Tree #	Species	Status	DBH (")	Height (')	Spread (')	Summary of Condition	Retain or Remove
1	Queen Palm <i>Syagrus romanzoffiana</i>	Street - Parkway	10"+	30	10	Fair	Retain
2	Queen Palm <i>Syagrus romanzoffiana</i>	Street - Parkway	10"+	20	10	Fair	Retain
3	Queen Palm <i>Syagrus romanzoffiana</i>	Street - Parkway	10"+	15	10	Fair	Retain
4	Queen Palm <i>Syagrus romanzoffiana</i>	Street - Parkway	10"+	20	10	Fair	Retain
5	Queen Palm <i>Syagrus romanzoffiana</i>	Street - Parkway	10"+	20	10	Fair	Retain
6	Deodar Cedar <i>Cedrus deodara</i>	Non-protected	30	50	35	Fair	Remove
7	Deodar Cedar <i>Cedrus deodara</i>	Non-protected	30	50	35	Fair	Remove

## APPENDIX D - SUMMARY OF DATA

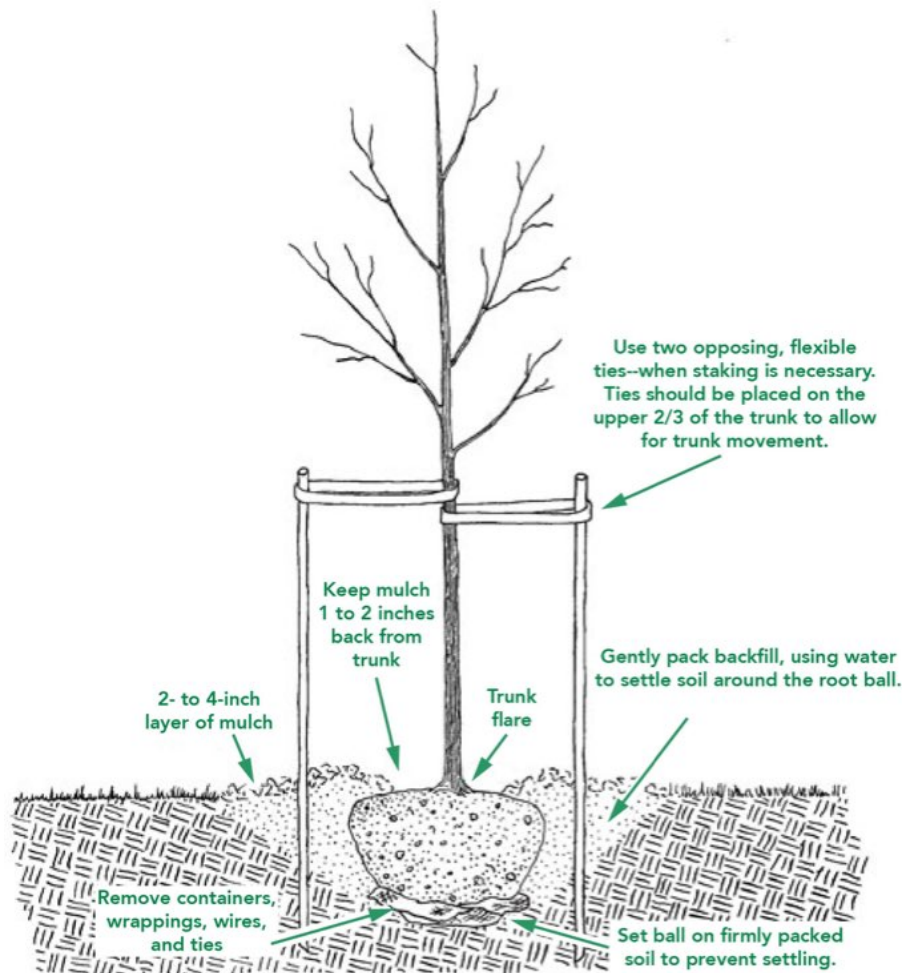
**Table 2. Schedule of Proposed Removals**

Tree #	Species	Status	Condition	RECOMMENDATION	
				Retain or Remove	Reason for Removal
6	Deodar Cedar <i>Cedrus deodara</i>	Non-protected	Fair	Remove	Construction Impact
7	Deodar Cedar <i>Cedrus deodara</i>	Non-protected	Fair	Remove	Construction Impact

### Recommended Species and Size of Replacement Trees

Non-protected trees to be replaced to the satisfaction of the City of Los Angeles.

## NEW TREE PLANTING



The ideal time to plant trees and shrubs is during the dormant season, in the fall after leaf drop or early spring before budbreak. Weather conditions are cool and allow plants to establish roots in the new location before spring rains and summer heat stimulate new top growth. Before you begin planting your tree, be sure you have had all underground utilities located prior to digging.

If the tree you are planting is balled or bare root, it is important to understand that its root system has been reduced by 90 to 95 percent of its original size during transplanting. As a result of the trauma caused by the digging process, trees commonly exhibit what is known as transplant shock. Containerized trees may also experience transplant shock, particularly if they have circling roots that must be cut. Transplant shock is indicated by slow growth and reduced vigor following transplanting. Proper site preparation before and during planting coupled with good follow-up care reduces the amount of time the plant experiences transplant shock and allows the tree to quickly establish in its new location. Carefully follow nine simple steps, and you can significantly reduce the stress placed on the plant at the time of planting.



## NEW TREE PLANTING, continued

- 1. Dig a shallow, broad planting hole.** Make the hole wide, as much as three times the diameter of the root ball but only as deep as the root ball. It is important to make the hole wide because the roots on the newly establishing tree must push through surrounding soil in order to establish. On most planting sites in new developments, the existing soils have been compacted and are unsuitable for healthy root growth. Breaking up the soil in a large area around the tree provides the newly emerging roots room to expand into loose soil to hasten establishment.
- 2. Identify the trunk flare.** The trunk flare is where the roots spread at the base of the tree. This point should be partially visible after the tree has been planted (see diagram). If the trunk flare is not partially visible, you may have to remove some soil from the top of the root ball. Find it so you can determine how deep the hole needs for proper planting.
- 3. Remove tree container for containerized trees.** Carefully cutting down the sides of the container may make this easier. Inspect the root ball for circling roots and cut or remove them. Expose the trunk flare, if necessary.
- 4. Place the tree at the proper height.** Before placing the tree in the hole, check to see that the hole has been dug to the proper depth and no more. The majority of the roots on the newly planted tree will develop in the top 12 inches of soil. If the tree is planted too deeply, new roots will have difficulty developing because of a lack of oxygen. It is better to plant the tree a little high, 1-2 inches above the base of the trunk flare, than to plant it at or below the original growing level. This planting level will allow for some settling.
- 5. Straighten the tree in the hole.** Before you begin backfilling, have someone view the tree from several directions to confirm that the tree is straight. Once you begin backfilling, it is difficult to reposition the tree.
- 6. Fill the hole gently but firmly.** Fill the hole about one-third full and gently but firmly pack the soil around the base of the root ball. Be careful not to damage the trunk or roots in the process. Fill the remainder of the hole, taking care to firmly pack soil to eliminate air pockets that may cause roots to dry out. To avoid this problem, add the soil a few inches at a time and settle with water. Continue this process until the hole is filled and the tree is firmly planted. It is not recommended to apply fertilizer at time of planting.
- 7. Stake the tree, if necessary.** If the tree is grown properly at the nursery, staking for support will not be necessary in most home landscape situations. Studies have shown that trees establish more quickly and develop stronger trunk and root systems if they are not staked at the time of planting. However, protective staking may be required on sites where lawn mower damage, vandalism, or windy conditions are concerns. If staking is necessary for support, there are three methods to choose among: staking, guying, and ball stabilizing. One of the most common methods is staking. With this method, two stakes used in conjunction with a wide, flexible tie material on the lower half of the tree will hold the tree upright, provide flexibility, and minimize injury to the trunk (see diagram). Remove support staking and ties after the first year of growth.
- 8. Mulch the base of the tree.** Mulch is simply organic matter applied to the area at the base of the tree. It acts as a blanket to hold moisture, it moderates soil temperature extremes, and it reduces competition from grass and weeds. A 2- to 3-inch layer is ideal. More than 3 inches may cause a problem with oxygen and moisture levels. When placing mulch, be sure that the actual trunk of the tree is not covered. Doing so may cause decay of the living bark at the base of the tree. A mulch-free area, 1 to 2 inches wide at the base of the tree, is sufficient to avoid moist bark conditions and prevent decay.

## TREE MAINTENANCE AND PRUNING

Some trees do not generally require pruning. The occasional removal of dead twigs or wood is typical. Occasionally a tree has a defect or structural condition that would benefit from pruning. Any pruning activity should be performed under the guidance of a certified arborist or tree expert.

Because each cut has the potential to change the growth of the tree, no branch should be removed without a reason. Common reasons for pruning are to remove dead branches, to remove crowded or rubbing limbs, and to eliminate hazards. Trees may also be pruned to increase light and air penetration to the inside of the tree's crown or to the landscape below. In most cases, mature trees are pruned as a corrective or preventive measure.

Routine thinning does not necessarily improve the health of a tree. Trees produce a dense crown of leaves to manufacture the sugar used as energy for growth and development. Removal of foliage through pruning can reduce growth and stored energy reserves. Heavy pruning can be a significant health stress for the tree.

Yet if people and trees are to coexist in an urban or suburban environment, then we sometimes have to modify the trees. City environments do not mimic natural forest conditions. Safety is a major concern. Also, we want trees to complement other landscape plantings and lawns. Proper pruning, with an understanding of tree biology, can maintain good tree health and structure while enhancing the aesthetic and economic values of our landscapes.

### Pruning Techniques – From the I.S.A. Guideline

Specific types of pruning may be necessary to maintain a mature tree in a healthy, safe, and attractive condition.

**Cleaning** is the removal of dead, dying, diseased, crowded, weakly attached, and low- vigor branches from the crown of a tree.

**Thinning** is the selective removal of branches to increase light penetration and air movement through the crown. Thinning opens the foliage of a tree, reduces weight on heavy limbs, and helps retain the tree's natural shape.

**Raising** removes the lower branches from a tree to provide clearance for buildings, vehicles, pedestrians, and vistas.

**Reduction** reduces the size of a tree, often for clearance for utility lines. Reducing the height or spread of a tree is best accomplished by pruning back the leaders and branch terminals to lateral branches that are large enough to assume the terminal roles (at least one-third the diameter of the cut stem). Compared to topping, reduction helps maintain the form and structural integrity of the tree.

## TREE MAINTENANCE AND PRUNING, continued

### How Much Should Be Pruned?

Mature trees should require little routine pruning. A widely accepted rule of thumb is never to remove more than one-quarter of a tree's leaf-bearing crown. In a mature tree, pruning even that much could have negative effects. Removing even a single, large-diameter limb can create a wound that the tree may not be able to close. The older and larger a tree becomes, the less energy it has in reserve to close wounds and defend against decay or insect attack. Pruning of mature trees is usually limited to removal of dead or potentially hazardous limbs.

### Wound Dressings

Wound dressings were once thought to accelerate wound closure, protect against insects and diseases, and reduce decay. However, research has shown that dressings do not reduce decay or speed closure and rarely prevent insect or disease infestations. Most experts recommend that wound dressings not be used.

## **DISEASES AND INSECTS**

Continual observation and monitoring of your tree can alert you to any abnormal changes. Some indicators are: excessive leaf drop, leaf discoloration, sap oozing from the trunk and bark with unusual cracks. Should you observe any changes, you should contact a Tree specialist or Certified Arborist to review the tree and provide specific recommendations. Trees are susceptible to hundreds of pests, many of which are typical and may not cause enough harm to warrant the use of chemicals. However, diseases and insects may be indication of further stress that should be identified by a professional.

## **GRADE CHANGES**

The growing conditions and soil level of trees are subject to detrimental stress should they be changed during the course of construction. Raising the grade at the base of a tree trunk can have long-term negative consequences. This grade level should be maintained throughout the protected zone. This will also help in maintaining the drainage in which the tree has become accustomed.

## **INSPECTION**

The property owner should establish an inspection calendar based on the recommendation provided by the tree specialist. This calendar of inspections can be determined based on several factors: the maturity of the tree, location of tree in proximity to high-use areas vs. low-use area, history of the tree, prior failures, external factors (such as construction activity) and the perceived value of the tree to the homeowner.



## Assumptions and Limiting Conditions

No warranty is made, expressed or implied, that problems or deficiencies of the trees or the property will not occur in the future, from any cause. The Consultant shall not be responsible for damages or injuries caused by any tree defects, and assumes no responsibility for the correction of defects or tree related problems.

The owner of the trees may choose to accept or disregard the recommendations of the Consultant, or seek additional advice to determine if a tree meets the owner's risk abatement standards.

The Consulting Arborist has no past, present or future interest in the removal or retaining of any tree. Opinions contained herein are the independent and objective judgments of the consultant relating to circumstances and observations made on the subject site.

The recommendations contained in this report are the opinions of the Consulting Arborist at the time of inspection. These opinions are based on the knowledge, experience, and education of the Consultant. The field inspection was a visual, grade level tree assessment.

The Consulting Arborist shall not be required to give testimony, perform site monitoring, provide further documentation, be deposed, or to attend any meeting without subsequent contractual arrangements for this additional employment, including payment of additional fees for such services as described by the Consultant.

The Consultant assumes no responsibility for verification of ownership or locations of property lines, or for results of any actions or recommendations based on inaccurate information.

This Arborist report may not be reproduced without the express permission of the Consulting Arborist and the client to whom the report was issued. Any change or alteration to this report invalidates the entire report.

Should you have any further questions regarding this property, please contact me at (310) 663-2290.

Respectfully submitted,



**Lisa Smith**

Registered Consulting Arborist #464  
ISA Board Certified Master Arborist #WE3782B  
ISA Tree Risk Assessor Qualified- Instructor  
American Society of Consulting Arborists, Member



# CITY OF LOS ANGELES

CALIFORNIA

BOARD OF  
BUILDING AND SAFETY  
COMMISSIONERS

VAN AMBATIELOS  
PRESIDENT

JAVIER NUNEZ  
VICE PRESIDENT

JOSELYN GEAGA-ROSENTHAL  
GEORGE HOVAGUIMIAN  
ELVIN W. MOON



ERIC GARCETTI  
MAYOR

DEPARTMENT OF  
BUILDING AND SAFETY  
201 NORTH FIGUEROA STREET  
LOS ANGELES, CA 90012

OSAMA YOUNAN, P.E.  
GENERAL MANAGER  
SUPERINTENDENT OF BUILDING

JOHN WEIGHT  
EXECUTIVE OFFICER

## SOILS REPORT APPROVAL LETTER

August 6, 2021

LOG # 118330  
SOILS/GEOLOGY FILE - 2

Karim M Makarechi  
4212 La Palma Ave.  
Anaheim, CA 92807

TRACT: TR 7803  
BLOCK: 30  
LOT(S): 1  
LOCATION: 10756 W. Wilkins Ave.

<u>CURRENT REFERENCE</u> <u>REPORT/LETTER(S)</u>	<u>REPORT</u> <u>No.</u>	<u>DATE OF</u> <u>DOCUMENT</u>	<u>PREPARED BY</u>
Soils Report	IC 21082-I	07/16/2021	Irvine Geotechnical
Laboratory Test Report	SL21.3673	07/08/2021	Soil Labworks, LLC

The Grading Division of the Department of Building and Safety has reviewed the referenced reports that provide recommendations for the proposed 5-story apartment building with one level subterranean parking. The earth materials at the subsurface exploration locations consist of up to 0.5 feet of uncertified fill underlain by native soils. The consultants recommend to support the proposed structure(s) on conventional foundations bearing on native undisturbed soils.

Groundwater was not encountered during exploration to a depth of 15 feet below the existing grade and the historically highest groundwater level in the area is approximately 20 feet below the ground surface, according to the consultants.

The referenced reports are acceptable, provided the following conditions are complied with during site development:

(Note: Numbers in parenthesis ( ) refer to applicable sections of the 2020 City of LA Building Code. P/BC numbers refer the applicable Information Bulletin. Information Bulletins can be accessed on the internet at LADBS.ORG.)

1. Approval shall be obtained from the Department of Public Works, Bureau of Engineering, Development Services and Permits Program for the proposed removal of support and/or retaining of slopes adjoining to public way (3307.3.2).

201 N. Figueroa Street 3rd Floor, LA (213) 482-7045

2. The soils engineer shall review and approve the detailed plans prior to issuance of any permit. This approval shall be by signature on the plans that clearly indicates the soils engineer has reviewed

the plans prepared by the design engineer; and, that the plans included the recommendations contained in their reports (7006.1).

3. All recommendations of the report(s) that are in addition to or more restrictive than the conditions contained herein shall be incorporated into the plans.
4. A copy of the subject and appropriate referenced reports and this approval letter shall be attached to the District Office and field set of plans (7006.1). Submit one copy of the above reports to the Building Department Plan Checker prior to issuance of the permit.
5. A grading permit shall be obtained for all structural fill and retaining wall backfill (106.1.2).
6. Prior to the issuance of any permit, an accurate volume determination shall be made and included in the final plans, with regard to the amount of earth material to be exported from the site. For grading involving import or export of more than 1000 cubic yards of earth materials within the grading hillside area, approval is required by the Board of Building and Safety. Application for approval of the haul route must be filed with the Board of Building and Safety Commission Office. Processing time for application is approximately 8 weeks to hearing plus 10-day appeal period.
7. All man-made fill shall be compacted to a minimum 90 percent of the maximum dry density of the fill material per the latest version of ASTM D 1557. Where cohesionless soil having less than 15 percent finer than 0.005 millimeters is used for fill, it shall be compacted to a minimum of 95 percent relative compaction based on maximum dry density. Placement of gravel in lieu of compacted fill is only allowed if complying with LAMC Section 91.7011.3.
8. Existing uncertified fill shall not be used for support of footings, concrete slabs or new fill (1809.2, 7011.3).
9. Drainage in conformance with the provisions of the Code shall be maintained during and subsequent to construction (7013.12).
10. Grading shall be scheduled for completion prior to the start of the rainy season, or detailed temporary erosion control plans shall be filed in a manner satisfactory to the Grading Division of the Department and the Department of Public Works, Bureau of Engineering, B-Permit Section, for any grading work in excess of 200 cubic yards (7007.1).

201 N. Figueroa Street 3rd Floor, LA (213) 482-7045

11. All loose foundation excavation material shall be removed prior to commencement of framing. Slopes disturbed by construction activities shall be restored (7005.3).
12. The applicant is advised that the approval of this report does not waive the requirements for excavations contained in the General Safety Orders of the California Department of Industrial Relations (3301.1).
13. Temporary excavations that remove lateral support to the public way, adjacent property, or adjacent structures shall be supported by shoring, as recommended. Note: Lateral support shall be considered to be removed when the excavation extends below a plane projected downward at an angle of 45 degrees from the bottom of a footing of an existing structure, from the edge of the public way or an adjacent property. (3307.3.1)
14. Where any excavation, not addressed in the approved reports, would remove lateral support (as defined in 3307.3.1) from a public way, adjacent property or structures, a supplemental report shall be submitted to the Grading Division of the Department containing recommendations for shoring, underpinning, and sequence of construction. Report shall include a plot plan and cross-section(s)

- showing the construction type, number of stories, and location of adjacent structures, and analysis incorporating all surcharge loads that demonstrate an acceptable factor of safety against failure. (7006.2 & 3307.3.2)
15. Prior to the issuance of any permit that authorizes an excavation where the excavation is to be of a greater depth than are the walls or foundation of any adjoining building or structure and located closer to the property line than the depth of the excavation, the owner of the subject site shall provide the Department with evidence that the adjacent property owner has been given a 30-day written notice of such intent to make an excavation (3307.1).
  16. The soils engineer shall review and approve the shoring plans prior to issuance of the permit (3307.3.2).
  17. Prior to the issuance of the permits, the soils engineer and the structural designer shall evaluate the surcharge loads used in the report calculations for the design of the retaining walls and shoring. If the surcharge loads used in the calculations do not conform to the actual surcharge loads, the soil engineer shall submit a supplementary report with revised recommendations to the Department for approval.
  18. Unsurcharged temporary excavations over 5 feet exposing soil shall be trimmed back at a gradient not exceeding 1:1, as recommended.
  19. Shoring shall be designed for the lateral earth pressures specified in the section titled "Temporary Shoring" starting on page 15 of the 07/16/2021 report; all surcharge loads shall be included into the design.
  20. Shoring shall be designed for a maximum lateral deflection of 1 inch, provided there are no structures within a 1:1 plane projected up from the base of the excavation. Where a structure is within a 1:1 plane projected up from the base of the excavation, shoring shall be designed for a maximum lateral deflection of ½ inch, or to a lower deflection determined by the consultant that does not present any potential hazard to the adjacent structure.
  21. A shoring monitoring program shall be implemented to the satisfaction of the soils engineer.
  22. All foundations shall derive entire support from native undisturbed soils, as recommended and approved by the soils engineer by inspection.
  23. Footings supported on approved compacted fill or expansive soil shall be reinforced with a minimum of four (4), ½-inch diameter (#4) deformed reinforcing bars. Two (2) bars shall be placed near the bottom and two (2) bars placed near the top of the footing.
  24. The foundation/slab design shall satisfy all requirements of the Information Bulletin P/BC 2017-116 "Foundation Design for Expansive Soils" (1803.5.3).
  25. Slabs placed on approved compacted fill shall be at least 3½ inches thick and shall be reinforced with ½-inch diameter (#4) reinforcing bars spaced a maximum of 16 inches on center each way.
  26. Concrete floor slabs placed on expansive soil shall be placed on a 4-inch fill of coarse aggregate or on a moisture barrier membrane. The slabs shall be at least 3½ inches thick and shall be reinforced with ½-inch diameter (#4) reinforcing bars spaced a maximum of 16 inches on center each way.
  27. The seismic design shall be based on a Site Class D, as recommended. All other seismic design parameters shall be reviewed by LADBS building plan check. According to ASCE 7-16 Section 11.4.8, the long period coefficient (F<sub>v</sub>) may be selected per Table 11.4-2 in ASCE 7-16, provided that the value of the Seismic Response Coefficient (C<sub>s</sub>) is determined by Equation 12.8-2 for values



of the fundamental period of the building (T) less than or equal to 1.5Ts, and taken as 1.5 times the value computed in accordance with either Equation 12.8-3 for T greater than 1.5Ts and less than or equal to TL or Equation 12.8-4 for T greater than TL. Alternatively, a supplemental report containing a site-specific ground motion hazard analysis in accordance with ASCE 7-16 Section 21.2 shall be submitted for review and approval.

28. Retaining walls shall be designed for the lateral earth pressures specified in the section titled "Retaining Walls" starting on page 12 of the 07/16/2021 report. Note: All surcharge loads shall be included into the design.
29. Retaining walls higher than 6 feet shall be designed for lateral earth pressure due to earthquake motions as specified on page 13 of the 07/16/2021 report (1803.5.12).  
  
Note: Lateral earth pressure due to earthquake motions shall be in addition to static lateral earth pressures and other surcharge pressures.
30. Basement walls and other walls in which horizontal movement is restricted at the top shall be designed for at-rest pressure as specified on page 12 of the 07/16/2021 report (1610.1). All surcharge loads shall be included into the design.
31. All retaining walls shall be provided with a standard surface backdrain system and all drainage shall be conducted in a non-erosive device to the street in an acceptable manner (7013.11).
32. With the exception of retaining walls designed for hydrostatic pressure, all retaining walls shall be provided with a subdrain system to prevent possible hydrostatic pressure behind the wall. Prior to issuance of any permit, the retaining wall subdrain system recommended in the soils report shall be incorporated into the foundation plan which shall be reviewed and approved by the soils engineer of record (1805.4).
33. Installation of the subdrain system shall be inspected and approved by the soils engineer of record and the City grading/building inspector (108.9).
34. Basement walls and floors shall be waterproofed/damp-proofed with an LA City approved "Below-grade" waterproofing/damp-proofing material with a research report number (104.2.6).
35. Prefabricated drainage composites (Miradrain, Geotextiles) may be only used in addition to traditionally accepted methods of draining retained earth.
36. Where the ground water table is lowered and maintained at an elevation not less than 6 inches below the bottom of the lowest floor, or where hydrostatic pressures will not occur, the floor and basement walls shall be damp-proofed. Where a hydrostatic pressure condition exists, and the design does not include a ground-water control system, basement walls and floors shall be waterproofed. (1803.5.4, 1805.1.3, 1805.2, 1805.3)
37. The structure shall be connected to the public sewer system per P/BC 2020-027.
38. All roof, pad and deck drainage shall be conducted to the street in an acceptable manner in non-erosive devices or other approved location in a manner that is acceptable to the LADBS and the Department of Public Works (7013.10).
39. An on-site storm water infiltration system at the subject site shall not be implemented, as recommended.
40. All concentrated drainage shall be conducted in an approved device and disposed of in a manner approved by the LADBS (7013.10).

41. The soils engineer shall inspect all excavations to determine that conditions anticipated in the report have been encountered and to provide recommendations for the correction of hazards found during grading (7008, 1705.6 & 1705.8).
42. Prior to pouring concrete, a representative of the consulting soils engineer shall inspect and approve the footing excavations. The representative shall post a notice on the job site for the LADBS Inspector and the Contractor stating that the work inspected meets the conditions of the report. No concrete shall be poured until the LADBS Inspector has also inspected and approved the footing excavations. A written certification to this effect shall be filed with the Grading Division of the Department upon completion of the work. (108.9 & 7008.2)
43. Prior to excavation an initial inspection shall be called with the LADBS Inspector. During the initial inspection, the sequence of construction; shoring; protection fences; and, dust and traffic control will be scheduled (108.9.1).
44. Installation of shoring shall be performed under the inspection and approval of the soils engineer and deputy grading inspector (1705.6, 1705.8).
45. Prior to the placing of compacted fill, a representative of the soils engineer shall inspect and approve the bottom excavations. The representative shall post a notice on the job site for the LADBS Inspector and the Contractor stating that the soil inspected meets the conditions of the report. No fill shall be placed until the LADBS Inspector has also inspected and approved the bottom excavations. A written certification to this effect shall be included in the final compaction report filed with the Grading Division of the Department. All fill shall be placed under the inspection and approval of the soils engineer. A compaction report together with the approved soil report and Department approval letter shall be submitted to the Grading Division of the Department upon completion of the compaction. In addition, an Engineer's Certificate of Compliance with the legal description as indicated in the grading permit and the permit number shall be included (7011.3).
46. No footing/slab shall be poured until the compaction report is submitted and approved by the Grading Division of the Department.

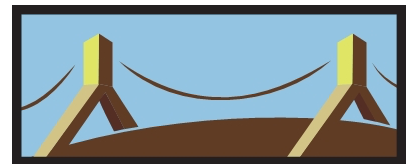
LEILA ETAAT  
Structural Engineering Associate II

LE/le  
Log No. 118330  
213-482-0480

cc: Applicant  
Irvine Geotechnical, Project Consultant  
LA District Office

# 10756 WEST WILKINS AVENUE PROJECT

## Air Quality Technical Report



Prepared by DKA Planning  
20445 Prospect Road, Suite C  
San Jose, CA 95129  
August 2023

# AIR QUALITY TECHNICAL REPORT

---

## Introduction

This technical report addresses the air quality impacts generated by construction and operation of the Proposed Project at 10756 West Wilkins Avenue in the City of Los Angeles. The analysis evaluates the consistency of the Project with the air quality policies set forth within the South Coast Air Quality Management District's (SCAQMD) Air Quality Management Plan (AQMP) and the City's General Plan. The analysis of Project-generated air emissions focuses on whether the Project would cause an exceedance of an ambient air quality standard or SCAQMD significance threshold. Calculation worksheets, assumptions, and model outputs used in the analysis are included in the Technical Appendix to this analysis.

## Regulatory Framework

### *Federal*

The Federal Clean Air Act (CAA) was first enacted in 1955 and has been amended numerous times in subsequent years, with the most recent amendments in 1990. At the federal level, the United States Environmental Protection Agency (USEPA) is responsible for implementation of some portions of the CAA (e.g., certain mobile source and other requirements). Other portions of the CAA (e.g., stationary source requirements) are implemented by state and local agencies. In California, the CCAA is administered by the California Air Resources Board (CARB) at the state level and by the air quality management districts and air pollution control districts at the regional and local levels.

The 1990 amendments to the CAA identify specific emission reduction goals for areas not meeting the National Ambient Air Quality Standard (NAAQS). These amendments require both a demonstration of reasonable further progress toward attainment and incorporation of additional sanctions for failure to attain or to meet interim milestones. The sections of the CAA which are most applicable to the Project include Title I (Nonattainment Provisions) and Title II (Mobile Source Provisions).

NAAQS have been established for seven major air pollutants: CO (carbon monoxide), NO<sub>2</sub> (nitrogen dioxide), O<sub>3</sub> (ozone), PM<sub>2.5</sub> (particulate matter, 2.5 microns), PM<sub>10</sub> (particulate matter, 10 microns), SO<sub>2</sub> (sulfur dioxide), and Pb (lead).

The Clean Air Act (CAA) requires the USEPA to designate areas as attainment, nonattainment, or maintenance (previously nonattainment and currently attainment) for each criteria pollutant based on whether the National Ambient Air Quality Standards (NAAQS) have been achieved. Title I provisions are implemented for the purpose of attaining NAAQS. The federal standards are summarized in Table 1. The USEPA has classified the Los Angeles County portion of the South Coast Air Basin (Basin) as a nonattainment area for O<sub>3</sub>, PM<sub>2.5</sub>, and Pb.



**Table 1**  
**State and National Ambient Air Quality Standards and Attainment Status for LA County**

Pollutant	Averaging Period	California		Federal	
		Standards	Attainment Status	Standards	Attainment Status
Ozone (O <sub>3</sub> )	1-hour	0.09 ppm (180 µg/m <sup>3</sup> )	Non-attainment	--	--
	8-hour	0.070 ppm (137 µg/m <sup>3</sup> )	N/A <sup>1</sup>	0.070 ppm (137 µg/m <sup>3</sup> )	Non-attainment
Respirable Particulate Matter (PM <sub>10</sub> )	24-hour	50 µg/m <sup>3</sup>	Non-attainment	150 µg/m <sup>3</sup>	Maintenance
	Annual Arithmetic Mean	20 µg/m <sup>3</sup>	Non-attainment	--	--
Fine Particulate Matter (PM <sub>2.5</sub> )	24-hour	--	--	35 µg/m <sup>3</sup>	Non-attainment
	Annual Arithmetic Mean	12 µg/m <sup>3</sup>	Non-attainment	12 µg/m <sup>3</sup>	Non-attainment
Carbon Monoxide (CO)	1-hour	20 ppm (23 mg/m <sup>3</sup> )	Attainment	35 ppm (40 mg/m <sup>3</sup> )	Maintenance
	8-hour	9.0 ppm (10 mg/m <sup>3</sup> )	Attainment	9 ppm (10 mg/m <sup>3</sup> )	Maintenance
Nitrogen Dioxide (NO <sub>2</sub> )	1-hour	0.18 ppm (338 µg/m <sup>3</sup> )	Attainment	100 ppb (188 µg/m <sup>3</sup> )	Maintenance
	Annual Arithmetic Mean	0.030 ppm (57 µg/m <sup>3</sup> )	Attainment	53 ppb (100 µg/m <sup>3</sup> )	Maintenance
Sulfur Dioxide (SO <sub>2</sub> )	1-hour	0.25 ppm (655 µg/m <sup>3</sup> )	Attainment	75 ppb (196 µg/m <sup>3</sup> )	Attainment
	24-hour	0.04 ppm (105 µg/m <sup>3</sup> )	Attainment	--	--
Lead (Pb)	30-day average	1.5 µg/m <sup>3</sup>	Attainment	--	--
	Calendar Quarter	--	--	0.15 µg/m <sup>3</sup>	Non-attainment
Visibility Reducing Particles	8-hour	Extinction of 0.07 per kilometer	N/A	No Federal Standards	
Sulfates	24-hour	25 µg/m <sup>3</sup>	Attainment	No Federal Standards	
Hydrogen Sulfide (H <sub>2</sub> S)	1-hour	0.03 ppm (42 µg/m <sup>3</sup> )	Unclassified	No Federal Standards	
Vinyl Chloride	24-hour	0.01 ppm (26 µg/m <sup>3</sup> )	N/A	No Federal Standards	

<sup>1</sup>N/A = not available

Source: CARB, Ambient Air Quality Standards, and attainment status, 2020 ([www.arb.ca.gov/desig/adm/adm.htm](http://www.arb.ca.gov/desig/adm/adm.htm)).

CAA Title II pertains to mobile sources, such as cars, trucks, buses, and planes. Reformulated gasoline and automobile pollution control devices are examples of the mechanisms the USEPA uses to regulate mobile air emission sources. The provisions of Title II have resulted in tailpipe emission standards for vehicles, which have been strengthened in recent years to improve air quality. For example, the standards for NO<sub>x</sub> emissions have been lowered substantially and the specification requirements for cleaner burning gasoline are more stringent.

The USEPA regulates emission sources that are under the exclusive authority of the federal government, such as aircraft, ships, and certain types of locomotives. USEPA has jurisdiction over emission sources outside state waters (e.g., beyond the outer continental shelf) and establishes various emission standards, including those for vehicles sold in states other than California. Automobiles sold in California must meet stricter emission standards established by CARB. USEPA adopted multiple tiers of emission standards to reduce emissions from non-road diesel engines (e.g., diesel-powered construction equipment) by integrating engine and fuel controls as a system to gain the greatest emission reductions. The first federal standards (Tier 1) for new non-road (or off-road) diesel engines were adopted in 1994 for engines over 50 horsepower, to be phased-in from 1996 to 2000. On August 27, 1998, USEPA introduced Tier 1 standards for equipment under 37 kW (50 horsepower) and increasingly more stringent Tier 2 and Tier 3 standards for all equipment with phase-in schedules from 2000 to 2008. The Tier 1 through 3 standards were met through advanced engine design, with no or only limited use of exhaust gas after-treatment (oxidation catalysts). Tier 3 standards for NO<sub>x</sub> and hydrocarbon are similar in stringency to the 2004 standards for highway engines. However, Tier 3 standards for particulate matter were never adopted. On May 11, 2004, USEPA signed the final rule introducing Tier 4 emission standards, which were phased-in between 2008 and 2015. The Tier 4 standards require that emissions of particulate matter and NO<sub>x</sub> be further reduced by about 90 percent. Such emission reductions are achieved through the use of control technologies—including advanced exhaust gas after-treatment.

## **State**

California Clean Air Act. In addition to being subject to the requirements of CAA, air quality in California is also governed by more stringent regulations under the California Clean Air Act (CCAA). In California, CCAA is administered by CARB at the state level and by the air quality management districts and air pollution control districts at the regional and local levels. CARB, which became part of the California Environmental Protection Agency in 1991, is responsible for meeting the state requirements of the CAA, administering the CCAA, and establishing the California Ambient Air Quality Standards (CAAQS). The CCAA, as amended in 1992, requires all air districts in the State to endeavor to achieve and maintain the CAAQS. CAAQS are generally more stringent than the corresponding federal standards and incorporate additional standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles.

CARB regulates mobile air pollution sources, such as motor vehicles. CARB is responsible for setting emission standards for vehicles sold in California and for other emission sources, such as consumer products and certain off-road equipment. CARB established passenger vehicle fuel specifications in March 1996. CARB oversees the functions of local air pollution control districts and air quality management districts, which, in turn, administer air quality activities at the regional and county levels. The State standards are summarized in Table 1.

The CCAA requires CARB to designate areas within California as either attainment or nonattainment for each criteria pollutant based on whether the CAAQS thresholds have been achieved. Under the CCAA,

areas are designated as nonattainment for a pollutant if air quality data shows that a state standard for the pollutant was violated at least once during the previous three calendar years. Exceedances that are affected by highly irregular or infrequent events are not considered violations of a state standard and are not used as a basis for designating areas as nonattainment. Under the CCAA, the non-desert Los Angeles County portion of the Basin is designated as a nonattainment area for O<sub>3</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>.

In August 2022, CARB approved regulations to ban new gasoline-powered cars beginning with 2035 models. Automakers will gradually electrify their fleet of new vehicles, beginning with 35 percent of 2026 models sold. In March 2023, USEPA approved CARB's regulations that mandate that all new medium- and heavy-duty trucks would be zero emissions by 2045 where feasible. Trucking companies would also have to gradually convert their existing fleets to zero emission vehicles.

Toxic Air Contaminant Identification and Control Act. The public's exposure to toxic air contaminants (TACs) is a significant public health issue in California. CARB's statewide comprehensive air toxics program was established in the early 1980s. The Toxic Air Contaminant Identification and Control Act created California's program to reduce exposure to air toxics. Under the Toxic Air Contaminant Identification and Control Act, CARB is required to use certain criteria in the prioritization for the identification and control of air toxics. In selecting substances for review, CARB must consider criteria relating to "the risk of harm to public health, amount or potential amount of emissions, manner of, and exposure to, usage of the substance in California, persistence in the atmosphere, and ambient concentrations in the community" [Health and Safety Code Section 39666(f)].

The Toxic Air Contaminant Identification and Control Act also requires CARB to use available information gathered from the Air Toxics "Hot Spots" Information and Assessment Act program to include in the prioritization of compounds. CARB identified particulate emissions from diesel-fueled engines (diesel PM) TACs in August 1998. Following the identification process, CARB was required by law to determine if there is a need for further control, which led to the risk management phase of the program. For the risk management phase, CARB formed the Diesel Advisory Committee to assist in the development of a risk management guidance document and a risk reduction plan. With the assistance of the Diesel Advisory Committee and its subcommittees, CARB developed the Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles and the Risk Management Guidance for the Permitting of New Stationary Diesel-Fueled Engines. The Board approved these documents on September 28, 2000, paving the way for the next step in the regulatory process: the control measure phase. During the control measure phase, specific Statewide regulations designed to further reduce diesel PM emissions from diesel-fueled engines and vehicles have and continue to be evaluated and developed. The goal of each regulation is to make diesel engines as clean as possible by establishing state-of-the-art technology requirements or emission standards to reduce diesel PM emissions. Breathing H<sub>2</sub>S at levels above the state standard could result in exposure to a disagreeable rotten eggs odor. The State does not regulate other odors.

California Air Toxics Program. The California Air Toxics Program was established in 1983, when the California Legislature adopted Assembly Bill (AB) 1807 to establish a two-step process of risk identification and risk management to address potential health effects from exposure to toxic substances in the air.<sup>1</sup> In the risk identification step, CARB and the Office of Environmental Health Hazard Assessment (OEHHA) determine if a substance should be formally identified, or "listed," as a TAC in

---

<sup>1</sup> California Air Resources Board, California Air Toxics Program, [www.arb.ca.gov/toxics/toxics.htm](http://www.arb.ca.gov/toxics/toxics.htm), last reviewed by CARB September 24, 2015.

California. Since inception of the program, a number of such substances have been listed, including benzene, chloroform, formaldehyde, and particulate emissions from diesel-fueled engines, among others.<sup>2</sup> In 1993, the California Legislature amended the program to identify the 189 federal hazardous air pollutants as TACs.

In the risk management step, CARB reviews emission sources of an identified TAC to determine whether regulatory action is needed to reduce risk. Based on results of that review, CARB has promulgated a number of airborne toxic control measures (ATCMs), both for mobile and stationary sources. In 2004, CARB adopted an ATCM to limit heavy-duty diesel motor vehicle idling in order to reduce public exposure to diesel PM and other TACs. The measure applies to diesel-fueled commercial vehicles with gross vehicle weight ratings greater than 10,000 pounds that are licensed to operate on highways, regardless of where they are registered. This measure does not allow diesel-fueled commercial vehicles to idle for more than five minutes at any given time.

In addition to limiting exhaust from idling trucks, CARB adopted regulations on July 26, 2007 for off-road diesel construction equipment such as bulldozers, loaders, backhoes, and forklifts, as well as many other self-propelled off-road diesel vehicles to reduce emissions by installation of diesel particulate filters and encouraging the replacement of older, dirtier engines with newer emission-controlled models. In April 2021, CARB proposed a 2020 Mobile Source Strategy that seeks to move California to 100 percent zero-emission off-road equipment by 2035.

Assembly Bill 2588 Air Toxics “Hot Spots” Program. The AB 1807 program is supplemented by the AB 2588 Air Toxics “Hot Spots” program, which was established by the California Legislature in 1987. Under this program, facilities are required to report their air toxics emissions, assess health risks, and notify nearby residents and workers of significant risks if present. In 1992, the AB 2588 program was amended by Senate Bill (SB) 1731 to require facilities that pose a significant health risk to the community to reduce their risk through implementation of a risk management plan.

Air Quality and Land Use Handbook: A Community Health Perspective. The *Air Quality and Land Use Handbook: A Community Health Perspective* provides important air quality information about certain types of facilities (e.g., freeways, refineries, rail yards, ports) that should be considered when siting sensitive land uses such as residences.<sup>3</sup> CARB provides recommended site distances from certain types of facilities when considering siting new sensitive land uses. The recommendations are advisory and should not be interpreted as defined “buffer zones.” If a project is within the siting distance, CARB recommends further analysis. Where possible, CARB recommends a minimum separation between new sensitive land uses and existing sources.

Air Quality and Land Use Handbook. CARB published the *Air Quality and Land Use Handbook* (CARB Handbook) on April 28, 2005 to serve as a general guide for considering health effects associated with siting sensitive receptors proximate to sources of TAC emissions. The recommendations provided therein are voluntary and do not constitute a requirement or mandate for either land use agencies or local air districts. The goal of the guidance document is to protect sensitive receptors, such as children,

---

<sup>2</sup> California Air Resources Board, Toxic Air Contaminant Identification List, [www.arb.ca.gov/toxics/id/taclist.htm](http://www.arb.ca.gov/toxics/id/taclist.htm), last reviewed by CARB July 18, 2011.

<sup>3</sup> California Air Resources Board, *Air Quality and Land Use Handbook, a Community Health Perspective*, April 2005.



the elderly, acutely ill, and chronically ill persons, from exposure to TAC emissions. Some examples of CARB's siting recommendations include the following: (1) avoid siting sensitive receptors within 500 feet of a freeway, urban road with 100,000 vehicles per day, or rural roads with 50,000 vehicles per day; (2) avoid siting sensitive receptors within 1,000 feet of a distribution center (that accommodates more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units per day, or where transport refrigeration unit operations exceed 300 hours per week); and (3) avoid siting sensitive receptors within 300 feet of any dry cleaning operation using perchloroethylene and within 500 feet of operations with two or more machines.

California Code of Regulations. The California Code of Regulations (CCR) is the official compilation and publication of regulations adopted, amended or repealed by the state agencies pursuant to the Administrative Procedure Act. The CCR includes regulations that pertain to air quality emissions. Specifically, Section 2485 in CCR Title 13 states that the idling of all diesel-fueled commercial vehicles (weighing over 10,000 pounds) used during construction shall be limited to five minutes at any location. In addition, Section 93115 in CCR Title 17 states that operation of any stationary, diesel-fueled, compression-ignition engines shall meet specified fuel and fuel additive requirements and emission standards.

### ***Regional (South Coast Air Quality Management District)***

The SCAQMD was created in 1977 to coordinate air quality planning efforts throughout Southern California. SCAQMD is the agency principally responsible for comprehensive air pollution control in the region. Specifically, SCAQMD is responsible for monitoring air quality, as well as planning, implementing, and enforcing programs designed to attain and maintain the CAAQS and NAAQS in the district. SCAQMD has jurisdiction over an area of 10,743 square miles consisting of Orange County; the non-desert portions of Los Angeles, Riverside, and San Bernardino counties; and the Riverside County portion of the Salton Sea Air Basin and Mojave Desert Air Basin. The Basin portion of SCAQMD's jurisdiction covers an area of 6,745 square miles. The Basin includes all of Orange County and the non-desert portions of Los Angeles (including the Project Area), Riverside, and San Bernardino counties.

Programs that were developed by SCAQMD to attain and maintain the CAAQS and NAAQS include air quality rules and regulations that regulate stationary sources, area sources, point sources, and certain mobile source emissions. SCAQMD is also responsible for establishing stationary source permitting requirements and for ensuring that new, modified, or relocated stationary sources do not create net emission increases. However, SCAQMD has primary authority over about 20 percent of NO<sub>x</sub> emissions, a precursor to ozone formation. All projects in the SCAQMD jurisdiction are subject to SCAQMD rules and regulations, including, but not limited to the following:

- SCAQMD Rule 402, which states that a person shall not discharge from any source whatsoever such quantities of air contaminants or other materials which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health, or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.
- SCAQMD Rule 403, would reduce the amount of particulate matter entrained in ambient air as a result of anthropogenic fugitive dust sources by requiring actions to prevent, reduce or mitigate fugitive dust emissions.

- SCAQMD Rule 431.2, would require use of low-sulfur fuel in construction equipment.
- SCAQMD Rule 445 would prohibit the inclusion of wood burning fireplaces in any residences.
- SCAQMD Rule 1113, which limits the VOC content of architectural coatings.
- In accordance with Section 2485 in Title 13 of the California Code of Regulations, the idling of all diesel-fueled commercial vehicles (with gross vehicle weight over 10,000 pounds) during construction would be limited to five minutes at any location.
- In accordance with Section 93115 in Title 17 of the California Code of Regulations, operation of any stationary, diesel-fueled, compression-ignition engines would meet specific fuel and fuel additive requirements and emissions standards.

Air Quality Management Plan. SCAQMD adopted the 2022 Air Quality Management Plan (AQMP) on December 2, 2022, updating the region’s air quality attainment plan to address the “extreme” ozone non-attainment status for the Basin and the severe ozone non-attainment for the Coachella Valley Basin by laying a path for attainment by 2037. This includes reducing NOx emissions by 67 percent more than required by adopted rules and regulations in 2037. The AQMP calls on strengthening many stationary source controls and addressing new sources like wildfires, but still concludes that the region will not meet air quality standards without a significant shift to zero emission technologies and significant federal action. The 2022 AQMP relies on the growth assumptions in SCAG’s 2020-2045 RTP/SCS.

Multiple Air Toxics Exposure Study V. To date, the most comprehensive study on air toxics in the Basin is the Multiple Air Toxics Exposure Study V, released in August 2021.<sup>4</sup> The report included refinements in aircraft and recreational boating emissions and diesel conversion factors. It finds a Basin average cancer risk of 455 in a million (population-weighted, multi-pathway), which represents a decrease of 54 percent compared to the estimate in MATES IV (page ES-13). The monitoring program measured more than 30 air pollutants, including both gases and particulates. The monitoring study was accompanied by computer modeling that estimated the risk of cancer from breathing toxic air pollution based on emissions and weather data. About 88 percent of the risk is attributed to emissions associated with mobile sources, with the remainder attributed to toxics emitted from stationary sources, which include large industrial operations, such as refineries and metal processing facilities, as well as smaller businesses such as gas stations and chrome plating facilities (page ES-12). The results indicate that diesel PM is the largest contributor to air toxics risk, accounting on average for about 50 percent of the total risk (Figure ES-2).

### ***Regional (Southern California Association of Governments)***

SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties, and addresses regional issues relating to transportation, the economy, community development and the environment. SCAG coordinates with various air quality and transportation stakeholders in Southern California to ensure compliance with the federal and state air quality requirements, including the Transportation Conformity Rule and other applicable federal, state, and air district laws and regulations. As the federally designated Metropolitan Planning Organization

---

<sup>4</sup> South Coast Air Quality Management District, MATES-V Study. <https://www.aqmd.gov/home/air-quality/air-quality-studies/health-studies/mates-v>

(MPO) for the six-county Southern California region, SCAG is required by law to ensure that transportation activities “conform” to, and are supportive of, the goals of regional and state air quality plans to attain the NAAQS. In addition, SCAG is a co-producer, with the SCAQMD, of the transportation strategy and transportation control measure sections of the AQMP for the Air Basin.

SCAG adopted the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) on September 23, 2020. The RTP/SCS aims to address the transportation and air quality impacts of 3.7 million additional residents, 1.6 additional households, and 1.6 million additional jobs from 2016 to 2045. The Plan calls for \$639 billion in transportation investments and reducing VMT by 19 percent per capita from 2005 to 2035. The updated plan accommodates 21.3 percent growth in population from 2016 (3,933,800) to 2045 (4,771,300) and a 15.6 percent growth in jobs from 2016 (1,848,300) to 2045 (2,135,900). The regional plan projects several benefits:

- Decreasing drive-along work commutes by three percent
- Reducing per capita VMT by five percent and vehicle hours traveled per capita by nine percent
- Increasing transit commuting by two percent
- Reducing travel delay per capita by 26 percent
- Creating 264,500 new jobs annually
- Reducing greenfield development by 29 percent by focusing on smart growth
- Locating six more percent household growth in High Quality Transit Areas (HQTAs), which concentrate roadway repair investments, leverage transit and active transportation investments, reduce regional life cycle infrastructure costs, improve accessibility, create local jobs, and have the potential to improve public health and housing affordability.
- Locating 15 percent more jobs in HQTAs
- Reducing PM<sub>2.5</sub> emissions by 4.1 percent
- Reducing GHG emissions by 19 percent by 2035

### ***Local (City of Los Angeles)***

City of Los Angeles General Plan Air Quality Element. The Air Quality Element of the City’s General Plan was adopted on November 24, 1992, and sets forth the goals, objectives, and policies, which guide the City in the implementation of its air quality improvement programs and strategies. The Air Quality Element acknowledges the interrelationships among transportation and land use planning in meeting the City’s mobility and air quality goals.

The Air Quality Element includes six key goals:

- Goal 1:** Good air quality in an environment of continued population growth and healthy economic structure.
- Goal 2:** Less reliance on single-occupant vehicles with fewer commute and non-work trips.
- Goal 3:** Efficient management of transportation facilities and system infrastructure using cost-effective system management and innovative demand management techniques.
- Goal 4:** Minimize impacts of existing land use patterns and future land use development on air quality by addressing the relationship between land use, transportation, and air quality.

- Goal 5:** Energy efficiency through land use and transportation planning, the use of renewable resources and less-polluting fuels and the implementation of conservation measures including passive measures such as site orientation and tree planting.
- Goal 6:** Citizen awareness of the linkages between personal behavior and air pollution and participation in efforts to reduce air pollution.

Clean Up Green Up Ordinance. The City of Los Angeles adopted a Clean Up Green Up Ordinance (Ordinance Number 184,245) on April 13, 2016, which among other provisions, includes provisions related to ventilation system filter efficiency in mechanically ventilated buildings. This ordinance added Sections 95.314.3 and 99.04.504.6 to the Los Angeles Municipal Code (LAMC) and amended Section 99.05.504.5.3 to implement building standards and requirements to address cumulative health impacts resulting from incompatible land use patterns.

California Environmental Quality Act. In accordance with CEQA requirements, the City assesses the air quality impacts of new development projects, requires mitigation of potentially significant air quality impacts by conditioning discretionary permits, and monitors and enforces implementation of such mitigation. The City uses the SCAQMD's *CEQA Air Quality Handbook* and SCAQMD's supplemental online guidance/information for the environmental review of development proposals within its jurisdiction.

Land Use Compatibility. In November 2012, the Los Angeles City Planning Commission (CPC) issued an advisory notice (Zoning Information 2427) regarding the siting of sensitive land uses within 1,000 feet of freeways. The CPC deemed 1,000 feet to be a conservative distance to evaluate projects that house populations considered to be more at-risk from the negative effects of air pollution caused by freeway proximity. The CPC advised that applicants of projects requiring discretionary approval, located within 1,000 feet of a freeway and contemplating residential units and other sensitive uses (e.g., hospitals, schools, retirement homes) perform a Health Risk Assessment (HRA). The Project Site is 3,750 feet east of the northbound mainline of the San Diego Freeway (I-405).

On April 12, 2018, the City updated its guidance on siting land uses near freeways, resulting in an updated Advisory Notice effective September 17, 2018 requiring all proposed projects within 1,000 feet of a freeway adhere to the Citywide Design Guidelines, including those that address freeway proximity. It also recommended that projects consider avoiding location of sensitive uses like schools, day care facilities, and senior care centers in such projects, locate open space areas as far from the freeway, locate non-habitable uses (e.g., parking structures) nearest the freeway, and screen project sites with substantial vegetation and/or a wall barrier. Requirements for preparing HRAs were removed.

## **Existing Conditions**

### ***Pollutants and Effects***

Air quality is defined by ambient air concentrations of seven specific pollutants identified by the USEPA to be of concern with respect to health and welfare of the general public. These specific pollutants, known as "criteria air pollutants," are defined as pollutants for which the federal and State governments have established ambient air quality standards, or criteria, for outdoor concentrations to protect public health. Criteria air pollutants include carbon monoxide (CO), ground-level ozone (O<sub>3</sub>), nitrogen oxides (NO<sub>x</sub>), sulfur oxides (SO<sub>x</sub>), particulate matter ten microns or less in diameter (PM<sub>10</sub>), particulate matter



2.5 microns or less in diameter (PM<sub>2.5</sub>), and lead (Pb). The following descriptions of each criteria air pollutant and their health effects are based on information provided by the SCAQMD.<sup>5</sup>

**Carbon Monoxide (CO).** CO is primarily emitted from combustion processes and motor vehicles due to incomplete combustion of fuel. Elevated concentrations of CO weaken the heart's contractions and lower the amount of oxygen carried by the blood. It is especially dangerous for people with chronic heart disease. Inhalation of CO can cause nausea, dizziness, and headaches at moderate concentrations and can be fatal at high concentrations.

**Ozone (O<sub>3</sub>).** O<sub>3</sub> is a gas that is formed when volatile organic compounds (VOCs) and nitrogen oxides (NO<sub>x</sub>)—both byproducts of internal combustion engine exhaust—undergo slow photochemical reactions in the presence of sunlight. O<sub>3</sub> concentrations are generally highest during the summer months when direct sunlight, light wind, and warm temperature conditions are favorable. An elevated level of O<sub>3</sub> irritates the lungs and breathing passages, causing coughing and pain in the chest and throat, thereby increasing susceptibility to respiratory infections and reducing the ability to exercise. Effects are more severe in people with asthma and other respiratory ailments. Long-term exposure may lead to scarring of lung tissue and may lower lung efficiency.

**Nitrogen Dioxide (NO<sub>2</sub>).** NO<sub>2</sub> is a byproduct of fuel combustion and major sources include power plants, large industrial facilities, and motor vehicles. The principal form of nitrogen oxide produced by combustion is nitric oxide (NO), which reacts quickly to form NO<sub>2</sub>, creating the mixture of NO and NO<sub>2</sub> commonly called NO<sub>x</sub>. NO<sub>2</sub> absorbs blue light and results in a brownish-red cast to the atmosphere and reduced visibility. NO<sub>2</sub> also contributes to the formation of PM<sub>10</sub>. Nitrogen oxides irritate the nose and throat, and increase one's susceptibility to respiratory infections, especially in people with asthma. The principal concern of NO<sub>x</sub> is as a precursor to the formation of ozone.

**Sulfur Dioxide (SO<sub>2</sub>).** Sulfur oxides (SO<sub>x</sub>) are compounds of sulfur and oxygen molecules. SO<sub>2</sub> is the pre-dominant form found in the lower atmosphere and is a product of burning sulfur or burning materials that contain sulfur. Major sources of SO<sub>2</sub> include power plants, large industrial facilities, diesel vehicles, and oil-burning residential heaters. Emissions of sulfur dioxide aggravate lung diseases, especially bronchitis. It also constricts the breathing passages, especially in asthmatics and people involved in moderate to heavy exercise. SO<sub>2</sub> potentially causes wheezing, shortness of breath, and coughing. High levels of particulates appear to worsen the effect of sulfur dioxide, and long-term exposures to both pollutants leads to higher rates of respiratory illness.

**Particulate Matter (PM<sub>10</sub> and PM<sub>2.5</sub>).** The human body naturally prevents the entry of larger particles into the body. However, small particles, with an aerodynamic diameter equal to or less than 10 microns (PM<sub>10</sub>), and even smaller particles with an aerodynamic diameter equal to or less than 2.5 microns (PM<sub>2.5</sub>), can enter the body and become trapped in the nose, throat, and upper respiratory tract. These small particulates can potentially aggravate existing heart and lung diseases, change the body's defenses against inhaled materials, and damage lung tissue. The elderly, children, and those with chronic lung or heart disease are most sensitive to PM<sub>10</sub> and PM<sub>2.5</sub>. Lung impairment can persist for two

---

<sup>5</sup> South Coast Air Quality Management District, Final Program Environmental Impact Report for the 2012 AQMP, December 7, 2012.

to three weeks after exposure to high levels of particulate matter. Some types of particulates can become toxic after inhalation due to the presence of certain chemicals and their reaction with internal body fluids.

**Lead (Pb).** Lead is emitted from industrial facilities and from the sanding or removal of old lead-based paint. Smelting or processing the metal is the primary source of lead emissions, which is primarily a regional pollutant. Lead affects the brain and other parts of the body's nervous system. Exposure to lead in very young children impairs the development of the nervous system, kidneys, and blood forming processes in the body.

### ***State-Only Criteria Pollutants***

**Visibility-Reducing Particles.** Deterioration of visibility is one of the most obvious manifestations of air pollution and plays a major role in the public's perception of air quality. Visibility reduction from air pollution is often due to the presence of sulfur and NO<sub>x</sub>, as well as PM.

**Sulfates (SO<sub>4</sub><sup>2-</sup>).** Sulfates are the fully oxidized ionic form of sulfur. Sulfates occur in combination with metal and/or hydrogen ions. In California, emissions of sulfur compounds occur primarily from the combustion of petroleum-derived fuels (e.g., gasoline and diesel fuel) that contain sulfur. This sulfur is oxidized during the combustion process and subsequently converted to sulfate compounds in the atmosphere. Effects of sulfate exposure at levels above the standard include a decrease in ventilatory function, aggravation of asthmatic symptoms, and an increased risk of cardio-pulmonary disease. Sulfates are particularly effective in degrading visibility, and, due to fact that they are usually acidic, can harm ecosystems and damage materials and property.

**Hydrogen Sulfide (H<sub>2</sub>S).** H<sub>2</sub>S is a colorless gas with the odor of rotten eggs. It is formed during bacterial decomposition of sulfur-containing organic substances. Also, it can be present in sewer gas and some natural gas and can be emitted as the result of geothermal energy exploitation. Breathing H<sub>2</sub>S at levels above the state standard could result in exposure to a very disagreeable odor.

**Vinyl Chloride.** Vinyl chloride is a colorless, flammable gas at ambient temperature and pressure. It is also highly toxic and is classified as a known carcinogen by the American Conference of Governmental Industrial Hygienists and the International Agency for Research on Cancer. At room temperature, vinyl chloride is a gas with a sickly-sweet odor that is easily condensed. However, it is stored at cooler temperatures as a liquid. Due to the hazardous nature of vinyl chloride to human health, there are no end products that use vinyl chloride in its monomer form. Vinyl chloride is a chemical intermediate, not a final product. It is an important industrial chemical chiefly used to produce polyvinyl chloride (PVC). The process involves vinyl chloride liquid fed to polymerization reactors where it is converted from a monomer to a polymer PVC. The final product of the polymerization process is PVC in either a flake or pellet form. Billions of pounds of PVC are sold on the global market each year. From its flake or pellet form, PVC is sold to companies that heat and mold the PVC into end products such as PVC pipe and bottles. Vinyl chloride emissions are historically associated primarily with landfills.

### ***Toxic Air Contaminants (TACs)***

TACs refer to a diverse group of "non-criteria" air pollutants that can affect human health but have not had ambient air quality standards established for them. This is not because they are fundamentally different from the pollutants discussed above but because their effects tend to be local rather than

regional. TACs are classified as carcinogenic and noncarcinogenic, where carcinogenic TACs can cause cancer and noncarcinogenic TAC can cause acute and chronic impacts to different target organ systems (e.g., eyes, respiratory, reproductive, developmental, nervous, and cardiovascular). CARB and OEHHA determine if a substance should be formally identified, or “listed,” as a TAC in California. A complete list of these substances is maintained on CARB’s website.<sup>6</sup>

Diesel particulate matter (DPM), which is emitted in the exhaust from diesel engines, was listed by the state as a TAC in 1998. DPM has historically been used as a surrogate measure of exposure for all diesel exhaust emissions. DPM consists of fine particles (fine particles have a diameter less than 2.5 micrometer ( $\mu\text{m}$ )), including a subgroup of ultrafine particles (ultrafine particles have a diameter less than 0.1  $\mu\text{m}$ ). Collectively, these particles have a large surface area which makes them an excellent medium for absorbing organics. The visible emissions in diesel exhaust include carbon particles or “soot.” Diesel exhaust also contains a variety of harmful gases and cancer-causing substances.

Exposure to DPM may be a health hazard, particularly to children whose lungs are still developing and the elderly who may have other serious health problems. DPM levels and resultant potential health effects may be higher in close proximity to heavily traveled roadways with substantial truck traffic or near industrial facilities. According to CARB, DPM exposure may lead to the following adverse health effects: (1) aggravated asthma; (2) chronic bronchitis; (3) increased respiratory and cardiovascular hospitalizations; (4) decreased lung function in children; (5) lung cancer; and (6) premature deaths for people with heart or lung disease.<sup>7,8</sup>

### **Project Site**

The Project Site is located within the South Coast Air Basin (the Basin); named so because of its geographical formation is that of a basin, with the surrounding mountains trapping the air and its pollutants in the valleys or basins below. The 6,745-square-mile Basin includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. It is bounded by the Pacific Ocean to the west; the San Gabriel, San Bernardino and San Jacinto Mountains to the north and east; and the San Diego County line to the south. Ambient pollution concentrations recorded in Los Angeles County portion of the Basin are among the highest in the four counties comprising the Basin. USEPA has classified Los Angeles County as nonattainment areas for  $\text{O}_3$ ,  $\text{PM}_{2.5}$ , and lead. This classification denotes that the Basin does not meet the NAAQS for these pollutants. In addition, under the CCAA, the Los Angeles County portion of the Basin is designated as a nonattainment area for  $\text{O}_3$ ,  $\text{PM}_{10}$ , and  $\text{PM}_{2.5}$ . The air quality within the Basin is primarily influenced by a wide range of emissions sources, such as dense population centers, heavy vehicular traffic, industry, and meteorology.

Air pollutant emissions are generated in the local vicinity by stationary and area-wide sources, such as commercial activity, space and water heating, landscaping maintenance, consumer products, and mobile sources primarily consisting of automobile traffic.

---

<sup>6</sup> California Air Resources Board, Toxic Air Contaminant Identification List, [www.arb.ca.gov/toxics/id/taclist.htm](http://www.arb.ca.gov/toxics/id/taclist.htm), last reviewed by CARB July 18, 2011.

<sup>7</sup> California Air Resources Board, Overview: Diesel Exhaust and Health, [www.arb.ca.gov/research/diesel/diesel-health.htm](http://www.arb.ca.gov/research/diesel/diesel-health.htm), last reviewed by CARB April 12, 2016.

<sup>8</sup> California Air Resources Board, Fact Sheet: Diesel Particulate Matter Health Risk Assessment Study for the West Oakland Community: Preliminary Summary of Results, March 2008.

Air Pollution Climatology. The topography and climate of Southern California combine to make the Basin an area of high air pollution potential. During the summer months, a warm air mass frequently descends over the cool, moist marine layer produced by the interaction between the ocean’s surface and the lowest layer of the atmosphere. The warm upper layer forms a cap over the cooler surface layer which inhibits the pollutants from dispersing upward. Light winds during the summer further limit ventilation. Additionally, abundant sunlight triggers photochemical reactions which produce O<sub>3</sub> and the majority of particulate matter.

Air Monitoring Data. The SCAQMD monitors air quality conditions at 38 source receptor areas (SRA) throughout the Basin. The Project Site is located in SCAQMD’s Northwest Coastal LA County receptor area. Historical data from the area was used to characterize existing conditions in the vicinity of the Project area. Table 2 shows pollutant levels, State and federal standards, and the number of exceedances recorded in the area from 2019 through 2021. The one-hour State standard for O<sub>3</sub> was exceeded seven times during this three-year period, while the federal standard was exceeded ten times. CO and NO<sub>2</sub> levels did not exceed the CAAQS from 2019 to 2021 for 1-hour (and 8-hour for CO).

**Table 2  
Ambient Air Quality Data**

Pollutants and State and Federal Standards	Maximum Concentrations and Frequencies of Exceedance Standards		
	2019	2020	2021
<b>Ozone (O<sub>3</sub>)</b>			
Maximum 1-hour Concentration (ppm)	0.086	0.134	0.095
Days > 0.09 ppm (State 1-hour standard)	0	6	1
Days > 0.070 ppm (Federal 8-hour standard)	1	8	1
<b>Carbon Monoxide (CO<sub>2</sub>)</b>			
Maximum 1-hour Concentration (ppm)	1.9	2.0	1.5
Days > 20 ppm (State 1-hour standard)	0	0	0
Maximum 8-hour Concentration (ppm)	1.2	1.2	1.0
Days > 9.0 ppm (State 8-hour standard)	0	0	0
<b>Nitrogen Dioxide (NO<sub>2</sub>)</b>			
Maximum 1-hour Concentration (ppm)	0.0488	0.0766	0.0606
Days > 0.18 ppm (State 1-hour standard)	0	0	0
<b>PM<sub>10</sub></b>			
Maximum 24-hour Concentration (µg/m <sup>3</sup> )	N/A	N/A	N/A
Days > 50 µg/m <sup>3</sup> (State 24-hour standard)	N/A	N/A	N/A
<b>PM<sub>2.5</sub></b>			
Maximum 24-hour Concentration (µg/m <sup>3</sup> )	N/A	N/A	N/A
Days > 35 µg/m <sup>3</sup> (Federal 24-hour standard)	N/A	N/A	N/A
<b>Sulfur Dioxide (SO<sub>2</sub>)</b>			
Maximum 24-hour Concentration (ppb)	N/A	N/A	N/A
Days > 0.04 ppm (State 24-hour standard)	N/A	N/A	N/A
ppm = parts by volume per million of air. µg/m <sup>3</sup> = micrograms per cubic meter. N/A = not available at this monitoring station. Source: SCAQMD annual monitoring data at Northwest Coastal LA County subregion ( <a href="http://www.aqmd.gov/home/air-quality/air-quality-data-studies/historical-data-by-year">http://www.aqmd.gov/home/air-quality/air-quality-data-studies/historical-data-by-year</a> ) accessed August 17, 2023.			



Existing Health Risk in the Surrounding Area. Based on the MATES-V model, the calculated cancer risk in the Project area (zip code 90024) is approximately 459 in a million.<sup>9</sup> The cancer risk in this area is predominately related to nearby sources of diesel particulate matter (e.g., diesel trucks and traffic on the San Diego Freeway 3,750 feet to the west). In general, the risk at the Project Site is higher than 49 percent of the population across the South Coast Air Basin.

The Office of Environmental Health Hazard Assessment, on behalf of the California Environmental Protection Agency (CalEPA), provides a screening tool called CalEnviroScreen that can be used to help identify California communities disproportionately burdened by multiple sources of pollution. According to CalEnviroScreen, the Project Site (Census tract 6037265601) is located in the 17<sup>th</sup> percentile, which means the Project Site has an overall environmental pollution burden higher than at least 17 percent of other communities within California.<sup>10</sup>

Sensitive Receptors. Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. The California Air Resources Board (CARB) has identified the following groups who are most likely to be affected by air pollution: children less than 14 years of age, the elderly over 65 years of age, athletes, and people with cardiovascular and chronic respiratory diseases. According to the SCAQMD, sensitive receptors include residences, schools, playgrounds, childcare centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes.

The Project Site is located in a residential area within the Westwood neighborhood. Sensitive receptors within 1,000 feet of the Project Site include, but are not limited to, the following representative sampling:

- Residence, 10758 Wilkins Avenue, five feet west of the Project Site.
- Residences, 10755 Ohio Avenue, five feet west of the Project Site.
- Residences, Wilkins Avenue (north side), as close as 70 feet north of the Project Site.
- St. Paul Catholic Church, 10750 Ohio Avenue; 100 feet south of the Project Site.
- Church of Latter Day Saints, 10740 Ohio Avenue; 270 feet east of the Project Site.
- Ralph Waldo Emerson Middle School, 1650 Selby Avenue; 550 feet south of the Project Site.

Existing Project Site Emissions. The Project Site is improved with a 2,101 square-foot single-family residence.<sup>11</sup> As summarized in Table 3, most existing air quality emissions are associated with the nine daily vehicle trips traveling to and from the Project Site.<sup>12</sup>

---

<sup>9</sup> South Coast Air Quality Management District, Multiple Air Toxics Exposure Study in the South Coast Air Basin (MATES-V), MATES V Interactive Carcinogenicity Map, 2021, [https://experience.arcgis.com/experience/79d3b6304912414bb21ebdde80100b23/page/home/?data\\_id=data\\_Source\\_105-a5ba9580e3aa43508a793fac819a5a4d%3A26&views=view\\_39%2Cview\\_1](https://experience.arcgis.com/experience/79d3b6304912414bb21ebdde80100b23/page/home/?data_id=data_Source_105-a5ba9580e3aa43508a793fac819a5a4d%3A26&views=view_39%2Cview_1), accessed August 19, 2023.

<sup>10</sup> Office of Environmental Health Hazard Assessment, <https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-40>, accessed August 19, 2023.

<sup>11</sup> City of Los Angeles, ZIMAS database, accessed August 16, 2023.

<sup>12</sup> DKA Planning, 2023, based on CalEEMod 2022.1.1.17 model using ITE Trip Generation rates (10<sup>th</sup> Edition).

**Table 3  
Existing Daily Operations Emissions**

Emissions Source	Daily Emissions (Pounds Per Day)					
	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Area Sources	0.1	<0.1	0.1	<0.1	<0.1	<0.1
Energy Sources	<0.1	<0.1	<0.1	<0.1	<0.1	<0.1
Mobile Sources	<0.1	<0.1	0.3	<0.1	0.1	<0.1
<b>Regional Total</b>	<b>0.1</b>	<b>&lt;0.1</b>	<b>0.4</b>	<b>&lt;0.1</b>	<b>0.1</b>	<b>&lt;0.1</b>

*Source: DKA Planning, 2023 based on CalEEMod 2022.1.1.17 model runs (included in Appendix).*

## Project Impacts

### *Methodology*

The air quality analysis conducted for the Project is consistent with the methods described in the SCAQMD CEQA Air Quality Handbook (1993 edition), as well as the updates to the CEQA Air Quality Handbook, as provided on the SCAQMD website. The SCAQMD recommends the use of the California Emissions Estimator Model (CalEEMod, version 2022.1.1.17) as a tool for quantifying emissions of air pollutants that will be generated by constructing and operating development projects. The analyses focus on the potential change in air quality conditions due to Project implementation. Air pollutant emissions would result from both construction and operation of the Project. Specific methodologies used to evaluate these emissions are discussed below.

Construction. Sources of air pollutant emissions associated with construction activities include heavy-duty off-road diesel equipment and vehicular traffic to and from the Project construction site. Project-specific information was provided describing the schedule of construction activities and the equipment inventory required from the Applicant. Details pertaining to the schedule and equipment can be found in the Technical Appendix to this analysis. The CalEEMod model provides default values for daily equipment usage rates and worker trip lengths, as well as emission factors for heavy-duty equipment, passenger vehicles, and haul trucks that have been derived by the CARB. Maximum daily emissions were quantified for each construction activity based on the number of equipment and daily hours of use, in addition to vehicle trips to and from the Project Site.

The SCAQMD recommends that air pollutant emissions be assessed for both regional scale and localized impacts. The regional emissions analysis includes both on-site and off-site sources of emissions, while the localized emissions analysis focuses only on sources of emissions that would be located on the Project Site.

Localized impacts were analyzed in accordance with the SCAQMD Localized Significance Threshold (LST) methodology.<sup>13</sup> The localized effects from on-site portion of daily emissions were evaluated at sensitive receptor locations potentially impacted by the Project according to the SCAQMD's LST methodology, which uses on-site mass emission look-up tables and Project-specific modeling, where

<sup>13</sup> South Coast Air Quality Management District, Final Localized Significance Methodology, revised July 2008.

appropriate.<sup>14</sup> SCAQMD provides LSTs applicable to the following criteria pollutants: NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>. SCAQMD does not provide an LST for SO<sub>2</sub> since land use development projects typically result in negligible construction and long-term operation emissions of this pollutant. Since VOCs are not a criteria pollutant, there is no ambient standard or SCAQMD LST for VOCs. Due to the role VOCs play in O<sub>3</sub> formation, it is classified as a precursor pollutant, and only a regional emissions threshold has been established.

LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard and are developed based on the ambient concentrations of that pollutant for each source receptor area and distance to the nearest sensitive receptor. The mass rate look-up tables were developed for each source receptor area and can be used to determine whether or not a project may generate significant adverse localized air quality impacts. SCAQMD provides LST mass rate look-up tables for projects with active construction areas that are less than or equal to five acres. If the project exceeds the LST look-up values, then the SCAQMD recommends that project-specific air quality modeling must be performed. Please refer to **Threshold b** below, for the analysis of localized impacts from on-site construction activities. In accordance with SCAQMD guidance, maximum daily emissions of NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub> from on-site sources during each construction activity were compared to LST values for a one-acre site having sensitive receptors within 25 meters (82 feet).<sup>15</sup> This is appropriate given the 0.16-acre site and the proximity of sensitive receptors as close as five feet from the Project Site.

The Basin is divided into 38 SRAs, each with its own set of maximum allowable LST values for on-site emissions sources during construction and operations based on locally monitored air quality. Maximum on-site emissions resulting from construction activities were quantified and assessed against the applicable LST values.

The significance criteria and analysis methodologies in the SCAQMD's CEQA Air Quality Handbook were used in evaluating impacts in the context of the CEQA significance criteria listed below. The SCAQMD localized significance thresholds (LSTs) for NO<sub>2</sub>, CO, and PM<sub>10</sub> were initially published in June 2003 and revised in July 2008.<sup>16</sup> The LSTs for PM<sub>2.5</sub> were established in October 2006.<sup>17</sup> Updated LSTs were published on the SCAQMD website on October 21, 2009.<sup>18</sup> Table 4 presents the significance criteria for both construction and operational emissions.

---

<sup>14</sup> South Coast Air Quality Management District, LST Methodology Appendix C-Mass Rate LST Look-Up Table, October 2009.

<sup>15</sup> South Coast Air Quality Management District, Fact Sheet for Applying CalEEMod to Localized Significance Thresholds, 2008.

<sup>16</sup> South Coast Air Quality Management District, Fact Sheet for Applying CalEEMod to Localized Significance Thresholds, 2008.

<sup>17</sup> South Coast Air Quality Management District, Final – Methodology to Calculate Particulate Matter (PM) 2.5 and PM 2.5 Significance Thresholds, October 2006.

<sup>18</sup> South Coast Air Quality Management District, Final Localized Significance Threshold Methodology Appendix C – Mass Rate LST Look-Up Tables, October 21, 2009.

**Table 4**  
**SCAQMD Emissions Thresholds**

Criteria Pollutant	Construction Emissions		Operation Emissions	
	Regional	Localized /a/	Regional	Localized /a/
Volatile Organic Compounds (VOC)	75	--	55	--
Nitrogen Oxides (NO <sub>x</sub> )	100	103	55	103
Carbon Monoxide (CO)	550	562	550	562
Sulfur Oxides (SO <sub>x</sub> )	150	--	150	--
Respirable Particulates (PM <sub>10</sub> )	150	4	150	1
Fine Particulates (PM <sub>2.5</sub> )	55	3	55	1

*/a/ Localized significance thresholds for the Northwest Coastal LA County source receptor area assumed a 1-acre and 25-meter (82-foot) receptor distance, which are the applicable thresholds for a 0.16-acre site with adjacent receptors as close as five feet away. Pursuant to SCAQMD guidance, sensitive receptors closer than 25 meters to a construction site are to use the LSTs for receptors at 25 meters (SCAQMD Final Localized Significance Threshold Methodology, June 2008). The SCAQMD has not developed LST values for VOC or SO<sub>x</sub>.*

Operations. CalEEMod also generates estimates of daily and annual emissions of air pollutants resulting from future operation of a project. Operational emissions of air pollutants are produced by mobile sources (vehicular travel) and stationary sources (utilities demand). Utilities for the Project Site are provided by the Los Angeles Department of Water and Power (LADWP) for electricity and Southern California Gas for natural gas. CalEEMod has derived default emissions factors for electricity and natural gas usage that are applied to the size and land use type of the Project in question. CalEEMod also generates estimated operational emissions associated water use, wastewater generation, and solid waste disposal.

Similar to construction, SCAQMD’s CalEEMod software was used for the evaluation of Project emissions during operation. CalEEMod was used to calculate on-road fugitive dust, architectural coatings, landscape equipment, energy use, mobile source, and stationary source emissions.<sup>19</sup> To determine if a significant air quality impact would occur, the net increase in regional and local operational emissions generated by the Project was compared against the SCAQMD’s significance thresholds.<sup>20</sup> Details describing the operational emissions of the Project can be found in in the Technical Appendix.

Toxic Air Contaminants Impacts (Construction and Operations). Potential TAC impacts are evaluated by conducting a qualitative analysis consistent with the CARB Handbook followed by a more detailed analysis (i.e., dispersion modeling), as necessary. The qualitative analysis consists of reviewing the Project to identify any new or modified TAC emissions sources. If the qualitative evaluation does not rule out significant impacts from a new source, or modification of an existing TAC emissions source, a more detailed analysis is conducted.

<sup>19</sup> Energy consumption estimates with CalEEMod 2022.1.1.17 are based on the California Energy Commission’s 2020 Residential Appliance Saturation Survey (residential uses) and 2021 Commercial Forecast database, both of which reflected the 2019 Title 24 energy efficiency standards. These energy consumption estimates were adjusted to reflect the 2022 Title 24 standards that cumulatively produce a 0.49 percent reduction in electricity use and 0.45 percent reduction in natural gas use when compared to the 2019 standards.

<sup>20</sup> South Coast Air Quality Management District, Air Quality Significance Thresholds, revised March 2015. SCAQMD based these thresholds, in part on the federal Clean Air Act and, to enable defining “significant” for CEQA purposes, defined the setting as the South Coast Air Basin. (See SCAQMD, CEQA Air Quality Handbook, April 1993, pp. 6-1-6-2).



## Thresholds of Significance

### State CEQA Guidelines Appendix G

Would the Project:

- a) *Conflict with or obstruct implementation of the applicable air quality plan;*
- b) *Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or State ambient air quality standard;*
- c) *Expose sensitive receptors to substantial pollutant concentrations; or*
- d) *Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?*

### City and SCAQMD Thresholds

For this analysis the Appendix G Thresholds are relied upon. The analysis utilizes factors and considerations recommended by the City of Los Angeles and SCAQMD Thresholds, as appropriate, to assist in answering the Appendix G Threshold questions.

#### (a) *Construction*

The City recommends that determination of significance be made on a case-by-case basis, considering the following criteria to evaluate construction-related air emissions:

#### (i) *Combustion Emissions from Construction Equipment*

- Type, number of pieces and usage for each type of construction equipment;
- Estimated fuel usage and type of fuel (diesel, natural gas) for each type of equipment; and
- Emission factors for each type of equipment.

#### (ii) *Fugitive Dust—Grading, Excavation and Hauling*

- Amount of soil to be disturbed on-site or moved off-site;
- Emission factors for disturbed soil;
- Duration of grading, excavation and hauling activities;
- Type and number of pieces of equipment to be used; and
- Projected haul route.

#### (iii) *Fugitive Dust—Heavy-Duty Equipment Travel on Unpaved Road*

- Length and type of road;
- Type, number of pieces, weight and usage of equipment; and
- Type of soil.

#### (iv) *Other Mobile Source Emissions*

- Number and average length of construction worker trips to Project Site, per day; and
- Duration of construction activities.

In addition, the following criteria set forth in the SCAQMD's *CEQA Air Quality Handbook* serve as quantitative air quality standards to be used to evaluate project impacts under the Appendix G Thresholds. Under these thresholds, a significant threshold would occur when:<sup>21</sup>

- Regional emissions from both direct and indirect sources would exceed any of the following SCAQMD prescribed threshold levels: (1) 100 pounds per day for NO<sub>x</sub>; (2) 75 pounds a day for VOC; (3) 150 pounds per day for PM<sub>10</sub> or SO<sub>x</sub>; (4) 55 pounds per day for PM<sub>2.5</sub>; and (5) 550 pounds per day for CO.
- Maximum on-site daily localized emissions exceed the LST, resulting in predicted ambient concentrations in the vicinity of the Project Site greater than the most stringent ambient air quality standards for CO (20 ppm [23,000 µg/m<sup>3</sup>] over a 1-hour period or 9.0 ppm [10,350 µg/m<sup>3</sup>] averaged over an 8-hour period) and NO<sub>2</sub> (0.18 ppm [339 µg/m<sup>3</sup>] over a 1-hour period, 0.1 ppm [188 µg/m<sup>3</sup>] over a three-year average of the 98th percentile of the daily maximum 1-hour average, or 0.03 ppm [57 µg/m<sup>3</sup>] averaged over an annual period).
- Maximum on-site localized PM<sub>10</sub> or PM<sub>2.5</sub> emissions during construction exceed the applicable LSTs, resulting in predicted ambient concentrations in the vicinity of the Project Site to exceed the incremental 24-hour threshold of 10.4 µg/m<sup>3</sup> or 1.0 µg/m<sup>3</sup> PM<sub>10</sub> averaged over an annual period.

### (b) Operation

The City bases the determination of significance of operational air quality impacts on criteria set forth in the SCAQMD's *CEQA Air Quality Handbook*.<sup>22</sup> As discussed above, the City uses Appendix G as the thresholds of significance for this analysis. Accordingly, the following serve as quantitative air quality standards to be used to evaluate project impacts under the Appendix G thresholds. Under these thresholds, a significant threshold would occur when:

- Operational emissions exceed 10 tons per year of volatile organic gases or any of the following SCAQMD prescribed threshold levels: (1) 55 pounds a day for VOC;<sup>23</sup> (2) 55 pounds per day for NO<sub>x</sub>; (3) 550 pounds per day for CO; (4) 150 pounds per day for SO<sub>x</sub>; (5) 150 pounds per day for PM<sub>10</sub>; and (6) 55 pounds per day for PM<sub>2.5</sub>.<sup>24</sup>
- Maximum on-site daily localized emissions exceed the LST, resulting in predicted ambient concentrations in the vicinity of the Project Site greater than the most stringent ambient air quality standards for CO (20 parts per million (ppm) over a 1-hour period or 9.0 ppm averaged over an

<sup>21</sup> South Coast Air Quality Management District, Air Quality Significance Thresholds, revised March 2015.

<sup>22</sup> South Coast Air Quality Management District, Air Quality Significance Thresholds, revised March 2015.

<sup>23</sup> For purposes of this analysis, emissions of VOC and reactive organic compounds (ROG) are used interchangeably since ROG represents approximately 99.9 percent of VOC emissions.

<sup>24</sup> South Coast Air Quality Management District, Quality Significance Thresholds, [www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf](http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf), last updated March 2015.

8-hour period) and NO<sub>2</sub> (0.18 ppm over a 1-hour period, 0.1 ppm over a 3-year average of the 98th percentile of the daily maximum 1-hour average, or 0.03 ppm averaged over an annual period).<sup>25</sup>

- Maximum on-site localized operational PM<sub>10</sub> and PM<sub>2.5</sub> emissions exceed the incremental 24-hour threshold of 2.5 µg/m<sup>3</sup> or 1.0 µg/m<sup>3</sup> PM<sub>10</sub> averaged over an annual period.<sup>26</sup>
- The Project causes or contributes to an exceedance of the California 1-hour or 8-hour CO standards of 20 or 9.0 ppm, respectively; or
- The Project creates an odor nuisance pursuant to SCAQMD Rule 402.

### (c) *Toxic Air Contaminants*

The City recommends that the determination of significance shall be made on a case-by-case basis, considering the following criteria to evaluate TACs:

- Would the project use, store, or process carcinogenic or non-carcinogenic toxic air contaminants which could result in airborne emissions?

In assessing impacts related to TACs in this section, the City uses Appendix G as the thresholds of significance. The criteria identified above will be used where applicable and relevant to assist in analyzing the Appendix G thresholds. In addition, the following criteria set forth in the SCAQMD's *CEQA Air Quality Handbook* serve as quantitative air quality standards to be used to evaluate project impacts under Appendix G thresholds. Under these thresholds, a significant threshold would occur when:<sup>27</sup>

- The Project results in the exposure of sensitive receptors to carcinogenic or toxic air contaminants that exceed the maximum incremental cancer risk of 10 in one million or an acute or chronic hazard index of 1.0.<sup>28</sup> For projects with a maximum incremental cancer risk between 1 in one million and 10 in one million, a project would result in a significant impact if the cancer burden exceeds 0.5 excess cancer cases.

### (d) *Consistency with Applicable Air Quality Plans*

CEQA Guidelines Section 15125 requires an analysis of project consistency with applicable governmental plans and policies. This analysis is conducted to assess potential project impacts against

---

<sup>25</sup> South Coast Air Quality Management District, Final Localized Significance Threshold Methodology, revised July 2008.

<sup>26</sup> South Coast Air Quality Management District, Final—Methodology to Calculate Particulate Matter (PM) 2.5 and PM<sub>2.5</sub> Significance Thresholds, October 2006.

<sup>27</sup> South Coast Air Quality Management District, *CEQA Air Quality Handbook*, April 1993, Chapter 6 (Determining the Air Quality Significance of a Project) and Chapter 10 (Assessing Toxic Air Pollutants).

<sup>28</sup> Hazard index is the ratio of a toxic air contaminant's concentration divided by its Reference Concentration, or safe exposure level. If the hazard index exceeds one, people are exposed to levels of TACs that may pose noncancer health risks.

Threshold (a) from the Appendix G thresholds. In accordance with the SCAQMD's *CEQA Air Quality Handbook*, the following criteria are used to evaluate a project's consistency with the AQMP:<sup>29</sup>

- Will the Project result in any of the following:
  - An increase in the frequency or severity of existing air quality violations;
  - Cause or contribute to new air quality violations; or
  - Delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP?
  
- Will the Project exceed the assumptions utilized in preparing the AQMP?
  - Is the Project consistent with the population and employment growth projections upon which AQMP forecasted emission levels are based;
  - Does the Project include air quality mitigation measures; or
  - To what extent is Project development consistent with the AQMP land use policies?

The Project's impacts with respect to these criteria are discussed to assess the consistency with the SCAQMD's AQMP and SCAG regional plans and policies. In addition, the Project's consistency with the City of Los Angeles General Plan Air Quality Element is discussed.

Project Design Features. The Project would comply with the 2022 Los Angeles Green Building Code (LAGBC),<sup>30</sup> which will build upon and set higher standards than those in the 2022 California Green Building Standards Code (CalGreen, effective January 1, 2023).<sup>31</sup> Further energy efficiency and sustainability features would include native plants and drip/subsurface irrigation systems, individual metering or sub metering for water use, leak detection systems, and electric vehicle charging capacity. The Project would also be all electric, consistent with the City's ordinance requirements for new development.

The Project's infill location would promote the concentration of development in an urban location with extensive infrastructure and access to public transit facilities. The Project's proximity to public transportation would reduce vehicle miles traveled for residents and visitors who want options to driving cars.

---

<sup>29</sup> South Coast Air Quality Management District, *CEQA Air Quality Handbook*, April 1993, p. 12-3.

<sup>30</sup> City of Los Angeles Department of Building and Safety: <http://ladbs.org/forms-publications/forms/green-building>.

<sup>31</sup> California Building Codes: <http://www.bsc.ca.gov/Codes.aspx>.



## Analysis of Project Impacts

### a. Would the Project conflict with or obstruct implementation of the applicable air quality plan?

**Less Than Significant Impact.** The Project's air quality emissions would not exceed any state or federal standards. Therefore, the Project would not increase the frequency or severity of an existing violation or cause or contribute to new violations for these pollutants. As the Project would not exceed any of the state and federal standards, the Project would also not delay timely attainment of air quality standards or interim emission reductions specified in the AQMP.

With respect to the determination of consistency with AQMP growth assumptions, the projections in the AQMP for achieving air quality goals are based on assumptions in SCAG's 2020-2045 RTP/SCS regarding population, housing, and growth trends. Determining whether or not a project exceeds the assumptions reflected in the AQMP involves the evaluation of three criteria: (1) consistency with applicable population, housing, and employment growth projections; (2) project mitigation measures; and (3) appropriate incorporation of AQMP land use planning strategies. The following discussion provides an analysis with respect to each of these three criteria.

- Is the project consistent with the population, housing, and employment growth projections upon which AQMP forecasted emission levels are based?

A project is consistent with the AQMP, in part, if it is consistent with the population, housing, and employment assumptions that were used in the development of the AQMP. In the case of the 2022 AQMP, two sources of data form the basis for the projections of air pollutant emissions: the City of Los Angeles General Plan and SCAG's RTP. The General Plan serves as a comprehensive, long-term plan for future development of the City.

The 2020-2045 RTP/SCS provides socioeconomic forecast projections of regional population growth. The population, housing, and employment forecasts, which are adopted by SCAG's Regional Council, are based on local plans and policies applicable to the specific area; these are used by SCAG in all phases of implementation and review. The 2020-2045 RTP/SCS accommodates 4,771,300 persons; 1,793,000 households; and 2,135,900 jobs in the City of Los Angeles by 2045.

Based on the average 2020 persons-per-household rate for the City of 2.42 persons per household,<sup>32</sup> the Project would add a net residential population of approximately 25 people to the Project Site based on the ten net dwelling units proposed. The Project's residential population would represent less than 0.003 percent of the forecast population growth between 2016 and 2045. As a result, the Project would add a de minimis number of persons to the region and would be consistent with the projections in the AQMP.

- Does the project implement feasible air quality mitigation measures?

As discussed below under Thresholds (b), (c), and (d), the Project would not result in any significant air quality impacts and therefore would not require mitigation. In addition, the Project would comply with all applicable regulatory standards as required by SCAQMD. Furthermore, with compliance with the

---

<sup>32</sup> Jack Tsao, Data Analyst II, Los Angeles Department of City Planning, July 31, 2019.

regulatory requirements identified above, no significant air quality impacts would occur. As such, the proposed Project meets this AQMP consistency criterion.

- To what extent is project development consistent with the land use policies set forth in the AQMP?

With regard to land use developments such as the Project, the AQMP's air quality policies focus on the reduction of vehicle trips and vehicle miles traveled (VMT). The Project would serve to implement a number of land use policies of the City of Los Angeles, SCAQMD, and SCAG. The Project would be designed and constructed to support and promote environmental sustainability. The Project represents an infill development within an existing urbanized area that would concentrate more housing and population within a high quality transit area (HQTA). "Green" principles are incorporated throughout the Project to comply with the City of Los Angeles Green Building Code and the California Green Building Standards Code (CALGreen) through energy conservation, water conservation, and waste reduction features. In accordance with City Ordinance 187714, the Project would be all-electric with the exception of any gas-powered emergency backup systems.

The air quality plan applicable to the Project area is the 2022 AQMP, the current management plan for progression toward compliance with State and federal clean air requirements. The Project would be required to comply with all regulatory measures set forth by the SCAQMD. Implementation of the Project would not interfere with air pollution control measures listed in the 2022 AQMP. In addition, as demonstrated in the following analyses, the Project would not result in significant emissions that would jeopardize regional or localized air quality standards.

The Project Site is classified as "Low Medium II Residential" in the General Plan Framework, a classification that allows multi-family housing such as that proposed by the Project. As such, the RTP/SCS' assumptions about growth in the City accommodate the projected population on the Project Site. As a result, the Project would be consistent with the growth assumptions in the City's General Plan. Because the AQMP accommodates growth forecasts from local General Plans, the emissions associated with this Project are accounted for and mitigated in the region's air quality attainment plans. The air quality impacts of development on the Project Site are accommodated in the region's emissions inventory for the 2020-2045 RTP/SCS and 2022 AQMP. Therefore, Project impacts with respect to AQMP consistency would be less than significant.

### ***City of Los Angeles Policies***

The Project would offer convenient access to public transit and opportunities for walking and biking (including the provision of bicycle parking), thereby facilitating a reduction in VMT. In addition, the Project would be consistent with the existing land use pattern in the vicinity that concentrates urban density along major arterials and near transit options based on the following:

- The Project Site is within a HQTA, which reflects areas with rail transit service or bus service where lines have peak headways of less than 15 minutes.<sup>33</sup>
- The Project Site is located in a Transit Priority Area, which are locations within one-half mile of a major transit stop with bus or rail transit service with frequencies of 15 minutes or less.

---

<sup>33</sup> Southern California Association of Governments Data Portal [https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial\\_active-transportation.pdf?1606001530](https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial_active-transportation.pdf?1606001530),

- The Project Site is considered a Transit Oriented Communities (TOC) Tier 3 based on the shortest distance between any point on the lot and qualified Major Transit Stops.<sup>34</sup>
- Public transit service in the area includes:
  - Santa Monica Big Blue Bus Line 1 connects Venice to UCLA via Westwood Boulevard and Santa Monica Boulevard. The nearest bus stop is 1,150 feet west of the Project Site at Ohio Avenue.
  - Santa Monica Big Blue Bus Line 8 connects Santa Monica to UCLA via Westwood Boulevard and Ocean Park Boulevard. The nearest bus stop is 1,150 feet west of the Project Site at Ohio Avenue.
  - Los Angeles County Metropolitan Transportation Authority (Metro) Line 4 connects Santa Monica to Downtown Los Angeles via Santa Monica Boulevard and other major arterials. The nearest bus stop is 2,100 feet south of the Project Site.
  - Metro Line 20 connects Santa Monica to Downtown Los Angeles via Wilshire Boulevard and other major arterials. The nearest bus stop is 1,400 feet north of the Project Site.
  - LADOT Commuter Express Line 431 provides commuter service from West Los Angeles to Downtown Los Angeles via Wilshire Boulevard and other major arterials. The nearest bus stop is 1,400 feet north of the Project Site.
- The project will provide one short- and twelve long-term bicycle parking spaces on-site.
- Ohio Avenue is a Class III bicycle path while Westwood Boulevard provides Class II bike lanes.

The City’s General Plan Air Quality Element identifies 30 policies with specific strategies for advancing the City’s clean air goals. As illustrated in Table 5, the Project is consistent with the applicable policies in the Air Quality Element, as the Project would implement sustainability features that would reduce vehicular trips, reduce VMT, and encourage the use of alternative modes of transportation. Therefore, the Project would result in a less than significant impact related to consistency with the Air Quality Element.

**Table 5**  
**Project Consistency with City of Los Angeles General Plan Air Quality Element**

Strategy	Project Consistency
<b>Policy 1.3.1.</b> Minimize particulate emissions from construction sites.	<b>Consistent.</b> The Project would minimize particulate emissions during construction through best practices and/or SCAQMD rules (e.g., Rule 403, Fugitive Dust).
<b>Policy 1.3.2.</b> Minimize particulate emissions from unpaved roads and parking lots associated with vehicular traffic.	<b>Not Applicable.</b> The Project would not involve use of unpaved roads or parking lots.
<b>Policy 2.1.1.</b> Utilize compressed work weeks and flextime, telecommuting, carpooling, vanpooling, public transit, and improve walking/bicycling related facilities in order to reduce vehicle trips and/or VMT as an employer	<b>Consistent.</b> The Project is a residential project and would not have any employers. Nevertheless, the Project would promote alternative commute options for residents who can take advantage of public transit and active transportation options. Santa Monica Big Blue

<sup>34</sup> Major Transit Stop is a site containing a rail station or the intersection of two or more bus routes with a service interval of 15 minutes or less during the morning and afternoon peak commute periods. The stations or bus routes may be existing, under construction or included in the most recent Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP).

**Table 5**  
**Project Consistency with City of Los Angeles General Plan Air Quality Element**

Strategy	Project Consistency
and encourage the private sector to do the same to reduce work trips and traffic congestion.	bus operates two local routes on Westwood Boulevard, while Metro operates one route (Line 20) on Wilshire Boulevard and Line 4 on Santa Monica Boulevard. LADOT Commuter Express route provides commuter service to Downtown Los Angeles. Residents could use the thirteen on-site bicycle parking spaces and the Class II bike lanes on Westwood Boulevard and Class III bike path on Ohio Avenue.
<b>Policy 2.1.2.</b> Facilitate and encourage the use of telecommunications (i.e., telecommuting) in both the public and private sectors, in order to reduce work trips.	<b>Consistent.</b> Residents could use high-speed telecommunications services as an alternative to driving to work. A June 2020 study by the National Bureau of Economic Research found that 37 percent of jobs can be performed entirely from home ( <a href="https://www.nber.org/papers/w26948">https://www.nber.org/papers/w26948</a> ). As such, the Proposed Project could help reduce commuting to work through telecommuting.
<b>Policy 2.2.1.</b> Discourage single-occupant vehicle use through a variety of measures such as market incentive strategies, mode-shift incentives, trip reduction plans and ridesharing subsidies.	<b>Consistent.</b> As the Project Site is classified as a TOC Tier 3 site and has allowances under AB 2097, the Project would discourage single-occupant vehicle use because of the limited parking (six spaces) for the eleven residences. This would reduce car ownership for residents that would by definition reduce single-occupancy vehicle travel. Residents and visitors can use public transit, including Santa Monica Big Blue bus operates two local routes on Westwood Boulevard, while Metro operates one route (Line 20) on Wilshire Boulevard and Line 4 on Santa Monica Boulevard. LADOT Commuter Express route provides commuter service to Downtown Los Angeles. Residents could use the thirteen on-site bicycle parking spaces and the Class II bike lanes on Westwood Boulevard and Class III bike path on Ohio Avenue.
<b>Policy 2.2.2.</b> Encourage multi-occupant vehicle travel and discourage single-occupant vehicle travel by instituting parking management practices.	<b>Consistent.</b> As noted above, the Project Site's TOC Tier 3 and AB 2097 status allows the garage to be limited to parking for six vehicles. This would reduce car ownership for residents that would by definition reduce single-occupancy vehicle travel. The development would provide transportation options to residents as an option to driving.
<b>Policy 2.2.3.</b> Minimize the use of single-occupant vehicles associated with special events or in areas and times of high levels of pedestrian activities.	<b>Not Applicable.</b> The Project would not include facilities for special events.
<b>Policy 3.2.1.</b> Manage traffic congestion during peak hours.	<b>Consistent.</b> The Project is a low traffic generator because of the nature of residential uses, which generate peak hour vehicle trips that are lower than commercial, retail, and restaurant uses. Further, the



**Table 5**  
**Project Consistency with City of Los Angeles General Plan Air Quality Element**

Strategy	Project Consistency
	Project would also minimize traffic congestion based on its location near transit opportunities, which would encourage the use of alternative modes of transportation. Residents and visitors can use public transit, including Santa Monica Big Blue bus operates two local routes on Westwood Boulevard, while Metro operates one route (Line 20) on Wilshire Boulevard and Line 4 on Santa Monica Boulevard. LADOT Commuter Express route provides commuter service to Downtown Los Angeles. Residents could use the thirteen on-site bicycle parking spaces and the Class II bike lanes on Westwood Boulevard and Class III bike path on Ohio Avenue.
<b>Policy 4.1.1.</b> Coordinate with all appropriate regional agencies on the implementation of strategies for the integration of land use, transportation, and air quality policies.	<b>Consistent.</b> The Project is being entitled through the City of Los Angeles, which coordinates with SCAG, Metro, and other regional agencies on the coordination of land use, air quality, and transportation policies.
<b>Policy 4.1.2.</b> Ensure that project level review and approval of land use development remains at the local level.	<b>Consistent.</b> The Project would be entitled and environmentally cleared at the local level. The Project would not inhibit the implementation of this policy.
<b>Policy 4.2.1.</b> Revise the City's General Plan/Community Plans to achieve a more compact, efficient urban form and to promote more transit-oriented development and mixed-use development.	<b>Not Applicable.</b> This policy calls for City updates to its General Plan. The Project would not inhibit the implementation of this policy.
<b>Policy 4.2.2.</b> Improve accessibility for the City's residents to places of employment, shopping centers and other establishments.	<b>Consistent.</b> The Project would be infill development that would provide the City's residents with proximate access to jobs and services at this Project Site.
<b>Policy 4.2.3.</b> Ensure that new development is compatible with pedestrians, bicycles, transit, and alternative fuel vehicles.	<b>Consistent.</b> The Project would promote public transit, active transportation, and alternative fuel vehicles for residents, workers, and visitors, who can use public transit, including Santa Monica Big Blue bus operates two local routes on Westwood Boulevard, while Metro operates one route (Line 20) on Wilshire Boulevard and Line 4 on Santa Monica Boulevard. LADOT Commuter Express route provides commuter service to Downtown Los Angeles. Residents could use the thirteen on-site bicycle parking spaces and the Class II bike lanes on Westwood Boulevard and Class III bike path on Ohio Avenue. The Project would also include one electric vehicle charging station and one more space with conduits and supplies for a future charging station.
<b>Policy 4.2.4.</b> Require that air quality impacts be a consideration in the review and approval of all discretionary projects.	<b>Consistent.</b> The Project's air quality impacts are analyzed in this document, and as discussed herein, all impacts with respect to air quality would be less than significant.

**Table 5**  
**Project Consistency with City of Los Angeles General Plan Air Quality Element**

Strategy	Project Consistency
<b>Policy 4.2.5.</b> Emphasize trip reduction, alternative transit and congestion management measures for discretionary projects.	<b>Consistent.</b> The proposed project would support use of alternative transportation modes. The Project Site is well-served by public transit, including Santa Monica Big Blue bus operates two local routes on Westwood Boulevard, while Metro operates one route (Line 20) on Wilshire Boulevard and Line 4 on Santa Monica Boulevard. LADOT Commuter Express route provides commuter service to Downtown Los Angeles. Residents could use the thirteen on-site bicycle parking spaces and the Class II bike lanes on Westwood Boulevard and Class III bike path on Ohio Avenue.
<b>Policy 4.3.1.</b> Revise the City's General Plan/Community Plans to ensure that new or relocated sensitive receptors are located to minimize significant health risks posed by air pollution sources.	<b>Not Applicable.</b> This policy calls for City updates to its General Plan. The Project would not inhibit the implementation of this policy.
<b>Policy 4.3.2.</b> Revise the City's General Plan/Community Plans to ensure that new or relocated major air pollution sources are located to minimize significant health risks to sensitive receptors.	<b>Not Applicable.</b> This policy calls for City updates to its General Plan. The Project would not inhibit the implementation of this policy.
<b>Policy 5.1.1.</b> Make improvements in Harbor and airport operations and facilities in order to reduce air emissions.	<b>Not Applicable.</b> This policy calls for cleaner operations of the City's water port and airport facilities. The Project would not inhibit the implementation of this policy.
<b>Policy 5.1.2.</b> Effect a reduction in energy consumption and shift to non-polluting sources of energy in its buildings and operations.	<b>Not Applicable.</b> This policy calls for cleaner operations of the City's buildings and operations. The Project would not inhibit the implementation of this policy.
<b>Policy 5.1.3.</b> Have the Department of Water and Power make improvements at its in-basin power plants in order to reduce air emissions.	<b>Not Applicable.</b> This policy calls for cleaner operations of the City's Water and Power energy plants. The Project would not inhibit the implementation of this policy.
<b>Policy 5.1.4.</b> Reduce energy consumption and associated air emissions by encouraging waste reduction and recycling.	<b>Consistent.</b> The Project would be consistent with this policy by complying with Title 24, CALGreen, and other requirements to reduce solid waste and energy consumption. This includes the City's March 2010 ordinance (Council File 09-3029) that requires all mixed construction and demolition waste be taken to City-certified waste processors.
<b>Policy 5.2.1.</b> Reduce emissions from its own vehicles by continuing scheduled maintenance, inspection and vehicle replacement programs; by adhering to the State of California's emissions testing and monitoring programs; by using alternative fuel vehicles wherever feasible, in accordance with regulatory agencies and City Council policies.	<b>Not Applicable.</b> This policy calls for the City to gradually reduce the fleet emissions inventory from its vehicles through use of alternative fuels, improved maintenance practices, and related operational improvements. The Project's support of electric vehicles will continue the State's conversion to zero emission fleets that do not required engine inspections.

**Table 5**  
**Project Consistency with City of Los Angeles General Plan Air Quality Element**

Strategy	Project Consistency
<b>Policy 5.3.1.</b> Support the development and use of equipment powered by electric or low-emitting fuels.	<b>Consistent.</b> The Project would be designed to meet the applicable requirements of the States Green Building Standards Code and the City of Los Angeles' Green Building Code, both of which promote a shift from natural gas use toward electrification of buildings. The Project would also include one electric vehicle charging station and another space with conduits and supplies for future charging.
<b>Policy 6.1.1.</b> Raise awareness through public-information and education programs of the actions that individuals can take to reduce air emissions.	<b>Not Applicable.</b> This policy calls for the City to promote clean air awareness through its public awareness programs. The Project would not inhibit the implementation of this policy.
Source: DKA Planning, 2023.	

**b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?**

**Less Than Significant Impact.**

**Construction**

A cumulatively considerable net increase would occur if the project's construction impacts substantially contribute to air quality violations when considering other projects that may undertake construction activities at the same time. Individual projects that generate emissions that do not exceed SCAQMD's significance thresholds would not contribute considerably to any potential cumulative impact. SCAQMD neither recommends quantified analyses of the emissions generated by a set of cumulative development projects nor provides thresholds of significance to assess the impacts associated with these emissions.<sup>35</sup>

Construction-related emissions were estimated using the SCAQMD's CalEEMod 2022.1.1.17 model and a projected construction schedule of at least 30 months. Table 6 summarizes the estimated construction schedule that was modeled for air quality impacts.

**Table 6**  
**Construction Schedule Assumptions**

Phase	Duration	Notes
-------	----------	-------

<sup>35</sup> South Coast Air Quality Management District, 2003 White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution: "As Lead Agency, the AQMD uses the same significance thresholds for project specific and cumulative impacts for all environmental topics analyzed in an Environmental Assessment or EIR...Projects that exceed the project-specific significance threshold are considered by the SCAQMD to be cumulatively considerable. This is the reason project-specific and cumulative thresholds are the same. Conversely, projects that do not exceed the project-specific thresholds are not considered to be cumulatively significant.

**Table 6  
Construction Schedule Assumptions**

Demolition	Month 1	Removal of 2,101 square feet of building floor area and 1,450 square feet of asphalt/concrete parking lot hauled 40 miles to landfill in 10-cubic yard capacity trucks.
Site Preparation	Month 2	Removal of trees, plants, landscaping, weeds, grubbing over 3,500 square-foot area.
Grading	Months 3-4	Approximately 3,200 cubic yards of soil (including 25 percent swell factor) <sup>36</sup> hauled 40 miles to landfill in 10-cubic yard capacity trucks.
Trenching	Months 5-8	Trenching for utilities, including gas, water, electricity, and telecommunications.
Building Construction	Months 6-30	Footings and foundation work, framing, concrete pouring, welding; installing mechanical, electrical, and plumbing. Floor assembly, interior painting, cabinetry and carpentry, elevator installations, low voltage systems, trash management.
Architectural Coatings	Months 25-30	Application of interior and exterior coatings and sealants.
Source: DKA Planning, 2023.		

The Project would be required to comply with the following regulations, as applicable:

- SCAQMD Rule 403, would reduce the amount of particulate matter entrained in ambient air as a result of anthropogenic fugitive dust sources by requiring actions to prevent, reduce or mitigate fugitive dust emissions.
- SCAQMD Rule 1113, which limits the VOC content of architectural coatings.
- SCAQMD Rule 402, which states that a person shall not discharge from any source whatsoever such quantities of air contaminants or other materials which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health, or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.
- In accordance with Section 2485 in Title 13 of the California Code of Regulations, the idling of all diesel-fueled commercial vehicles (with gross vehicle weight over 10,000 pounds) during construction would be limited to five minutes at any location.
- In accordance with Section 93115 in Title 17 of the California Code of Regulations, operation of any stationary, diesel-fueled, compression-ignition engines would meet specific fuel and fuel additive requirements and emissions standards.

<sup>36</sup> City of Los Angeles, Environmental Assessment Form.



## Regional Emissions

Construction activity creates air quality impacts through the use of heavy-duty construction equipment and through vehicle trips generated by construction workers traveling to and from the Project Site. NO<sub>x</sub> emissions would primarily result from the use of construction equipment and truck trips.

Fugitive dust emissions would peak during grading activities, where approximately 3,200 cubic yards of soil (including swell factors) would be exported from the Project Site to accommodate a one-level subterranean structure. All construction projects in the Basin must comply with SCAQMD Rule 403 for fugitive dust. Rule 403 control requirements include measures to prevent the generation of visible dust plumes. Measures include, but are not limited to, applying water and/or soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system or other control measures to remove bulk material from tires and vehicle undercarriages before vehicles exit the Project Site, and maintaining effective cover over exposed areas. Compliance with Rule 403 would reduce regional PM<sub>2.5</sub> and PM<sub>10</sub> emissions associated with construction activities by approximately 61 percent.

During the building finishing phase, the application of architectural coatings (e.g., paints) would release VOCs (regulated by SCAQMD Rule 1113). The assessment of construction air quality impacts considers each of these potential sources. Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation and, for dust, the prevailing weather conditions.

As shown in Table 7, construction of the Project would produce VOC, NO<sub>x</sub>, CO, SO<sub>x</sub>, PM<sub>10</sub> and PM<sub>2.5</sub> emissions that do not exceed the SCAQMD's regional thresholds. As a result, construction of the Project would not contribute substantially to an existing violation of air quality standards for regional pollutants (e.g., ozone). This impact is considered less than significant.

## Localized Emissions

In addition to maximum daily regional emissions, maximum localized (on-site) emissions were quantified for each construction activity. The localized construction air quality analysis was conducted using the methodology promulgated by the SCAQMD. Look-up tables provided by the SCAQMD were used to determine localized construction emissions thresholds for the Project.<sup>37</sup> LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard and are based on the most recent background ambient air quality monitoring data (2019-2021) for the Project area.

**Table 7**  
**Daily Construction Emissions**

Construction Phase Year	Daily Emissions (Pounds Per Day)					
	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
2025	1.1	12.5	11.3	<0.1	3.2	1.6
2026	0.5	4.9	7.5	<0.1	0.3	0.2
2027	1.5	5.5	8.7	<0.1	0.3	0.2

<sup>37</sup> South Coast Air Quality Management District, LST Methodology Appendix C-Mass Rate LST Look-up Table, revised October 2009.

**Table 7  
Daily Construction Emissions**

Maximum Regional Total	1.5	12.5	11.3	<0.1	3.2	1.6
Regional Threshold	75	100	550	150	150	55
<b>Exceed Threshold?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
<b>Localized Emissions</b>						
Maximum Localized Total	1.5	10.1	10.0	<0.1	2.5	1.4
Localized Threshold	N/A	103	562	N/A	4	3
<b>Exceed Threshold?</b>	<b>N/A</b>	<b>No</b>	<b>No</b>	<b>N/A</b>	<b>No</b>	<b>No</b>
<p><i>The construction dates are used for the modeling of air quality emissions in the CalEEMod software. If construction activities commence later than what is assumed in the environmental analysis, the actual emissions would be lower than analyzed because of the increasing penetration of newer equipment with lower certified emission levels. Assumes implementation of SCAQMD Rule 403 (Fugitive Dust Emissions)</i></p> <p><i>Source: DKA Planning, 2023 based on CalEEMod 2022.1.1.14 model runs. LST analyses based on one-acre site with 25-meter distances to receptors in Northwest Coastal LA County source receptor area. Estimates reflect the peak summer or winter season, whichever is higher. Totals may not add up due to rounding. Modeling sheets included in the Technical Appendix.</i></p>						

Maximum on-site daily construction emissions for NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub> were calculated using CalEEMod and compared to the applicable SCAQMD LSTs for the Northwest Coastal LA County SRA based on construction site acreage that is less than or equal to one acre. Potential impacts were evaluated at the closest off-site sensitive receptor, which are the residences to the north and south of the Project Site on Wilkins Avenue and Ohio Avenue. The closest receptor distance on the SCAQMD mass rate LST look-up tables is 25 meters.

As shown in Table 7, above, the Project would produce emissions that do not exceed the SCAQMD's recommended localized standards of significance for NO<sub>2</sub> and CO during the construction phase. Similarly, construction activities would not produce PM<sub>10</sub> and PM<sub>2.5</sub> emissions that exceed localized thresholds recommended by the SCAQMD. These estimates assume the use of Best Available Control Measures (BACMs) that address fugitive dust emissions of PM<sub>10</sub> and PM<sub>2.5</sub> through SCAQMD Rule 403. This would include watering portions of the site that are disturbed during grading activities and minimizing tracking of dirt onto local streets. Therefore, construction impacts on localized air quality are considered less than significant.

## Operation

Operational emissions of criteria pollutants would come from area, energy, and mobile sources. Area sources include consumer products such as household cleaners, architectural coatings for routine maintenance, and landscaping equipment. Energy sources include electricity use for space cooling and heating and water heating.<sup>38</sup> The CalEEMod program generates estimates of emissions from energy use based on the land use type and size. The Project would also produce long-term air quality impacts to the region primarily from motor vehicles that access the Project Site. The Project could add up to 51 net vehicle trips to the local roadway network on a weekday at the start of operations in 2027.<sup>39</sup>

<sup>38</sup> When electricity is used in buildings or local developments, electricity generation typically takes place offsite at power plants.

<sup>39</sup> DKA Planning, 2023, based on CalEEMod 2022.1.1.17 model using ITE Trip Generation rates (10<sup>th</sup> Edition).

As shown in Table 8, the Project’s emissions would not exceed the SCAQMD’s regional or localized significance thresholds. Therefore, the operational impacts of the Project on regional and localized air quality are considered less than significant.

**Table 7  
Daily Operations Emissions**

Emissions Source	Daily Emissions (Pounds Per Day)					
	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Area Sources	0.4	<0.1	0.7	<0.1	<0.1	<0.1
Energy Sources	<0.1	<0.1	<0.1	<0.1	<0.1	<0.1
Mobile Sources	0.2	0.1	1.7	<0.1	0.4	0.1
Regional Total	0.5	0.2	2.4	<0.1	0.4	0.1
Existing Total	-0.1	<-0.1	-0.4	<-0.1	-0.1	<-0.1
Net Regional Total	0.4	0.2	2.0	<0.1	0.3	0.1
Regional Significance Threshold	55	55	550	150	150	55
<b>Exceed Threshold?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
<b>Localized Emissions</b>						
Net Localized Total	0.3	<0.1	0.6	<0.1	<0.1	<0.1
Localized Significance Threshold	N/A	103	562	N/A	1	1
<b>Exceed Threshold?</b>	<b>N/A</b>	<b>No</b>	<b>No</b>	<b>N/A</b>	<b>No</b>	<b>No</b>
<i>LST analyses based on one-acre site with 25-meter distances to receptors in Central Los Angeles SRA            Source: DKA Planning, 2023 based on CalEEMod 2022.1.1.17 model runs (included in the Technical Appendix). Totals reflect the summer season maximum and may not add up due to rounding.</i>						

**c. Expose sensitive receptors to substantial pollutant concentrations?**

**Less Than Significant Impact.** There are several sensitive receptors within 0.25 miles of the Project Site that could be exposed to air pollution from construction and operation of the Project, including, but are not limited to, the following representative sampling:

- Residence, 10758 Wilkins Avenue, five feet west of the Project Site.
- Residences, 10755 Ohio Avenue, five feet west of the Project Site.
- Residences, Wilkins Avenue (north side), as close as 70 feet north of the Project Site.
- St. Paul Catholic Church, 10750 Ohio Avenue; 100 feet south of the Project Site.
- Church of Latter Day Saints, 10740 Ohio Avenue; 270 feet east of the Project Site.
- Ralph Waldo Emerson Middle School, 1650 Selby Avenue; 550 feet south of the Project Site.

**Construction**

Construction of the Project could expose sensitive receptors to substantial pollutant concentrations if maximum daily emissions of regulated pollutants generated by sources located on and/or near the Project Site exceeded the applicable LST values presented in Table 4, or if construction activities generated significant emissions of TACs that could result in carcinogenic risks or non-carcinogenic hazards exceeding the SCAQMD Air Quality Significance Thresholds of 10 excess cancers per million or non-carcinogenic

Hazard Index greater than 1.0, respectively. As discussed above, the LST values were derived by the SCAQMD for the criteria pollutants NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub> to prevent the occurrence of concentrations exceeding the air quality standards at sensitive receptor locations based on proximity and construction site size.

As shown in Table 7, during construction of the Project, maximum daily localized unmitigated emissions of NO<sub>2</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub> from sources on the Project Site would remain below each of the respective LST values. Unmitigated maximum daily localized emissions would not exceed any of the localized standards for receptors that are within 25 meters of the Project's construction activities. Therefore, based on SCAQMD guidance, localized emissions of criteria pollutants would not have the potential to expose sensitive receptors to substantial concentrations that would present a public health concern.

The primary TAC that would be generated by construction activities is diesel PM, which would be released from the exhaust stacks of construction equipment. The construction emissions modeling conservatively assumed that all equipment present on the Project Site would be operating simultaneously throughout most of the day, while in all likelihood this would rarely be the case. Average daily emissions of diesel PM would be less than one pound per day throughout the course of Project construction. Therefore, the magnitude of daily diesel PM emissions, would not be sufficient to result in substantial pollutant concentrations at off-site locations nearby.

Furthermore, according to SCAQMD methodology, health risks from carcinogenic air toxics are usually described in terms of individual cancer risk. "Individual Cancer Risk" is the likelihood that a person exposed to concentrations of TACs over a 30-year period will contract cancer based on the use of standard risk-assessment methodology. The entire duration of construction activities associated with implementation of the Project is anticipated to be approximately 30 months, and the magnitude of daily diesel PM emissions will vary over this time period. No residual emissions and corresponding individual cancer risk are anticipated after construction. Because there is such a short-term exposure period, construction TAC emissions would result in a less than significant impact. Therefore, construction of the Project would not expose sensitive receptors to substantial diesel PM concentrations, and this impact would be less than significant.

### ***Operation***

The Project Site would be redeveloped with multi-family residences, a land use that is not typically associated with TAC emissions. Typical sources of acutely and chronically hazardous TACs include industrial manufacturing processes (e.g., chrome plating, electrical manufacturing, petroleum refinery). The Project would not include these types of potential industrial manufacturing process sources. It is expected that quantities of hazardous TACs generated on-site (e.g., cleaning solvents, paints, landscape pesticides) for the types of proposed land uses would be below thresholds warranting further study under California Accidental Release Program.



When considering potential air quality impacts under CEQA, consideration is given to the location of sensitive receptors within close proximity of land uses that emit TACs. CARB has published and adopted the Air Quality and Land Use Handbook: A Community Health Perspective, which provides recommendations regarding the siting of new sensitive land uses near potential sources of air toxic emissions (e.g., freeways, distribution centers, rail yards, ports, refineries, chrome plating facilities, dry cleaners, and gasoline dispensing facilities).<sup>40</sup> The SCAQMD adopted similar recommendations in its Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning.<sup>41</sup> Together, the CARB and SCAQMD guidelines recommend siting distances for both the development of sensitive land uses in proximity to TAC sources and the addition of new TAC sources in proximity to existing sensitive land uses.

The primary sources of potential air toxics associated with Project operations include DPM from delivery trucks (e.g., truck traffic on local streets and idling on adjacent streets) and to a lesser extent, facility operations (e.g., natural gas fired boilers). However, these activities, and the land uses associated with the Project, are not considered land uses that generate substantial TAC emissions. It should be noted that the SCAQMD recommends that health risk assessments (HRAs) be conducted for substantial individual sources of DPM (e.g., truck stops and warehouse distribution facilities that generate more than 100 trucks per day or more than 40 trucks with operating transport refrigeration units) and has provided guidance for analyzing mobile source diesel emissions.<sup>42</sup> Based on this guidance, the Project would not include these types of land uses and is not considered to be a substantial source of DPM warranting a refined HRA since daily truck trips to the Project Site would not exceed 100 trucks per day or more than 40 trucks with operating transport refrigeration units. In addition, the CARB-mandated airborne toxic control measures (ATCM) limits diesel-fueled commercial vehicles (delivery trucks) to idle for no more than five minutes at any given time, which would further limit diesel particulate emissions.

As the Project would not contain substantial TAC sources and is consistent with the CARB and SCAQMD guidelines, the Project would not result in the exposure of off-site sensitive receptors to carcinogenic or toxic air contaminants that exceed the maximum incremental cancer risk of 10 in one million or an acute or chronic hazard index of 1.0, and potential TAC impacts would be less than significant.

The Project would generate long-term emissions on-site from area and energy sources that would generate negligible pollutant concentrations of CO, NO<sub>2</sub>, PM<sub>2.5</sub>, or PM<sub>10</sub> at nearby sensitive receptors. While long-term operations of the Project would add traffic to local roads that produces off-site emissions, these would not result in exceedances of CO air quality standards at roadways in the area due to three key factors. First, CO hotspots are extremely rare and only occur in the presence of unusual atmospheric conditions and extremely cold conditions, neither of which applies to this Project area. Second, auto-related emissions of CO continue to decline because of advances in fuel combustion technology in the vehicle fleet. Finally, the Project would not contribute to the levels of congestion that would be needed to produce emissions concentrations needed to trigger a CO hotspot, as it would add about 51 net vehicle trips to the local roadway network on a weekday at the start of operations in 2027.<sup>43</sup>

---

<sup>40</sup> California Air Resources Board, Air Quality and Land Use Handbook, a Community Health Perspective, April 2005.

<sup>41</sup> South Coast Air Quality Management District, Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning, May 6, 2005.

<sup>42</sup> South Coast Air Quality Management District, Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis, 2002.

<sup>43</sup> DKA Planning, 2023, based on CalEEMod 2022.1.1.17 model using ITE Trip Generation rates (10<sup>th</sup> Edition).

The majority of vehicle-related impacts at the Project Site would come from up to five vehicles entering and exiting the development during the peak A.M. and P.M. hours.<sup>44</sup> This would represent 0.2 percent of the 2,470 vehicles currently using Westwood Boulevard at Ohio Avenue in the morning peak hour of traffic.<sup>45</sup> Assuming peak hour volumes represent ten percent of daily volumes, this intersection would carry 24,700 daily vehicle trips, well below the traffic volumes that would be needed to generate CO exceedances of the ambient air quality standard.<sup>46</sup>

Finally, the Project would not result in any substantial emissions of TACs during the construction or operations phase. During the construction phase, the primary air quality impacts would be associated with the combustion of diesel fuels, which produce exhaust-related particulate matter that is considered a toxic air contaminant by CARB based on chronic exposure to these emissions.<sup>47</sup> However, construction activities would not produce chronic, long-term exposure to diesel particulate matter. During long-term project operations, the Project does not include typical sources of acutely and chronically hazardous TACs such as industrial manufacturing processes and automotive repair facilities. As a result, the Project would not create substantial concentrations of TACs.

In addition, the SCAQMD recommends that health risk assessments be conducted for substantial sources of diesel particulate emissions (e.g., truck stops and warehouse distribution facilities) and has provided guidance for analyzing mobile source diesel emissions.<sup>48</sup> The Project would not generate a substantial number of truck trips. Based on the limited activity of TAC sources, the Project would not warrant the need for a health risk assessment associated with on-site activities. Therefore, the Project's operational impacts on local sensitive receptors would be less than significant.

#### **d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?**

**Less Than Significant Impact.** The Project would not result in activities that create objectionable odors. The Project is a housing development that would not include any activities typically associated with unpleasant odors and local nuisances (e.g., rendering facilities, dry cleaners). SCAQMD regulations that govern nuisances (i.e., Rule 402, Nuisances) would regulate any occasional odors associated with residences. As a result, any odor impacts from the Project would be considered less than significant.

---

<sup>44</sup> DKA Planning, 2023. Hourly trip generation based on Institute of Transportation Engineer's hourly trip generation factors for Multifamily Housing (Mid-Rise) (land use code 221), 11<sup>th</sup> Edition.

<sup>45</sup> DKA Planning, 2023, based on City of Los Angeles database of traffic volumes on Westwood Bl at Ohio Avenue, [https://navigatela.lacity.org/dot/traffic\\_data/automatic\\_counts/WESOH105.pdf](https://navigatela.lacity.org/dot/traffic_data/automatic_counts/WESOH105.pdf), 2005 traffic counts adjusted by one percent growth factor to represent existing conditions.

<sup>46</sup> South Coast Air Quality Management District; 2003 AQMP. As discussed in the 2003 AQMP, the 1992 CO Plan included a CO hotspot analysis at four intersections in the peak A.M. and P.M. time periods, including Long Beach Boulevard and Imperial Highway (Lynwood), Wilshire Boulevard and Veteran Avenue (Westwood), Sunset Boulevard and Highland Avenue (Hollywood), and La Cienega Boulevard and Century Boulevard (Inglewood). The busiest intersection was Wilshire and Veteran, used by 100,000 vehicles per day. The 2003 AQMP estimated a 4.6 ppm one-hour concentration at this intersection, which meant that an exceedance (20 ppm) would not occur until daily traffic exceeded more than 400,000 vehicles per day.

<sup>47</sup> California Office of Environmental Health Hazard Assessment. Health Effects of Diesel Exhaust. [www.http://oehha.ca.gov/public\\_info/facts/dieselfacts.html](http://oehha.ca.gov/public_info/facts/dieselfacts.html)

<sup>48</sup> South Coast Air Quality Management District, Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Emissions, December 2002.



As such, there are no related projects within 1,000 feet of the Project Site that would contribute to cumulative air quality impacts at local sensitive receptors.

### **AQMP Consistency**

Cumulative development is not expected to result in a significant impact in terms of conflicting with, or obstructing implementation of the 2022 AQMP. As discussed previously, growth considered to be consistent with the AQMP would not interfere with attainment because this growth is included in the projections utilized in the formulation of the AQMP. Consequently, as long as growth in the Basin is within the projections for growth identified in the 2022 RTP/SCS, implementation of the AQMP will not be obstructed by such growth. In addition, as discussed previously, the population growth resulting from the Project would be consistent with the growth projections of the AQMP. Any related project would implement feasible air quality mitigation measures to reduce the criteria air pollutants, if required due to any significant emissions impacts. In addition, each related project would be evaluated for its consistency with the land use policies set forth in the AQMP. Therefore, the Project's contribution to the cumulative impact would not be cumulatively considerable and, therefore, would be less than significant.

### **Construction**

SCAQMD recommends that any construction-related emissions and operational emissions from individual development projects that exceed the project-specific mass daily emissions thresholds identified above also be considered cumulatively considerable.<sup>52</sup> Individual projects that generate emissions not in excess of SCAQMD's significance thresholds would not contribute considerably to any potential cumulative impact. SCAQMD neither recommends quantified analyses of the emissions generated by a set of cumulative development projects nor provides thresholds of significance to be used to assess the impacts associated with these emissions.

As summarized in Table 7, the Proposed Project would not exceed the SCAQMD's mass emissions thresholds and would not contribute to any potential cumulative impact. If any related project was projected to exceed LST thresholds (after mitigation), it could perform dispersion modeling to confirm whether health-based air quality standards would be violated. The SCAQMD's LST thresholds recognize the influence of a receptor's proximity, setting mass emissions thresholds for PM<sub>10</sub> and PM<sub>2.5</sub> that generally double with every doubling of distance.

The Project would comply with regulatory requirements, including the SCAQMD Rule 403 requirements listed above. Based on SCAQMD guidance, individual construction projects that exceed the SCAQMD's recommended daily thresholds for project-specific impacts would cause a cumulatively considerable increase in emissions for those pollutants for which the Air Basin is in non-attainment. As shown above, construction-related daily emissions at the Project Site would not exceed any of the SCAQMD's regional or localized significance thresholds. Therefore, the Project's contribution to cumulative air quality impacts would not be cumulatively considerable and, therefore, would be less than significant.

Similar to the Project, the greatest potential for TAC emissions at each related project would generally involve diesel particulate emissions associated with heavy equipment operations during grading and excavation activities. According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of individual cancer risk. "Individual Cancer Risk" is the likelihood that a

---

<sup>52</sup> White Paper on Regulatory Options for Addressing Cumulative Impacts from Air Pollution Emissions, SCAQMD Board Meeting, September 5, 2003, Agenda No. 29, Appendix D, p. D-3.



person exposed to concentrations of TACs over a 30-year period will contract cancer, based on the use of standard risk-assessment methodology. Construction activities are temporary and short-term events, thus construction activities at each related project would not result in a long-term substantial source of TAC emissions. Additionally, the SCAQMD CEQA guidance does not require a health risk assessment for short-term construction emissions. It is therefore not meaningful to evaluate long-term cancer impacts from construction activities, which occur over relatively short durations. As such, given the short-term nature of these activities, cumulative toxic emission impacts during construction would be less than significant.

### ***Operation***

As discussed above, the Project's operational air quality emissions and cumulative impacts would be less than significant. According to the SCAQMD, if an individual project results in air emissions of criteria pollutants that exceed the SCAQMD's recommended daily thresholds for project-specific impacts, then the project would also result in a cumulatively considerable net increase of these criteria pollutants. As operational emissions would not exceed any of the SCAQMD's regional or localized significance thresholds, the emissions of non-attainment pollutants and precursors generated by Project operations would not be cumulatively considerable.

With respect to TAC emissions, neither the Project nor any likely related projects (which are largely residential, retail/commercial in nature), would represent a substantial source of TAC emissions, which are typically associated with large-scale industrial, manufacturing, and transportation hub facilities. The Project and related projects would be consistent with the recommended screening level siting distances for TAC sources, as set forth in CARB's Land Use Guidelines, and the Project and related projects would not result in a cumulative impact requiring further evaluation. However, any related projects could generate minimal TAC emissions related to the use of consumer products and landscape maintenance activities, among other things. Pursuant to AB 1807, which directs the CARB to identify substances as TACs and adopt airborne toxic control measures to control such substances, the SCAQMD has adopted numerous rules (primarily in Regulation XIV) that specifically address TAC emissions. These SCAQMD rules have resulted in and will continue to result in substantial Basin-wide TAC emissions reductions. As such, cumulative TAC emissions during long-term operations would be less than significant. Therefore, the Project would not result in any substantial sources of TACs that have been identified by the CARB's Land Use Guidelines, and thus, would not contribute to a cumulative impact.

# TECHNICAL APPENDIX



DOUGLASKIM+ASSOCIATES,LLC

## EXISTING EMISSIONS

# 10756 Wilkins Avenue (Existing) Detailed Report

## Table of Contents

1. Basic Project Information
  - 1.1. Basic Project Information
  - 1.2. Land Use Types
  - 1.3. User-Selected Emission Reduction Measures by Emissions Sector
2. Emissions Summary
  - 2.4. Operations Emissions Compared Against Thresholds
  - 2.5. Operations Emissions by Sector, Unmitigated
4. Operations Emissions Details
  - 4.1. Mobile Emissions by Land Use
    - 4.1.1. Unmitigated
  - 4.2. Energy
    - 4.2.1. Electricity Emissions By Land Use - Unmitigated
    - 4.2.3. Natural Gas Emissions By Land Use - Unmitigated
  - 4.3. Area Emissions by Source



4.3.1. Unmitigated

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

5. Activity Data

5.9. Operational Mobile Sources

5.9.1. Unmitigated

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.2. Architectural Coatings

5.10.3. Landscape Equipment

5.11. Operational Energy Consumption

5.11.1. Unmitigated

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

5.13. Operational Waste Generation

5.13.1. Unmitigated

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

5.16.2. Process Boilers

5.17. User Defined

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

5.18.2. Sequestration

5.18.2.1. Unmitigated

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

6.2. Initial Climate Risk Scores

6.3. Adjusted Climate Risk Scores

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

7.2. Healthy Places Index Scores

7.3. Overall Health & Equity Scores

7.4. Health & Equity Measures

7.5. Evaluation Scorecard

7.6. Health & Equity Custom Measures

8. User Changes to Default Data



# 1. Basic Project Information

## 1.1. Basic Project Information

Data Field	Value
Project Name	10756 Wilkins Avenue (Existing)
Operational Year	2023
Lead Agency	City of Los Angeles
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.70
Precipitation (days)	19.6
Location	10756 Wilkins Ave, Los Angeles, CA 90024, USA
County	Los Angeles-South Coast
City	Los Angeles
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	4312
EDFZ	16
Electric Utility	Los Angeles Department of Water & Power
Gas Utility	Southern California Gas
App Version	2022.1.1.17

## 1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Single Family Housing	1.00	Dwelling Unit	0.16	2,101	3,500	—	3.00	—

### 1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

## 2. Emissions Summary

### 2.4. Operations Emissions Compared Against Thresholds

#### Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	0.09	0.04	0.40	< 0.005	< 0.005	0.06	0.06	< 0.005	0.02	0.02
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	0.09	0.05	0.32	< 0.005	< 0.005	0.06	0.06	< 0.005	0.02	0.02
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	0.09	0.05	0.36	< 0.005	< 0.005	0.06	0.06	< 0.005	0.02	0.02
Annual (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	0.02	0.01	0.07	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005

### 2.5. Operations Emissions by Sector, Unmitigated

#### Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Mobile	0.04	0.03	0.34	< 0.005	< 0.005	0.06	0.06	< 0.005	0.02	0.02
Area	0.05	< 0.005	0.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Energy	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Water	—	—	—	—	—	—	—	—	—	—



## 4. Operations Emissions Details

### 4.1. Mobile Emissions by Land Use

#### 4.1.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Single Family Housing	0.04	0.03	0.34	< 0.005	< 0.005	0.06	0.06	< 0.005	0.02	0.02
Total	0.04	0.03	0.34	< 0.005	< 0.005	0.06	0.06	< 0.005	0.02	0.02
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Single Family Housing	0.04	0.03	0.31	< 0.005	< 0.005	0.06	0.06	< 0.005	0.02	0.02
Total	0.04	0.03	0.31	< 0.005	< 0.005	0.06	0.06	< 0.005	0.02	0.02
Annual	—	—	—	—	—	—	—	—	—	—
Single Family Housing	0.01	0.01	0.06	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005
Total	0.01	0.01	0.06	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005

## 4.2. Energy

### 4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—

Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

#### 4.2.3. Natural Gas Emissions By Land Use - Unmitigated

##### Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Single Family Housing	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Total	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Single Family Housing	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Total	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Annual	—	—	—	—	—	—	—	—	—	—
Single Family Housing	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Total	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005



## 4.3. Area Emissions by Source

## 4.3.1. Unmitigated

## Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Consumer Products	0.04	—	—	—	—	—	—	—	—	—
Architectural Coatings	< 0.005	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.01	< 0.005	0.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Total	0.05	< 0.005	0.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Consumer Products	0.04	—	—	—	—	—	—	—	—	—
Architectural Coatings	< 0.005	—	—	—	—	—	—	—	—	—
Total	0.05	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Consumer Products	0.01	—	—	—	—	—	—	—	—	—
Architectural Coatings	< 0.005	—	—	—	—	—	—	—	—	—
Landscape Equipment	< 0.005	< 0.005	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005

Total	0.01	< 0.005	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
-------	------	---------	------	---------	---------	---	---------	---------	---	---------

#### 4.4. Water Emissions by Land Use

##### 4.4.1. Unmitigated

##### Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

#### 4.5. Waste Emissions by Land Use

##### 4.5.1. Unmitigated

##### Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—

Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

#### 4.6. Refrigerant Emissions by Land Use

##### 4.6.1. Unmitigated

#### Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—
-------	---	---	---	---	---	---	---	---	---	---	---	---	---	---

#### 4.7. Offroad Emissions By Equipment Type

##### 4.7.1. Unmitigated

#### Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

#### 4.8. Stationary Emissions By Equipment Type

##### 4.8.1. Unmitigated

#### Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

#### 4.9. User Defined Emissions By Equipment Type

##### 4.9.1. Unmitigated

##### Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

#### 4.10. Soil Carbon Accumulation By Vegetation Type

##### 4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

##### Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—



4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—



Hearth Type	Unmitigated (number)
Single Family Housing	–
Wood Fireplaces	0
Gas Fireplaces	0
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	1
Conventional Wood Stoves	0
Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	0
Pellet Wood Stoves	0

### 5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
4254.525	1,418	0.00	0.00	–

### 5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	250

## 5.11. Operational Energy Consumption

### 5.11.1. Unmitigated

#### Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)

Single Family Housing	6,633	690	0.0489	0.0069	53,260
-----------------------	-------	-----	--------	--------	--------

### 5.12. Operational Water and Wastewater Consumption

#### 5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)		Outdoor Water (gal/year)		
Single Family Housing	37,274	59,994			

### 5.13. Operational Waste Generation

#### 5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Single Family Housing	0.80	—

### 5.14. Operational Refrigeration and Air Conditioning Equipment

#### 5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Single Family Housing	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Single Family Housing	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00

### 5.15. Operational Off-Road Equipment

#### 5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
----------------	-----------	-------------	----------------	---------------	------------	-------------

## 5.16. Stationary Sources

### 5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor
----------------	-----------	----------------	---------------	----------------	------------	-------------

### 5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)
----------------	-----------	--------	--------------------------	------------------------------	------------------------------

## 5.17. User Defined

Equipment Type	Fuel Type
----------------	-----------

## 5.18. Vegetation

### 5.18.1. Land Use Change

#### 5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres
--------------------------	----------------------	---------------	-------------

### 5.18.1. Biomass Cover Type

#### 5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres
--------------------	---------------	-------------

### 5.18.2. Sequestration

#### 5.18.2.1. Unmitigated



Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)
-----------	--------	------------------------------	------------------------------

## 6. Climate Risk Detailed Report

### 6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	7.85	annual days of extreme heat
Extreme Precipitation	4.85	annual days with precipitation above 20 mm
Sea Level Rise	0.00	meters of inundation depth
Wildfire	0.00	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about  $\frac{3}{4}$  an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider different increments of sea level rise coupled with extreme storm events. Users may select from four model simulations to view the range in potential inundation depth for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 50 meters (m) by 50 m, or about 164 feet (ft) by 164 ft.

Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

### 6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	0	0	0	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	0	0	0	N/A
Wildfire	0	0	0	N/A
Flooding	N/A	N/A	N/A	N/A

Drought	N/A	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A	N/A
Air Quality Degradation	0	0	0	0	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.

The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.

The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

### 6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	1	1	1	2
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	1	1	2
Wildfire	1	1	1	2
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	1	1	1	2

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.

The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.

The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

### 6.4. Climate Risk Reduction Measures

## 7. Health and Equity Details

### 7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	57.0
AQ-PM	69.4
AQ-DPM	78.0
Drinking Water	52.7
Lead Risk Housing	41.8
Pesticides	0.00
Toxic Releases	74.2
Traffic	82.8
Effect Indicators	—
Clean Up Sites	29.1
Groundwater	22.1
Haz Waste Facilities/Generators	39.8
Impaired Water Bodies	0.00
Solid Waste	0.00
Sensitive Population	—
Asthma	4.03
Cardio-vascular	25.1
Low Birth Weights	15.4
Socioeconomic Factor Indicators	—
Education	0.15
Housing	62.4
Linguistic	35.3
Poverty	27.9
Unemployment	9.72

## 7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	75.27268061
Employed	98.93494161
Median HI	68.66418581
Education	—
Bachelor's or higher	91.74900552
High school enrollment	100
Preschool enrollment	12.53689208
Transportation	—
Auto Access	36.01950468
Active commuting	82.71525728
Social	—
2-parent households	46.01565508
Voting	41.97356602
Neighborhood	—
Alcohol availability	40.12575388
Park access	5.82574105
Retail density	93.4813294
Supermarket access	38.91954318
Tree canopy	53.3042474
Housing	—
Homeownership	28.66675221
Housing habitability	46.25946362
Low-inc homeowner severe housing cost burden	13.11433338

Low-inc renter severe housing cost burden	56.92287951
Uncrowded housing	91.95431798
Health Outcomes	—
Insured adults	92.23662261
Arthritis	57.9
Asthma ER Admissions	97.9
High Blood Pressure	64.8
Cancer (excluding skin)	15.0
Asthma	83.3
Coronary Heart Disease	66.7
Chronic Obstructive Pulmonary Disease	84.0
Diagnosed Diabetes	91.2
Life Expectancy at Birth	96.8
Cognitively Disabled	38.1
Physically Disabled	42.3
Heart Attack ER Admissions	75.5
Mental Health Not Good	90.0
Chronic Kidney Disease	79.8
Obesity	88.0
Pedestrian Injuries	64.9
Physical Health Not Good	90.6
Stroke	80.6
Health Risk Behaviors	—
Binge Drinking	26.9
Current Smoker	90.9
No Leisure Time for Physical Activity	96.0
Climate Change Exposures	—



Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	75.0
Elderly	19.6
English Speaking	28.3
Foreign-born	58.2
Outdoor Workers	94.0
Climate Change Adaptive Capacity	—
Impervious Surface Cover	18.0
Traffic Density	56.1
Traffic Access	87.4
Other Indices	—
Hardship	2.6
Other Decision Support	—
2016 Voting	51.7

### 7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	17.0
Healthy Places Index Score for Project Location (b)	75.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	No
Project Located in a Low-Income Community (Assembly Bill 1550)	No
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

### 7.4. Health & Equity Measures

No Health & Equity Measures selected.

### 7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

### 7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

## 8. User Changes to Default Data

Screen	Justification
Land Use	City of Los Angeles ZIMAS database
Operations: Hearths	—



DOUGLASKIM+ASSOCIATES,LLC

## FUTURE EMISSIONS

# 10756 WILKINS AVENUE (FUTURE) DETAILED REPORT

## Table of Contents

1. Basic Project Information
  - 1.1. Basic Project Information
  - 1.2. Land Use Types
  - 1.3. User-Selected Emission Reduction Measures by Emissions Sector
2. Emissions Summary
  - 2.1. Construction Emissions Compared Against Thresholds
  - 2.2. Construction Emissions by Year, Unmitigated
  - 2.3. Construction Emissions by Year, Mitigated
  - 2.4. Operations Emissions Compared Against Thresholds
  - 2.5. Operations Emissions by Sector, Unmitigated
  - 2.6. Operations Emissions by Sector, Mitigated
3. Construction Emissions Details
  - 3.1. Demolition (2025) - Unmitigated
  - 3.2. Demolition (2025) - Mitigated

- 3.3. Site Preparation (2025) - Unmitigated
- 3.4. Site Preparation (2025) - Mitigated
- 3.5. Grading (2025) - Unmitigated
- 3.6. Grading (2025) - Mitigated
- 3.7. Building Construction (2025) - Unmitigated
- 3.8. Building Construction (2025) - Mitigated
- 3.9. Building Construction (2026) - Unmitigated
- 3.10. Building Construction (2026) - Mitigated
- 3.11. Building Construction (2027) - Unmitigated
- 3.12. Building Construction (2027) - Mitigated
- 3.13. Architectural Coating (2027) - Unmitigated
- 3.14. Architectural Coating (2027) - Mitigated
- 3.15. Trenching (2025) - Unmitigated
- 3.16. Trenching (2025) - Mitigated
- 4. Operations Emissions Details
  - 4.1. Mobile Emissions by Land Use
    - 4.1.1. Unmitigated



4.1.2. Mitigated

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

4.2.2. Electricity Emissions By Land Use - Mitigated

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

4.2.4. Natural Gas Emissions By Land Use - Mitigated

4.3. Area Emissions by Source

4.3.1. Unmitigated

4.3.2. Mitigated

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

4.4.2. Mitigated

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

4.5.2. Mitigated

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

4.6.2. Mitigated

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

4.7.2. Mitigated

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

4.8.2. Mitigated

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

4.9.2. Mitigated

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

4.10.5. Above and Belowground Carbon Accumulation by Land Use Type - Mitigated

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

5. Activity Data

5.1. Construction Schedule

5.2. Off-Road Equipment

5.2.1. Unmitigated

5.2.2. Mitigated

5.3. Construction Vehicles

5.3.1. Unmitigated

5.3.2. Mitigated

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

5.5. Architectural Coatings

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

5.6.2. Construction Earthmoving Control Strategies

5.7. Construction Paving

5.8. Construction Electricity Consumption and Emissions Factors

5.9. Operational Mobile Sources

5.9.1. Unmitigated

5.9.2. Mitigated

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.1.2. Mitigated

5.10.2. Architectural Coatings

5.10.3. Landscape Equipment

5.10.4. Landscape Equipment - Mitigated

5.11. Operational Energy Consumption

5.11.1. Unmitigated

5.11.2. Mitigated

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

5.12.2. Mitigated

5.13. Operational Waste Generation

5.13.1. Unmitigated

5.13.2. Mitigated

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

5.14.2. Mitigated

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

5.15.2. Mitigated

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

5.16.2. Process Boilers

5.17. User Defined

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

5.18.1.2. Mitigated

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated



5.18.1.2. Mitigated

5.18.2. Sequestration

5.18.2.1. Unmitigated

5.18.2.2. Mitigated

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

6.2. Initial Climate Risk Scores

6.3. Adjusted Climate Risk Scores

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

7.2. Healthy Places Index Scores

7.3. Overall Health & Equity Scores

7.4. Health & Equity Measures

7.5. Evaluation Scorecard

7.6. Health & Equity Custom Measures

8. User Changes to Default Data

# 1. Basic Project Information

## 1.1. Basic Project Information

Data Field	Value
Project Name	10756 Wilkins Avenue (Future)
Construction Start Date	1/1/2025
Operational Year	2027
Lead Agency	City of Los Angeles
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.70
Precipitation (days)	19.6
Location	10756 Wilkins Ave, Los Angeles, CA 90024, USA
County	Los Angeles-South Coast
City	Los Angeles
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	4312
EDFZ	16
Electric Utility	Los Angeles Department of Water & Power
Gas Utility	Southern California Gas
App Version	2022.1.1.17

## 1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
------------------	------	------	-------------	-----------------------	------------------------	--------------------------------	------------	-------------

Apartments Mid Rise	11.0	Dwelling Unit	0.16	11,941	1,000	—	27.0	—
Enclosed Parking with Elevator	6.00	Space	0.05	2,400	0.00	—	—	—

### 1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Energy	E-15	Require All-Electric Development

## 2. Emissions Summary

### 2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mt.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	1.50	12.4	11.4	0.03	0.49	2.72	3.21	0.45	1.18	1.63
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	1.14	12.5	11.3	0.03	0.49	2.72	3.21	0.45	1.18	1.63
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	0.45	4.04	5.32	0.01	0.16	0.40	0.57	0.15	0.16	0.31
Annual (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	0.08	0.74	0.97	< 0.005	0.03	0.07	0.10	0.03	0.03	0.06

### 2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
------	-----	-----	----	-----	-------	-------	-------	--------	--------	--------

Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	1.14	12.4	11.4	0.03	0.49	2.72	3.21	0.45	1.18	1.63									
2026	0.53	4.89	7.51	0.01	0.19	0.13	0.32	0.17	0.03	0.21									
2027	1.50	5.48	8.69	0.01	0.19	0.15	0.34	0.17	0.04	0.21									
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	1.14	12.5	11.3	0.03	0.49	2.72	3.21	0.45	1.18	1.63									
2026	0.53	4.90	7.42	0.01	0.19	0.13	0.32	0.17	0.03	0.21									
2027	0.51	4.65	7.38	0.01	0.17	0.13	0.30	0.15	0.03	0.19									
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.42	4.04	4.96	0.01	0.16	0.40	0.57	0.15	0.16	0.31									
2026	0.38	3.50	5.32	0.01	0.14	0.09	0.23	0.12	0.02	0.15									
2027	0.45	2.13	3.36	0.01	0.07	0.06	0.13	0.07	0.01	0.08									
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.08	0.74	0.90	< 0.005	0.03	0.07	0.10	0.03	0.03	0.06									
2026	0.07	0.64	0.97	< 0.005	0.02	0.02	0.04	0.02	< 0.005	0.03									
2027	0.08	0.39	0.61	< 0.005	0.01	0.01	0.02	0.01	< 0.005	0.01									

### 2.3. Construction Emissions by Year, Mitigated

#### Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—
2025	1.14	12.4	11.4	0.03	0.49	2.72	3.21	0.45	1.18	1.63
2026	0.53	4.89	7.51	0.01	0.19	0.13	0.32	0.17	0.03	0.21
2027	1.50	5.48	8.69	0.01	0.19	0.15	0.34	0.17	0.04	0.21
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—

2025	1.14	12.5	11.3	0.03	0.49	2.72	3.21	0.45	1.18	1.63
2026	0.53	4.90	7.42	0.01	0.19	0.13	0.32	0.17	0.03	0.21
2027	0.51	4.65	7.38	0.01	0.17	0.13	0.30	0.15	0.03	0.19
Average Daily	—	—	—	—	—	—	—	—	—	—
2025	0.42	4.04	4.96	0.01	0.16	0.40	0.57	0.15	0.16	0.31
2026	0.38	3.50	5.32	0.01	0.14	0.09	0.23	0.12	0.02	0.15
2027	0.45	2.13	3.36	0.01	0.07	0.06	0.13	0.07	0.01	0.08
Annual	—	—	—	—	—	—	—	—	—	—
2025	0.08	0.74	0.90	< 0.005	0.03	0.07	0.10	0.03	0.03	0.06
2026	0.07	0.64	0.97	< 0.005	0.02	0.02	0.04	0.02	< 0.005	0.03
2027	0.08	0.39	0.61	< 0.005	0.01	0.01	0.02	0.01	< 0.005	0.01

## 2.4. Operations Emissions Compared Against Thresholds

### Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	0.54	0.18	2.45	< 0.005	0.01	0.40	0.40	0.01	0.10	0.11
Mit.	0.54	0.15	2.44	< 0.005	< 0.005	0.40	0.40	< 0.005	0.10	0.10
% Reduced	< 0.5%	15%	< 0.5%	—	42%	—	1%	44%	—	2%
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	0.47	0.19	1.58	< 0.005	< 0.005	0.40	0.40	< 0.005	0.10	0.11
Mit.	0.47	0.16	1.57	< 0.005	< 0.005	0.40	0.40	< 0.005	0.10	0.10
% Reduced	< 0.5%	15%	1%	—	46%	—	1%	48%	—	2%
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	0.51	0.18	2.04	< 0.005	0.01	0.37	0.38	< 0.005	0.09	0.10



Mit.	0.50	0.16	2.03	< 0.005	< 0.005	0.37	0.37	< 0.005	0.09	0.10
% Reduced	< 0.5%	15%	1%	—	44%	—	1%	47%	—	2%
Annual (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	0.09	0.03	0.37	< 0.005	< 0.005	0.07	0.07	< 0.005	0.02	0.02
Mit.	0.09	0.03	0.37	< 0.005	< 0.005	0.07	0.07	< 0.005	0.02	0.02
% Reduced	< 0.5%	15%	1%	4%	44%	—	1%	47%	—	2%

## 2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Mobile	0.19	0.14	1.71	< 0.005	< 0.005	0.40	0.40	< 0.005	0.10	0.10
Area	0.35	0.01	0.73	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Energy	< 0.005	0.03	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Water	—	—	—	—	—	—	—	—	—	—
Waste	—	—	—	—	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—	—	—	—	—
Total	0.54	0.18	2.45	< 0.005	0.01	0.40	0.40	0.01	0.10	0.11
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Mobile	0.19	0.16	1.57	< 0.005	< 0.005	0.40	0.40	< 0.005	0.10	0.10
Area	0.28	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Energy	< 0.005	0.03	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Water	—	—	—	—	—	—	—	—	—	—
Waste	—	—	—	—	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—	—	—	—	—
Total	0.47	0.19	1.58	< 0.005	< 0.005	0.40	0.40	< 0.005	0.10	0.11





### 3. Construction Emissions Details

#### 3.1. Demolition (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.47	4.33	5.65	0.01	0.16	—	0.16	0.14	—	0.14
Demolition	—	—	—	—	—	0.07	0.07	—	0.01	0.01
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.27	0.36	< 0.005	0.01	—	0.01	0.01	—	0.01
Demolition	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.05	0.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Demolition	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—

Worker	0.04	0.05	0.59	0.00	0.00	0.13	0.13	0.00	0.03	0.03
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.22	0.08	< 0.005	< 0.005	0.05	0.05	< 0.005	0.01	0.02
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.04	0.00	0.01	0.01	0.01	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005
Annual	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	< 0.005	< 0.005	< 0.005	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005

### 3.2. Demolition (2025) - Mitigated

#### Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.47	4.33	5.65	0.01	0.16	—	0.16	0.14	—	0.14
Demolition	—	—	—	—	—	0.07	0.07	—	0.01	0.01
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.27	0.36	< 0.005	0.01	—	0.01	0.01	—	0.01
Demolition	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00



Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.05	0.06	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005
Demolition	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.05	0.59	0.00	0.00	0.13	0.13	0.00	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.22	0.08	< 0.005	< 0.005	0.05	0.05	< 0.005	0.01	0.01	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005

### 3.3. Site Preparation (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—

10756 Wilkins Avenue (Future) Detailed Report, 8/22/2023

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.47	4.16	5.57	0.01	0.21	—	0.21	0.20	—	0.20	—	0.20	—	0.20	—	0.20	—	0.20	0.20
Dust From Material Movement	—	—	—	—	—	0.21	0.21	—	—	0.02	—	0.02	—	0.02	—	0.02	—	0.02	0.02
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.23	0.31	< 0.005	0.01	—	0.01	0.01	—	—	—	0.01	—	—	—	0.01	—	0.01	0.01
Dust From Material Movement	—	—	—	—	—	0.01	0.01	—	—	< 0.005	—	< 0.005	—	< 0.005	—	< 0.005	—	< 0.005	< 0.005
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.04	0.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	< 0.005	< 0.005	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005
Dust From Material Movement	—	—	—	—	—	< 0.005	< 0.005	—	—	< 0.005	—	< 0.005	—	< 0.005	—	< 0.005	—	< 0.005	< 0.005
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.29	0.00	0.00	0.07	0.07	0.00	0.02	0.02	0.02	0.00	0.02	0.02	0.02	0.02	0.02	0.02	0.02
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.07	0.03	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.01
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005

### 3.4. Site Preparation (2025) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.47	4.16	5.57	0.01	0.21	—	0.21	0.20	—	0.20
Dust From Material Movement	—	—	—	—	—	0.21	0.21	—	0.02	0.02
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.23	0.31	< 0.005	0.01	—	0.01	0.01	—	0.01
Dust From Material Movement	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	< 0.005	0.04	0.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Dust From Material Movement	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.29	0.00	0.00	0.07	0.07	0.00	0.02	0.02
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.07	0.03	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005
Annual	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005

### 3.5. Grading (2025) - Unmitigated

#### Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—

10756 WILKINS AVENUE (FUTURE) DETAILED REPORT, 8/22/2023

Off-Road Equipment	1.09	10.1	10.0	0.02	0.46	—	0.46	0.43	—	0.43
Dust From Material Movement	—	—	—	—	—	2.07	2.07	—	1.00	1.00
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.09	10.1	10.0	0.02	0.46	—	0.46	0.43	—	0.43
Dust From Material Movement	—	—	—	—	—	2.07	2.07	—	1.00	1.00
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	1.19	1.18	< 0.005	0.05	—	0.05	0.05	—	0.05
Dust From Material Movement	—	—	—	—	—	0.24	0.24	—	0.12	0.12
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.22	0.22	< 0.005	0.01	—	0.01	0.01	—	0.01
Dust From Material Movement	—	—	—	—	—	0.04	0.04	—	0.02	0.02
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.52	0.00	0.00	0.10	0.10	0.00	0.02	0.02
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00



Hauling	0.02	2.32	0.83	0.01	0.03	0.55	0.58	0.03	0.15	0.18
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.04	0.44	0.00	0.00	0.10	0.10	0.00	0.02	0.02
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.02	2.41	0.83	0.01	0.03	0.55	0.58	0.03	0.15	0.18
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.29	0.10	< 0.005	< 0.005	0.06	0.07	< 0.005	0.02	0.02
Annual	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.05	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005

### 3.6. Grading (2025) - Mitigated

#### Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.09	10.1	10.0	0.02	0.46	—	0.46	0.43	—	0.43
Dust From Material Movement	—	—	—	—	—	2.07	2.07	—	1.00	1.00
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—

10756 WILKINS AVENUE (FUTURE) DETAILED REPORT, 8/22/2023

Off-Road Equipment	1.09	10.1	10.0	0.02	0.46	—	0.46	0.43	—	0.43
Dust From Material Movement	—	—	—	—	—	2.07	2.07	—	1.00	1.00
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	1.19	1.18	< 0.005	0.05	—	0.05	0.05	—	0.05
Dust From Material Movement	—	—	—	—	—	0.24	0.24	—	0.12	0.12
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.22	0.22	< 0.005	0.01	—	0.01	0.01	—	0.01
Dust From Material Movement	—	—	—	—	—	0.04	0.04	—	0.02	0.02
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.52	0.00	0.00	0.10	0.10	0.00	0.02	0.02
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.02	2.32	0.83	0.01	0.03	0.55	0.58	0.03	0.15	0.18
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.04	0.44	0.00	0.00	0.10	0.10	0.00	0.02	0.02
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.02	2.41	0.83	0.01	0.03	0.55	0.58	0.03	0.15	0.18
Average Daily	—	—	—	—	—	—	—	—	—	—

Worker	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.29	0.10	< 0.005	< 0.005	0.06	0.07	< 0.005	0.02	0.02
Annual	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	< 0.005	< 0.005	< 0.005	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.05	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005

### 3.7. Building Construction (2025) - Unmitigated

#### Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.52	5.14	6.94	0.01	0.22	—	0.22	0.20	—	0.20
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.52	5.14	6.94	0.01	0.22	—	0.22	0.20	—	0.20
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.19	1.85	2.50	< 0.005	0.08	—	0.08	0.07	—	0.07
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.34	0.46	< 0.005	0.01	—	0.01	0.01	—	0.01

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.04	0.62	0.00	0.00	0.12	0.12	0.12	0.00	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03
Vendor	< 0.005	0.06	0.03	< 0.005	< 0.005	0.01	0.01	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.04	0.53	0.00	0.00	0.12	0.12	0.12	0.00	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03
Vendor	< 0.005	0.06	0.03	< 0.005	< 0.005	0.01	0.01	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.02	0.20	0.00	0.00	0.04	0.04	0.04	0.00	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
Vendor	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

### 3.8. Building Construction (2025) - Mitigated

#### Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.52	5.14	6.94	0.01	0.22	—	0.22	0.20	—	0.20





Worker	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.9. Building Construction (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.49	4.81	6.91	0.01	0.19	—	0.19	0.17	—	0.17
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.49	4.81	6.91	0.01	0.19	—	0.19	0.17	—	0.17
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.35	3.43	4.93	0.01	0.13	—	0.13	0.12	—	0.12
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06	0.63	0.90	< 0.005	0.02	—	0.02	0.02	—	0.02
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.58	0.00	0.00	0.12	0.12	0.00	0.03	0.03

Vendor	< 0.005	0.05	0.03	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—
Worker	0.03	0.04	0.49	0.00	0.00	0.12	0.12	0.00	0.03
Vendor	< 0.005	0.06	0.03	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—
Worker	0.02	0.03	0.37	0.00	0.00	0.08	0.08	0.00	0.02
Vendor	< 0.005	0.04	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—
Worker	< 0.005	0.01	0.07	0.00	0.00	0.02	0.02	0.00	< 0.005
Vendor	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

### 3.10. Building Construction (2026) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.49	4.81	6.91	0.01	0.19	—	0.19	0.17	—	0.17
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.49	4.81	6.91	0.01	0.19	—	0.19	0.17	—	0.17



### 3.1.1. Building Construction (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.48	4.56	6.90	0.01	0.17	—	0.17	0.15	—	0.15
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.48	4.56	6.90	0.01	0.17	—	0.17	0.15	—	0.15
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.20	1.89	2.86	< 0.005	0.07	—	0.07	0.06	—	0.06
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.34	0.52	< 0.005	0.01	—	0.01	0.01	—	0.01
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.54	0.00	0.00	0.12	0.12	0.00	0.03	0.03
Vendor	< 0.005	0.05	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—

Worker	0.03	0.04	0.45	0.00	0.00	0.12	0.12	0.00	0.03	0.03
Vendor	< 0.005	0.05	0.03	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.02	0.20	0.00	0.00	0.05	0.05	0.00	0.01	0.01
Vendor	< 0.005	0.02	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

### 3.12. Building Construction (2027) - Mitigated

#### Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.48	4.56	6.90	0.01	0.17	—	0.17	0.15	—	0.15
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.48	4.56	6.90	0.01	0.17	—	0.17	0.15	—	0.15
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.20	1.89	2.86	< 0.005	0.07	—	0.07	0.06	—	0.06



Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.34	0.52	< 0.005	0.01	—	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	—	0.01	0.01
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.54	0.00	0.00	0.12	0.12	0.12	0.12	0.12	0.00	0.03	0.03	0.03	0.03	0.03	0.03
Vendor	< 0.005	0.05	0.02	< 0.005	< 0.005	0.01	0.01	0.01	0.01	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.04	0.45	0.00	0.00	0.12	0.12	0.12	0.12	0.12	0.00	0.03	0.03	0.03	0.03	0.03	0.03
Vendor	< 0.005	0.05	0.03	< 0.005	< 0.005	0.01	0.01	0.01	0.01	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.02	0.20	0.00	0.00	0.05	0.05	0.05	0.05	0.05	0.00	0.01	0.01	0.01	0.01	0.01	0.01
Vendor	< 0.005	0.02	0.01	< 0.005	< 0.005	0.01	0.01	0.01	0.01	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.01	0.01	0.01	0.00	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

### 3.13. Architectural Coating (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
----------	-----	-----	----	-----	-------	-------	-------	--------	--------	--------



Worker	< 0.005	< 0.005	0.02	0.00	0.01	0.01	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

### 3.14. Architectural Coating (2027) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.83	1.13	< 0.005	0.02	—	0.02	0.02	—	0.02
Architectural Coatings	0.87	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.20	0.27	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Architectural Coatings	0.21	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.04	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005

Architectural Coatings	0.04	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.11	0.00	0.00	0.00	0.02	0.00	0.02	0.02	0.00	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.02	0.00	0.00	0.00	0.01	0.01	0.01	0.00	0.00	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	0.00	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

### 3.15. Trenching (2025) - Unmitigated

#### Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.19	1.29	1.45	< 0.005	0.06	—	0.06	0.05	—	0.05
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00





10756 WILKINS AVENUE (FUTURE) DETAILED REPORT, 8/22/2023

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.19	1.29	1.45	< 0.005	0.06	—	0.06	0.05	—	0.05
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.15	0.17	< 0.005	0.01	—	0.01	0.01	—	0.01
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.03	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.17	0.00	0.00	0.03	0.03	0.00	0.01	0.01
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—

Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

## 4. Operations Emissions Details

### 4.1. Mobile Emissions by Land Use

#### 4.1.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.19	0.14	1.71	< 0.005	< 0.005	0.40	0.40	< 0.005	0.10	0.10
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.19	0.14	1.71	< 0.005	< 0.005	0.40	0.40	< 0.005	0.10	0.10
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.19	0.16	1.57	< 0.005	< 0.005	0.40	0.40	< 0.005	0.10	0.10
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.19	0.16	1.57	< 0.005	< 0.005	0.40	0.40	< 0.005	0.10	0.10
Annual	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.03	0.03	0.28	< 0.005	< 0.005	0.07	0.07	< 0.005	0.02	0.02

Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.03	0.03	0.28	< 0.005	< 0.005	0.07	0.07	0.07	< 0.005	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02

4.1.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.19	0.14	1.71	< 0.005	< 0.005	0.40	0.40	< 0.005	0.10	0.10
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.19	0.14	1.71	< 0.005	< 0.005	0.40	0.40	< 0.005	0.10	0.10
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.19	0.16	1.57	< 0.005	< 0.005	0.40	0.40	< 0.005	0.10	0.10
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.19	0.16	1.57	< 0.005	< 0.005	0.40	0.40	< 0.005	0.10	0.10
Annual	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.03	0.03	0.28	< 0.005	< 0.005	0.07	0.07	< 0.005	0.02	0.02
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.03	0.03	0.28	< 0.005	< 0.005	0.07	0.07	< 0.005	0.02	0.02

## 4.2. Energy

### 4.2.1. Electricity Emissions By Land Use - Unmitigated

#### Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	-	-	-	-	-	-	-	-	-	-
Apartments Mid Rise	-	-	-	-	-	-	-	-	-	-
Enclosed Parking with Elevator	-	-	-	-	-	-	-	-	-	-
Total	-	-	-	-	-	-	-	-	-	-
Daily, Winter (Max)	-	-	-	-	-	-	-	-	-	-
Apartments Mid Rise	-	-	-	-	-	-	-	-	-	-
Enclosed Parking with Elevator	-	-	-	-	-	-	-	-	-	-
Total	-	-	-	-	-	-	-	-	-	-
Annual	-	-	-	-	-	-	-	-	-	-
Apartments Mid Rise	-	-	-	-	-	-	-	-	-	-
Enclosed Parking with Elevator	-	-	-	-	-	-	-	-	-	-
Total	-	-	-	-	-	-	-	-	-	-

### 4.2.2. Electricity Emissions By Land Use - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	< 0.005	0.03	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005



Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00
Total	< 0.005	0.03	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	—	< 0.005
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	< 0.005	0.03	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	< 0.005
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00
Total	< 0.005	0.03	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	—	< 0.005
Annual	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	< 0.005	0.01	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	< 0.005
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00
Total	< 0.005	0.01	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	< 0.005

4.2.4. Natural Gas Emissions By Land Use - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Total	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00



Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.26	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.02	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	0.28	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.05	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.01	< 0.005	0.09	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005
Total	0.06	< 0.005	0.09	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005

### 4.3.2. Mitigated

#### Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Consumer Products	0.26	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.02	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.07	0.01	0.73	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Total	0.35	0.01	0.73	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00
Consumer Products	0.26	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.02	—	—	—	—	—	—	—	—	—	—	—	—
Total	0.28	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00
Consumer Products	0.05	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.01	< 0.005	0.09	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	< 0.005	< 0.005
Total	0.06	< 0.005	0.09	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	< 0.005	< 0.005

#### 4.4. Water Emissions by Land Use

##### 4.4.1. Unmitigated

#### Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—

4.4.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—



Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

#### 4.5. Waste Emissions by Land Use

##### 4.5.1. Unmitigated

##### Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

Total	-	-	-	-	-	-	-	-	-	-	-	-	-
Annual	-	-	-	-	-	-	-	-	-	-	-	-	-
Apartments Mid Rise	-	-	-	-	-	-	-	-	-	-	-	-	-
Enclosed Parking with Elevator	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	-	-	-	-	-	-	-	-	-	-	-	-	-

4.5.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	-	-	-	-	-	-	-	-	-	-
Apartments Mid Rise	-	-	-	-	-	-	-	-	-	-
Enclosed Parking with Elevator	-	-	-	-	-	-	-	-	-	-
Total	-	-	-	-	-	-	-	-	-	-
Daily, Winter (Max)	-	-	-	-	-	-	-	-	-	-
Apartments Mid Rise	-	-	-	-	-	-	-	-	-	-
Enclosed Parking with Elevator	-	-	-	-	-	-	-	-	-	-
Total	-	-	-	-	-	-	-	-	-	-
Annual	-	-	-	-	-	-	-	-	-	-
Apartments Mid Rise	-	-	-	-	-	-	-	-	-	-

Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

#### 4.6. Refrigerant Emissions by Land Use

##### 4.6.1. Unmitigated

#### Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

##### 4.6.2. Mitigated

#### Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—

Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

#### 4.7. Offroad Emissions By Equipment Type

##### 4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

##### 4.7.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

#### 4.8. Stationary Emissions By Equipment Type

##### 4.8.1. Unmitigated

##### Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

##### 4.8.2. Mitigated

##### Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—

#### 4.9. User Defined Emissions By Equipment Type

##### 4.9.1. Unmitigated

##### Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

##### 4.9.2. Mitigated

##### Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—



Total	-	-	-	-	-	-	-	-	-	-	-	-	-
Annual	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	-	-	-	-	-	-	-	-	-	-	-	-	-

#### 4.10. Soil Carbon Accumulation By Vegetation Type

##### 4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

##### Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	-	-	-	-	-	-	-	-	-	-
Total	-	-	-	-	-	-	-	-	-	-
Daily, Winter (Max)	-	-	-	-	-	-	-	-	-	-
Total	-	-	-	-	-	-	-	-	-	-
Annual	-	-	-	-	-	-	-	-	-	-
Total	-	-	-	-	-	-	-	-	-	-

##### 4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

##### Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	-	-	-	-	-	-	-	-	-	-
Total	-	-	-	-	-	-	-	-	-	-
Daily, Winter (Max)	-	-	-	-	-	-	-	-	-	-
Total	-	-	-	-	-	-	-	-	-	-
Annual	-	-	-	-	-	-	-	-	-	-
Total	-	-	-	-	-	-	-	-	-	-

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—

—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.10.5. Above and Belowground Carbon Accumulation by Land Use Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

10756 WILKINS AVENUE (FUTURE) DETAILED REPORT, 8/22/2023

Species	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—

## 5. Activity Data

### 5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition	Demolition	1/1/2025	1/31/2025	5.00	23.0	—
Site Preparation	Site Preparation	2/1/2025	2/28/2025	5.00	20.0	—
Grading	Grading	3/1/2025	4/30/2025	5.00	43.0	—
Building Construction	Building Construction	7/1/2025	7/31/2027	5.00	544	—
Architectural Coating	Architectural Coating	4/1/2027	7/31/2027	5.00	87.0	—
Trenching	Trenching	5/1/2025	6/30/2025	5.00	43.0	—

### 5.2. Off-Road Equipment

#### 5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Demolition	Rubber Tired Dozers	Diesel	Average	1.00	1.00	367	0.40
Demolition	Tractors/Loaders/Backhoes	Diesel	Average	2.00	6.00	84.0	0.37
Site Preparation	Graders	Diesel	Average	1.00	8.00	148	0.41
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	1.00	8.00	84.0	0.37
Grading	Graders	Diesel	Average	1.00	6.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	6.00	367	0.40
Grading	Tractors/Loaders/Backhoes	Diesel	Average	1.00	7.00	84.0	0.37
Building Construction	Cranes	Diesel	Average	1.00	4.00	367	0.29

Building Construction	Forklifts	Diesel	Average	2.00	6.00	82.0	0.20
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	2.00	8.00	84.0	0.37
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48
Trenching	Trenchers	Diesel	Average	1.00	8.00	40.0	0.50

### 5.2.2. Mitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Demolition	Rubber Tired Dozers	Diesel	Average	1.00	1.00	367	0.40
Demolition	Tractors/Loaders/Backhoes	Diesel	Average	2.00	6.00	84.0	0.37
Site Preparation	Graders	Diesel	Average	1.00	8.00	148	0.41
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	1.00	8.00	84.0	0.37
Grading	Graders	Diesel	Average	1.00	6.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	6.00	367	0.40
Grading	Tractors/Loaders/Backhoes	Diesel	Average	1.00	7.00	84.0	0.37
Building Construction	Cranes	Diesel	Average	1.00	4.00	367	0.29
Building Construction	Forklifts	Diesel	Average	2.00	6.00	82.0	0.20
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	2.00	8.00	84.0	0.37
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48
Trenching	Trenchers	Diesel	Average	1.00	8.00	40.0	0.50

### 5.3. Construction Vehicles



5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	10.0	18.5	LDA,LDT1,LDT2
Demolition	Vendor	—	10.2	HHD,T,MHDT
Demolition	Hauling	1.35	40.0	HHD,T
Demolition	Onsite truck	—	—	HHD,T
Site Preparation	—	—	—	—
Site Preparation	Worker	5.00	18.5	LDA,LDT1,LDT2
Site Preparation	Vendor	—	10.2	HHD,T,MHDT
Site Preparation	Hauling	0.45	40.0	HHD,T
Site Preparation	Onsite truck	—	—	HHD,T
Grading	—	—	—	—
Grading	Worker	7.50	18.5	LDA,LDT1,LDT2
Grading	Vendor	—	10.2	HHD,T,MHDT
Grading	Hauling	14.9	40.0	HHD,T
Grading	Onsite truck	—	—	HHD,T
Building Construction	—	—	—	—
Building Construction	Worker	8.93	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	1.57	10.2	HHD,T,MHDT
Building Construction	Hauling	0.00	20.0	HHD,T
Building Construction	Onsite truck	—	—	HHD,T
Architectural Coating	—	—	—	—
Architectural Coating	Worker	1.79	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.2	HHD,T,MHDT
Architectural Coating	Hauling	0.00	20.0	HHD,T
Architectural Coating	Onsite truck	—	—	HHD,T

Trenching	—	—	—	—	—	—
Trenching	Worker	2.50	18.5	LDA,LDT1,LDT2		
Trenching	Vendor	—	10.2	HHDT,MHDT		
Trenching	Hauling	0.00	20.0	HHDT		
Trenching	Onsite truck	—	—	HHDT		

### 5.3.2. Mitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	10.0	18.5	LDA,LDT1,LDT2
Demolition	Vendor	—	10.2	HHDT,MHDT
Demolition	Hauling	1.35	40.0	HHDT
Demolition	Onsite truck	—	—	HHDT
Site Preparation	—	—	—	—
Site Preparation	Worker	5.00	18.5	LDA,LDT1,LDT2
Site Preparation	Vendor	—	10.2	HHDT,MHDT
Site Preparation	Hauling	0.45	40.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	7.50	18.5	LDA,LDT1,LDT2
Grading	Vendor	—	10.2	HHDT,MHDT
Grading	Hauling	14.9	40.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	8.93	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	1.57	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT

Building Construction	Onsite truck	—	—	—	—	HHDT	
Architectural Coating	—	—	—	—	—	—	
Architectural Coating	Worker	1.79	18.5	10.2	18.5	LDA,LDT1,LDT2	
Architectural Coating	Vendor	—	10.2	10.2	10.2	HHDT,MHDT	
Architectural Coating	Hauling	0.00	20.0	20.0	20.0	HHDT	
Architectural Coating	Onsite truck	—	—	—	—	HHDT	
Trenching	—	—	—	—	—	—	
Trenching	Worker	2.50	18.5	18.5	18.5	LDA,LDT1,LDT2	
Trenching	Vendor	—	10.2	10.2	10.2	HHDT,MHDT	
Trenching	Hauling	0.00	20.0	20.0	20.0	HHDT	
Trenching	Onsite truck	—	—	—	—	HHDT	

## 5.4. Vehicles

### 5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

## 5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	24,181	8,060	98.8	11.0	132

## 5.6. Dust Mitigation

### 5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Cubic Yards)	Material Exported (Cubic Yards)	Acres Graded (acres)	Material Demolished (Ton of Debris)	Acres Paved (acres)
Demolition	0.00	0.00	0.00	121	—
Site Preparation	—	65.0	10.0	0.00	—

Grading	—	3,200	32.3	0.00	—
---------	---	-------	------	------	---

### 5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	2	61%	61%
Water Demolished Area	2	36%	36%

### 5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Apartments Mid Rise	—	0%
Enclosed Parking with Elevator	0.05	100%

### 5.8. Construction Electricity Consumption and Emissions Factors

Year	kWh per Year	CO2	CH4	N2O
2025	0.00	690	0.05	0.01
2026	0.00	690	0.05	0.01
2027	0.00	690	0.05	0.01

### 5.9. Operational Mobile Sources

#### 5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Apartments Mid Rise	59.8	54.0	45.0	20,763	558	504	419	193,597
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.9.2. Mitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Apartments Mid Rise	59.8	54.0	45.0	20,763	558	504	419	193,597
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

Hearth Type	Unmitigated (number)
Apartments Mid Rise	—
Wood Fireplaces	0
Gas Fireplaces	0
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	11
Conventional Wood Stoves	0
Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	0
Pellet Wood Stoves	0

5.10.1.2. Mitigated

Hearth Type	Unmitigated (number)
Apartments Mid Rise	—
Wood Fireplaces	0

Gas Fireplaces	0
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	11
Conventional Wood Stoves	0
Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	0
Pellet Wood Stoves	0

### 5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
24180.524999999998	8,060	98.8	11.0	132

### 5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	250

### 5.10.4. Landscape Equipment - Mitigated

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	250

## 5.11. Operational Energy Consumption

### 5.11.1. Unmitigated



**Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (KBTU/yr)**

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (KBTU/yr)
Apartments Mid Rise	36,118	690	0.0489	0.0069	109,179
Enclosed Parking with Elevator	8,859	690	0.0489	0.0069	0.00

**5.11.2. Mitigated**

**Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (KBTU/yr)**

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (KBTU/yr)
Apartments Mid Rise	37,559	690	0.0489	0.0069	0.00
Enclosed Parking with Elevator	8,859	690	0.0489	0.0069	0.00

**5.12. Operational Water and Wastewater Consumption**

**5.12.1. Unmitigated**

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Apartments Mid Rise	410,012	17,141
Enclosed Parking with Elevator	0.00	0.00

**5.12.2. Mitigated**

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Apartments Mid Rise	410,012	17,141
Enclosed Parking with Elevator	0.00	0.00

**5.13. Operational Waste Generation**

**5.13.1. Unmitigated**

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Land Use		

Apartments Mid Rise	6.75	—
Enclosed Parking with Elevator	0.00	—

### 5.13.2. Mitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Apartments Mid Rise	6.75	—
Enclosed Parking with Elevator	0.00	—

### 5.14. Operational Refrigeration and Air Conditioning Equipment

#### 5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Apartments Mid Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Apartments Mid Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00

#### 5.14.2. Mitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Apartments Mid Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Apartments Mid Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00

### 5.15. Operational Off-Road Equipment

#### 5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
----------------	-----------	-------------	----------------	---------------	------------	-------------

5.15.2. Mitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
----------------	-----------	-------------	----------------	---------------	------------	-------------

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor
----------------	-----------	----------------	---------------	----------------	------------	-------------

5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)
----------------	-----------	--------	--------------------------	------------------------------	------------------------------

5.17. User Defined

Equipment Type	Fuel Type
----------------	-----------

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres
--------------------------	----------------------	---------------	-------------

5.18.1.2. Mitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres
--------------------------	----------------------	---------------	-------------

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres
--------------------	---------------	-------------

5.18.1.2. Mitigated

Biomass Cover Type	Initial Acres	Final Acres
--------------------	---------------	-------------

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)
-----------	--------	------------------------------	------------------------------

5.18.2.2. Mitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)
-----------	--------	------------------------------	------------------------------

## 6. Climate Risk Detailed Report

### 6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	7.85	annual days of extreme heat
Extreme Precipitation	4.85	annual days with precipitation above 20 mm
Sea Level Rise	0.00	meters of inundation depth
Wildfire	0.00	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi. Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about  $\frac{3}{4}$  an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi. Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider different increments of sea level rise coupled with extreme storm events. Users may select from four model simulations to view the range in potential inundation depth for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 50 meters (m) by 50 m, or about 164 feet (ft) by 164 ft. Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

## 6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	1	0	0	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	0	0	N/A
Wildfire	1	0	0	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	0	0	0	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.

The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.

The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

## 6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	1	1	1	2
Extreme Precipitation	N/A	N/A	N/A	N/A

Sea Level Rise	1	1	1	2
Wildfire	1	1	1	2
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	1	1	1	2

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.

The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.

The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

## 6.4. Climate Risk Reduction Measures

## 7. Health and Equity Details

### 7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract			
Exposure Indicators	—			
AQ-Ozone	57.0			
AQ-PM	69.4			
AQ-DPM	78.0			
Drinking Water	52.7			
Lead Risk Housing	41.8			
Pesticides	0.00			
Toxic Releases	74.2			
Traffic	82.8			
Effect Indicators	—			



CleanUp Sites	29.1
Groundwater	22.1
Haz Waste Facilities/Generators	39.8
Impaired Water Bodies	0.00
Solid Waste	0.00
Sensitive Population	—
Asthma	4.03
Cardio-vascular	25.1
Low Birth Weights	15.4
Socioeconomic Factor Indicators	—
Education	0.15
Housing	62.4
Linguistic	35.3
Poverty	27.9
Unemployment	9.72

## 7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	75.27268061
Employed	98.93494161
Median HI	68.66418581
Education	—
Bachelor's or higher	91.74900552
High school enrollment	100
Preschool enrollment	12.53689208

Transportation	—
Auto Access	36.01950468
Active commuting	82.71525728
Social	—
2-parent households	46.01565508
Voting	41.97356602
Neighborhood	—
Alcohol availability	40.12575388
Park access	5.82574105
Retail density	93.4813294
Supermarket access	38.91954318
Tree canopy	53.3042474
Housing	—
Homeownership	28.66675221
Housing habitability	46.25946362
Low-inc homeowner severe housing cost burden	13.11433338
Low-inc renter severe housing cost burden	56.92287951
Uncrowded housing	91.95431798
Health Outcomes	—
Insured adults	92.23662261
Arthritis	57.9
Asthma ER Admissions	97.9
High Blood Pressure	64.8
Cancer (excluding skin)	15.0
Asthma	83.3
Coronary Heart Disease	66.7
Chronic Obstructive Pulmonary Disease	84.0

Diagnosed Diabetes	91.2
Life Expectancy at Birth	96.8
Cognitively Disabled	38.1
Physically Disabled	42.3
Heart Attack ER Admissions	75.5
Mental Health Not Good	90.0
Chronic Kidney Disease	79.8
Obesity	88.0
Pedestrian Injuries	64.9
Physical Health Not Good	90.6
Stroke	80.6
Health Risk Behaviors	—
Binge Drinking	26.9
Current Smoker	90.9
No Leisure Time for Physical Activity	96.0
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	75.0
Elderly	19.6
English Speaking	28.3
Foreign-born	58.2
Outdoor Workers	94.0
Climate Change Adaptive Capacity	—
Impervious Surface Cover	18.0
Traffic Density	56.1
Traffic Access	87.4

Other Indices	—
Hardship	2.6
Other Decision Support	—
2016 Voting	51.7

### 7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	17.0
Healthy Places Index Score for Project Location (b)	75.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	No
Project Located in a Low-Income Community (Assembly Bill 1550)	No
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

### 7.4. Health & Equity Measures

No Health & Equity Measures selected.

### 7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

### 7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

## 8. User Changes to Default Data

Screen	Justification
Land Use	Project plans
Construction: Construction Phases	Developer information
Construction: Off-Road Equipment	—

Construction: Trips and VMT	10 CY haul truck capacity; 40-mile distance to landfill
Operations: Hearths	—



DOUGLASKIM+ASSOCIATES,LLC

## MATES V TOXIC EMISSIONS OVERVIEW



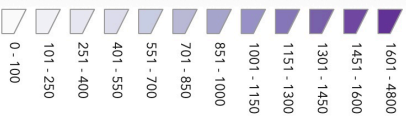
### About Air Toxics Cancer Risk

Information about community profile statistics  
Information about emission sources  
[Download PDF](#)

### Residential Air Toxics Cancer Risk at MATES Monitoring Sites

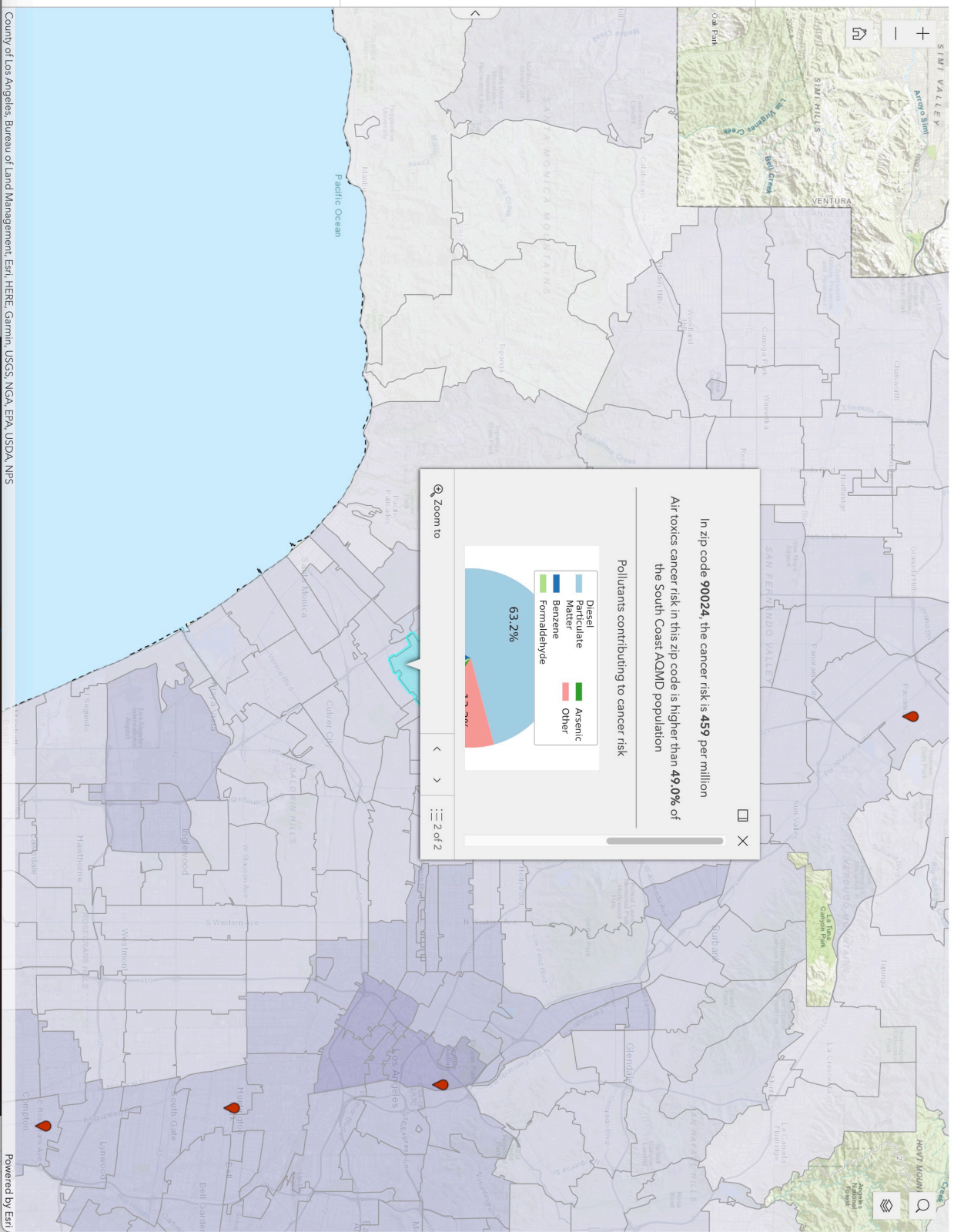
#### Residential Air Toxics Cancer Risk

Calculated from Model Data



#### South Coast AQMD Boundary

The air toxics cancer risk data presented in the MATES Data Visualization is calculated using a population-weighted average.





DOUGLASKIM+ASSOCIATES,LLC

CALENVIROSCREEN 4.0 OUTPUT



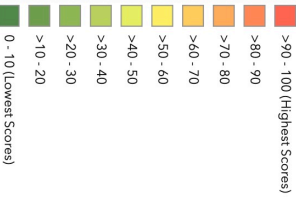
The CalEnviroScreen 4.0 tool shows cumulative impacts in California communities by census tract.

How to use this map

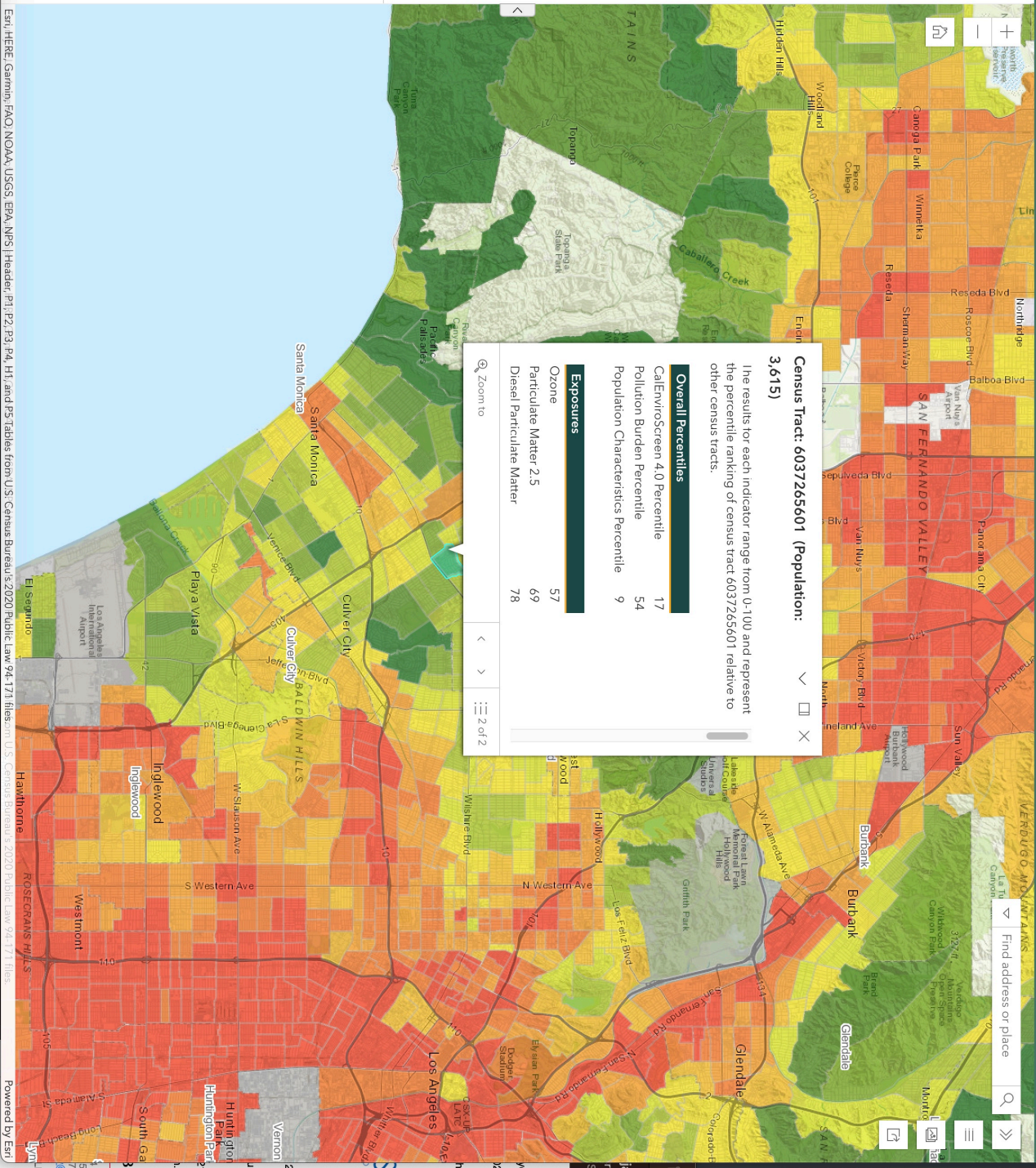
- Use your mouse or touchpad to pan around.
- Zoom in/out with a mouse wheel or the +/- icons.
- Search by location or census tract number with the search icon.
- Click on a census tract to view additional information in the pop-up window.
- Dock the pop-up window to the side of the screen by clicking the dock icon.
- Export a map view that includes the legend and popup using the screenshot widget.
- Learn more about CalEnviroScreen 4.0 and how this map was created here

Overall Percentile

CalEnviroScreen 4.0 Results



CalEnviroScreen 4.0 High Pollution, Low Population



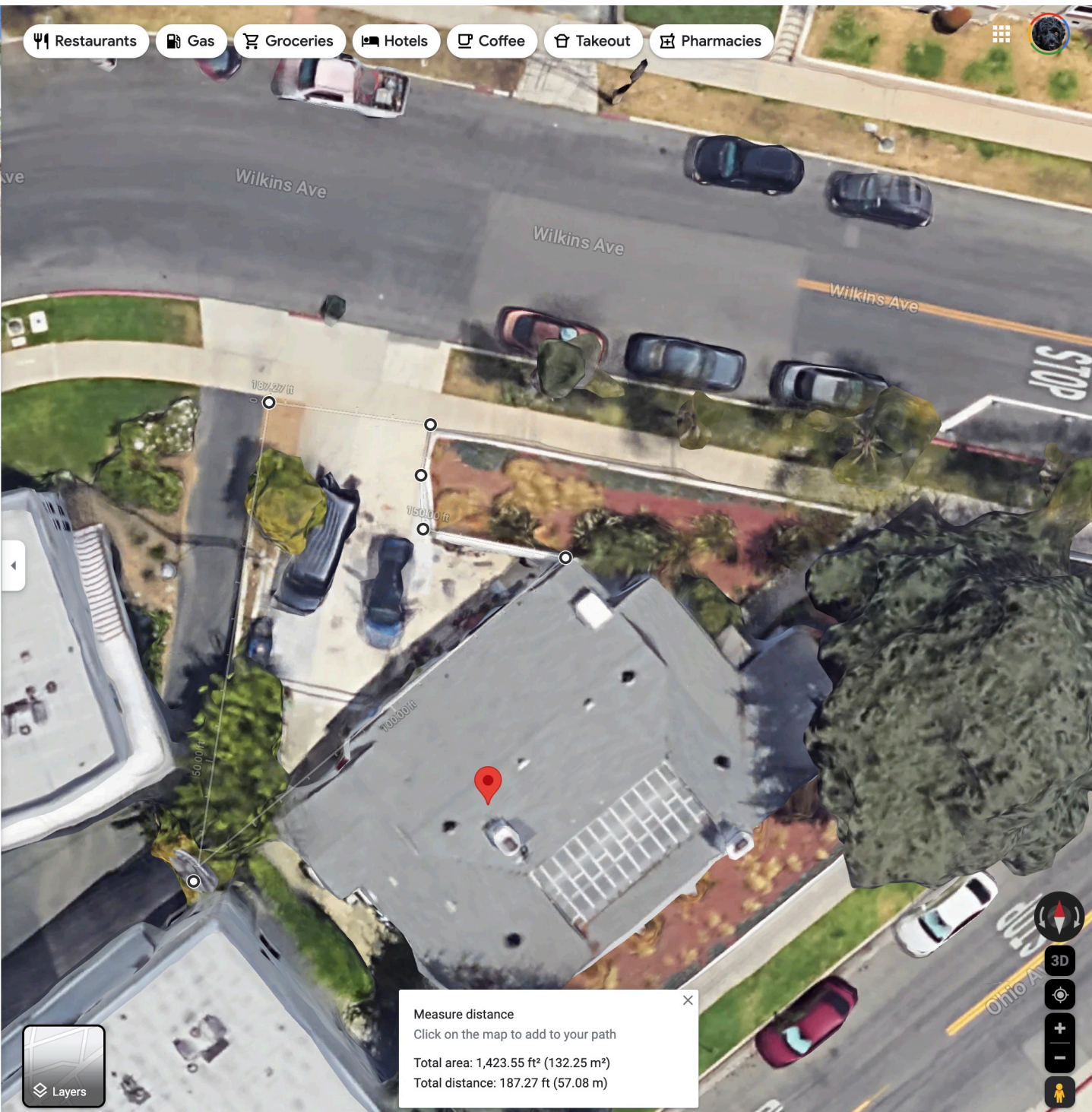


DOUGLASKIM+ASSOCIATES,LLC

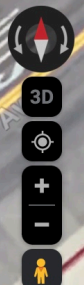
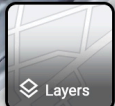
## DEMOLITION ANALYSIS



- Restaurants
- Gas
- Groceries
- Hotels
- Coffee
- Takeout
- Pharmacies

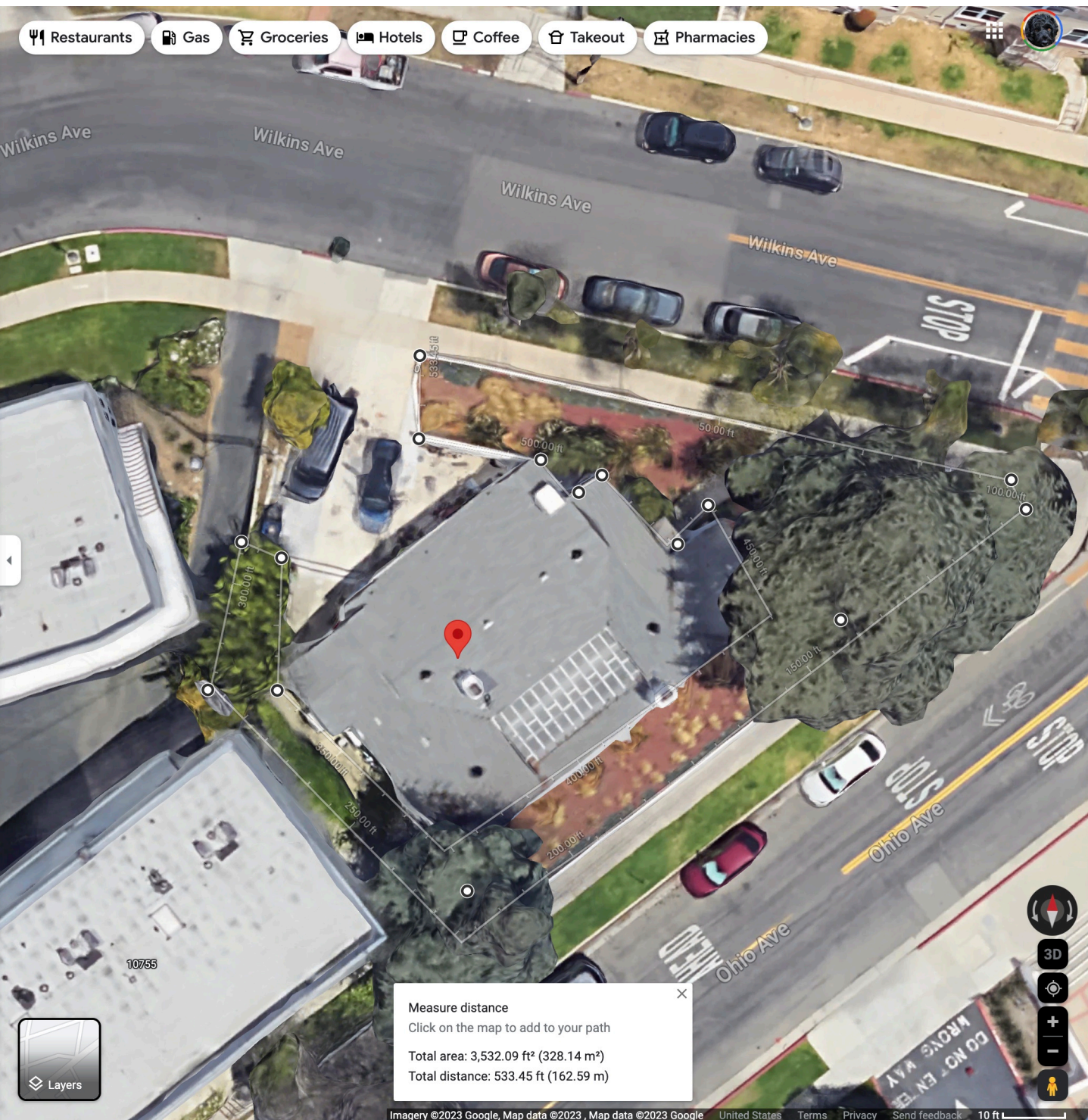


Measure distance  
Click on the map to add to your path  
Total area: 1,423.55 ft<sup>2</sup> (132.25 m<sup>2</sup>)  
Total distance: 187.27 ft (57.08 m)





- Restaurants
- Gas
- Groceries
- Hotels
- Coffee
- Takeout
- Pharmacies



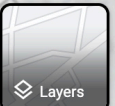
10765

Measure distance

Click on the map to add to your path

Total area: 3,532.09 ft<sup>2</sup> (328.14 m<sup>2</sup>)

Total distance: 533.45 ft (162.59 m)







DOUGLASKIM+ASSOCIATES,LLC

## CUMULATIVE PROJECTS

## RELATED PROJECTS

Centroid Info:

PROJ ID: 55905  
 Address: 10756 W WILKINS AV  
 , CA 90024  
 Lat/Long: 34.0564, -118.438

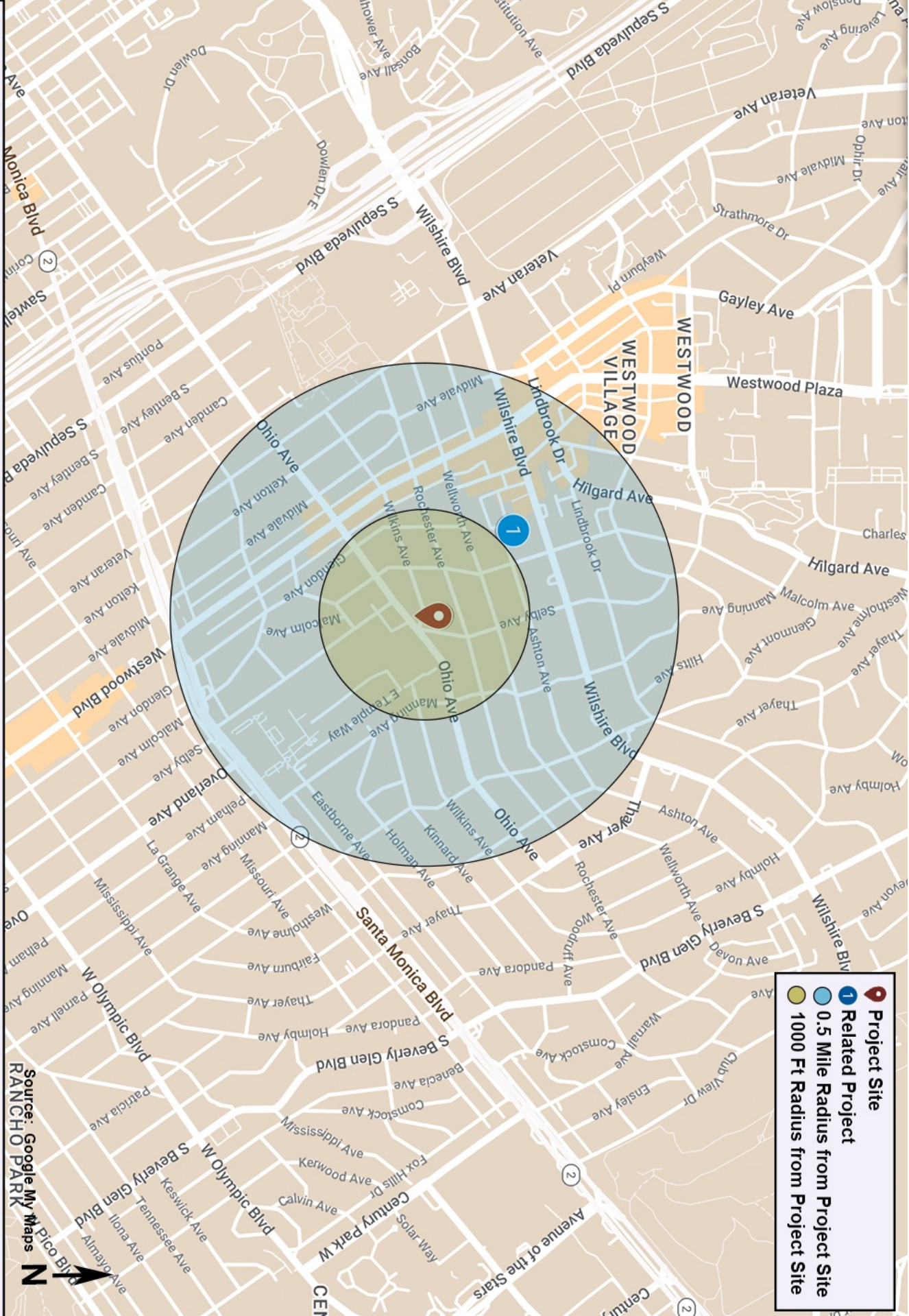
Buffer Radius:

[Column](#)

Record Count: 1 | Record Per Page: **All Records** ▼

Results generated since: (8/7/2023 10:43:09 AM)

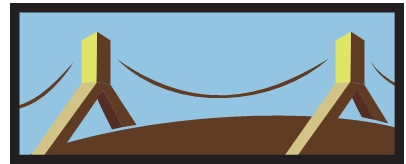
<u>Proj ID</u>	<u>Office</u>	<u>Area</u>	<u>CD</u>	<u>Year</u>	<u>Project Title</u>	<u>Project Desc</u>	<u>Address</u>	<u>First Study Submittal Date</u>	<u>Distance (feet)</u>	<u>Trip Info</u>											
										<u>Land_Use</u>	<u>Unit_ID</u>	<u>size</u>	<u>Net_AM_Trips</u>	<u>Net_PM_Trips</u>	<u>Net_Daily_Trips</u>	<u>NetAMIn</u>	<u>NetAMOut</u>	<u>NetPMIn</u>	<u>NetPMOut</u>	<u>Comments</u>	
<a href="#">46851</a>	Westchester	WLA	5	2018	Additions to Existing Church	Addition of a New Assisted Living Bldg and New Day Care Center	10822 W WILSHIRE BLVD	03/21/2019	1400.1	Mixed Use	Other	41	41	49	732	23	18	25	24	25	Credit Applied



- Project Site
- Related Project
- 0.5 Mile Radius from Project Site
- 1000 Ft Radius from Project Site

# 10756 WEST WILKINS AVENUE PROJECT

## Noise Technical Report



Prepared by DKA Planning  
20445 Prospect Road, Suite C  
San Jose, CA 95129  
August 2023

# NOISE TECHNICAL REPORT

## Introduction

This technical report evaluates noise impacts from construction and operation of a Proposed Project at 10756 West Wilkins Avenue in the City of Los Angeles. The analysis discusses applicable regulations and compares impacts to appropriate thresholds of significance. Noise measurements, calculation worksheets, and a map of noise receptors and measurement locations are included in the Technical Appendix to this analysis.

## Fundamentals of Noise

### Characteristics of Sound

Sound can be described in terms of its loudness (amplitude) and frequency (pitch). The standard unit of measurement for sound is the decibel (dB). Because the human ear is not equally sensitive to sound at all frequencies, the A-weighted scale (dBA) is used to reflect the normal hearing sensitivity range. On this scale, the range of human hearing extends from 3 to 140 dBA. Table 1 provides examples of A-weighted noise levels from common sources.

**Table 1  
A-Weighted Decibel Scale**

Typical A-Weighted Sound Levels	Sound Level (dBA $L_{eq}$ )
Near Jet Engine	130
Rock and Roll Band	110
Jet flyover at 1,000 feet	100
Power Motor	90
Food Blender	80
Living Room Music	70
Human Voice at 3 feet	60
Residential Air Conditioner at 50 feet	50
Bird Calls	40
Quiet Living Room	30
Average Whisper	20
Rustling Leaves	10
Source: Cowan, James P., Handbook of Environmental Acoustics, 1993. These noise levels are approximations intended for general reference and informational use.	

**Noise Definitions.** This noise analysis discusses sound levels in terms of equivalent noise level ( $L_{eq}$ ), maximum noise level ( $L_{max}$ ) and the Community Noise Equivalent Level (CNEL).

- **Equivalent Noise Level ( $L_{eq}$ ):**  $L_{eq}$  represents the average noise level on an energy basis for a specific time period. Average noise level is based on the energy content (acoustic energy) of sound. For example, the  $L_{eq}$  for one hour is the energy average noise level during that hour.  $L_{eq}$  can be thought of as a continuous noise level of a certain period equivalent in energy content to a fluctuating noise level of that same period.

- Maximum Noise Level ( $L_{max}$ ):  $L_{max}$  represents the maximum instantaneous noise level measured during a given time period.
- Community Noise Equivalent Level (CNEL): CNEL is an adjusted noise measurement scale of average sound level during a 24-hour period. Due to increased noise sensitivities during evening and night hours, human reaction to sound between 7:00 P.M. and 10:00 P.M. is as if it were actually 5 dBA higher than had it occurred between 7:00 A.M. and 7:00 P.M. From 10:00 P.M. to 7:00 A.M., humans perceive sound as if it were 10 dBA higher. To account for these sensitivities, CNEL figures are obtained by adding an additional 5 dBA to evening noise levels between 7:00 P.M. and 10:00 P.M. and 10 dBA to nighttime noise levels between 10:00 P.M. and 7:00 A.M. As such, 24-hour CNEL figures are always higher than their corresponding actual 24-hour averages.

Effects of Noise. The degree to which noise can impact an environment ranges from levels that interfere with speech and sleep to levels that can cause adverse health effects. Most human response to noise is subjective. Factors that influence individual responses include the intensity, frequency, and pattern of noise; the amount of background noise present; and the nature of work or human activity exposed to intruding noise. According to the National Institute of Health (NIH), extended or repeated exposure to sounds at or above 85 dB can cause hearing loss. Sounds of 70 dBA or less, even after continuous exposure, are unlikely to cause hearing loss.<sup>1</sup> The World Health Organization (WHO) reports that adults should not be exposed to sudden “impulse” noise events of 140 dB or greater. For children, this limit is 120 dB.<sup>2</sup>

Exposure to elevated nighttime noise levels can disrupt sleep, leading to increased levels of fatigue and decreased work or school performance. For the preservation of healthy sleeping environments, the WHO recommends that continuous interior noise levels not exceed 30 dBA and that individual noise events of 45 dBA or higher be avoided.<sup>3</sup> Assuming a conservative exterior to interior sound reduction of 15 dBA, continuous exterior noise levels should therefore not exceed 45 dBA. Individual exterior events of 60 dBA or higher should also be limited. Some epidemiological studies have shown a weak association between long-term exposure to noise levels of 65 to 70 dBA and cardiovascular effects, including ischemic heart disease and hypertension. However, at this time, the relationship is largely inconclusive.

People with normal hearing sensitivity can recognize small changes in sound levels of approximately 3 dBA. Changes of at least 5 dBA can be readily noticeable while sound level increases of 10 dBA or greater are perceived as a doubling in loudness.<sup>4</sup> However, during daytime, few people are highly annoyed by noise levels below 55 dBA  $L_{eq}$ .<sup>5</sup>

---

<sup>1</sup> National Institute of Health, National Institute on Deafness and Other Communication, [www.nidcd.nih.gov/health/noise-induced-hearing-loss](http://www.nidcd.nih.gov/health/noise-induced-hearing-loss).

<sup>2</sup> World Health Organization, Guidelines for Community Noise, 1999.

<sup>3</sup> Ibid.

<sup>4</sup> Federal Transit Administration, Transit Noise and Vibration Impact Assessment, 2018.

<sup>5</sup> World Health Organization, Guidelines for Community Noise, 1999.



Noise Attenuation. Noise levels decrease as the distance from noise sources to receivers increases. For each doubling of distance, noise from stationary sources can decrease by about 6 dBA over hard surfaces (e.g., reflective surfaces such as parking lots) and 7.5 dBA over soft surfaces (e.g., absorptive surfaces such as soft dirt and grass). For example, if a point source produces a noise level of 89 dBA at a reference distance of 50 feet over an asphalt surface, its noise level would be approximately 83 dBA at a distance of 100 feet, 77 dBA at 200 feet, etc. Noises generated by mobile sources such as roadways decrease by about 3 dBA over hard surfaces and 4.5 dBA over soft surfaces for each doubling of distance. It should be noted that because decibels are logarithmic units, they cannot be added or subtracted. For example, two cars each producing 60 dBA of noise would not produce a combined 120 dBA.

Noise is most audible when traveling by direct line of sight, an unobstructed visual path between noise source and receptor. Barriers that break line of sight between sources and receivers, such as walls and buildings, can greatly reduce source noise levels by allowing noise to reach receivers by diffraction only. As a result, sound barriers can generally reduce noise levels by up to 15 dBA.<sup>6</sup> The effectiveness of barriers can be greatly reduced when they are not high or long enough to completely break line of sight from sources to receivers.

## **Regulatory Framework**

### **Noise**

Federal. No federal noise standards regulate environmental noise associated with short-term construction activities or long-term operations of development projects. As such, temporary and long-term noise impacts produced by the Project would be largely regulated or evaluated by State and City of Los Angeles standards designed to protect public well-being and health.

State. The State's 2017 General Plan Guidelines establish county and city standards for acceptable exterior noise levels based on land use. These standards are incorporated into land use planning processes to prevent or reduce noise and land use incompatibilities. Table 2 illustrates State compatibility considerations between land uses and exterior noise levels.

California Government Code Section 65302 also requires each county and city to prepare and adopt a comprehensive long-range general plan for its physical development. Section 65302(f) requires a noise element to be included in the general plan. This noise element must identify and appraise noise problems in the community, recognize Office of Noise Control guidelines, and analyze and quantify current and projected noise levels.

The State has also established noise insulation standards for new multi-family residential units, hotels, and motels that are subject to relatively high levels of noise from transportation. The noise insulation standards, collectively referred to as the California Noise Insulation Standards (Title 24, California Code of Regulations) set forth an interior standard of 45 dBA CNEL for habitable rooms. The standards require an acoustical analysis which indicates that dwelling units meet this interior

---

<sup>6</sup> California Department of Transportation, Technical Noise Supplement to the Traffic Noise Analysis Protocol, September 2013.

standard where such units are proposed in areas subject to exterior noise levels greater than 60 dBA CNEL. Local jurisdictions typically enforce the California Noise Insulation Standards through the building permit application process.

Los Angeles County Airport Land Use Commission Comprehensive Land Use Plan. In Los Angeles County, the Regional Planning Commission has the responsibility for acting as the Airport Land Use Commission and for coordinating the airport planning of public agencies within the County. The Airport Land Use Commission coordinates planning for the areas surrounding public use airports. The Comprehensive Land Use Plan provides for the orderly expansion of Los Angeles County's public use airports and the areas surrounding them. It is intended to provide for the adoption of land use measures that will minimize the public's exposure to excessive noise and safety hazards. In formulating the Comprehensive Land Use Plan, the Los Angeles County Airport Land Use Commission has established provisions for safety, noise insulation, and the regulation of building height within areas adjacent to each of the public airports in the County.

City of Los Angeles General Plan Noise Element. The City of Los Angeles General Plan includes a Noise Element that includes policies and standards to guide the control of noise to protect residents, workers, and visitors. Its primary goal is to regulate long-term noise impacts to preserve acceptable noise environments for all types of land uses. It includes programs applicable to construction projects that call for protection of noise sensitive uses and use of best practices to minimize short-term noise impacts.<sup>7</sup> However, the Noise Element contains no quantitative or other thresholds of significance for evaluating a project's noise impacts. Instead, it adopts the State's guidance on noise and land use compatibility, shown in Table 2, "to help guide determination of appropriate land use and mitigation measures vis-à-vis existing or anticipated ambient noise levels." It also includes a policy and an objective that are relevant for the Proposed Project:

**Policy 2.2:** Enforce and/or implement applicable city, state, and federal regulations intended to mitigate proposed noise producing activities, reduce intrusive noise and alleviate noise that is deemed a public nuisance.

**Objective 3 (Land Use Development):** Reduce or eliminate noise impacts associated with proposed development of land and changes in land use.

There are also two programs that are applicable to development projects:

**Program 11:** For a proposed development project that is deemed to have a potentially significant noise impact on noise sensitive uses, as defined by this chapter, require mitigation measures, as appropriate, in accordance with California Environmental Quality Act and city procedures.





---

<sup>7</sup> The L.A. CEQA Thresholds Guide defined noise sensitive uses as residences, transient lodgings, schools, libraries, churches, hospitals, nursing homes, auditoriums, concert halls, amphitheaters, playgrounds, and parks.

**Table 2  
State of California Noise/Land Use Compatibility Matrix**

Land Use Category	Community Noise Exposure (dB, L <sub>dn</sub> or CNEL)					
	55	60	65	70	75	80
Residential - Low Density Single-Family, Duplex, Mobile Homes	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable
	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Residential - Multi-Family	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Transient Lodging - Motels Hotels	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Schools, Libraries, Churches, Hospitals, Nursing Homes	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Auditoriums, Concert Halls, Amphitheaters	Normally Unacceptable	Normally Unacceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable	Clearly Unacceptable
	Normally Unacceptable	Normally Unacceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable	Clearly Unacceptable
	Normally Unacceptable	Normally Unacceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Sports Arena, Outdoor Spectator Sports	Normally Unacceptable	Normally Unacceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable	Clearly Unacceptable
	Normally Unacceptable	Normally Unacceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable	Clearly Unacceptable
	Normally Unacceptable	Normally Unacceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Playgrounds, Neighborhood Parks	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Golf Courses, Riding Stables, Water Recreation, Cemeteries	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Office Buildings, Business Commercial and Professional	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Industrial, Manufacturing, Utilities, Agriculture	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable

	Normally Acceptable - Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.
	Conditionally Acceptable - New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply system or air conditioning will normally suffice.
	Normally Unacceptable - New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.
	Clearly Unacceptable - New construction or development should generally not be undertaken.

Source: California Office of Planning and Research "General Plan Guidelines, Noise Element Guidelines (Appendix D, Figure 2), 2017.

**Program 12:** When issuing discretionary permits for a proposed noise-sensitive use (as defined by this chapter) or a subdivision of four or more detached single-family units and which use is determined to be potentially significantly impacted by existing or proposed noise sources, require mitigation measures, as appropriate, in accordance with procedures set forth in the California Environmental Quality Act so as to achieve an interior noise level of a CNEL of 45 dB, or less, in any habitable room, as required by Los Angeles Municipal Code Section 91.

City of Los Angeles Municipal Code. The City of Los Angeles Municipal Code (LAMC) contains regulations that would regulate noise from the Project's temporary construction activities. Section 41.40(a) would prohibit construction activities between 9:00 P.M. and 7:00 A.M., Monday through Friday. Subdivision (c) would further prohibit such activities from occurring before 8:00 A.M. or after 6:00 P.M. on any Saturday or national holiday, or at any time on any Sunday. These restrictions serve to limit specific Project construction activities to Monday through Friday 7:00 A.M. to 9:00 P.M., and 8:00 A.M. to 6:00 P.M. on Saturdays or national holidays.

SEC.41.40. NOISE DUE TO CONSTRUCTION, EXCAVATION WORK—WHEN PROHIBITED.

*(a) No person shall, between the hours of 9:00 P.M. and 7:00 A.M. of the following day, perform any construction or repair work of any kind upon, or any excavating for, any building or structure, where any of the foregoing entails the use of any power drive drill, riveting machine excavator or any other machine, tool, device or equipment which makes loud noises to the disturbance of persons occupying sleeping quarters in any dwelling, hotel or apartment or other place of residence. In addition, the operation, repair or servicing of construction equipment and the job-site delivering of construction materials in such areas shall be prohibited during the hours herein specified. Any person who knowingly and willfully violates the foregoing provision shall be deemed guilty of a misdemeanor punishable as elsewhere provided in this Code.*

*(c) No person, other than an individual homeowner engaged in the repair or construction of his single-family dwelling shall perform any construction or repair work of any kind upon, or any earth grading for, any building or structure located on land developed with residential buildings under the provisions of Chapter I of this Code, or perform such work within 500 feet of land so occupied, before 8:00 A.M. or after 6:00 P.M. on any Saturday or national holiday nor at any time on any Sunday. In addition, the operation, repair, or servicing of construction equipment and the job-site delivering of construction materials in such areas shall be prohibited on Saturdays and on Sundays during the hours herein specific...*

Section 112.04 of the LAMC bans the use of gas-powered leaf blowers within 500 feet of a residence between 10:00 P.M. and 7:00 A.M. This also includes lawn mowers, lawn edgers, riding tractors, or other equipment that makes loud sounds.

Section 112.05 of the LAMC establishes noise limits for powered equipment and hand tools operated in a residential zone or within 500 feet of any residential zone. Of particular importance to construction activities is subdivision (a), which institutes a maximum noise limit of 75 dBA as

measured at a distance of 50 feet from the activity for the types of construction vehicles and equipment that would likely be used in the construction of the Project. However, the LAMC notes that these limitations would not necessarily apply if it can be proven that the Project's compliance would be technically infeasible despite the use of noise-reducing means or methods.

SEC. 112.05. MAXIMUM NOISE LEVEL OF POWERED EQUIPMENT OR POWERED HAND TOOLS

*Between the hours of 7:00 A.M. and 10:00 P.M., in any residential zone of the City or within 500 feet thereof, no person shall operate or cause to be operated any powered equipment or powered hand tool that produces a maximum noise level exceeding the following noise limits at a distance of 50 feet therefrom:*

*(a) 75 dBA for construction, industrial, and agricultural machinery including crawler-tractors, dozers, rotary drills and augers, loaders, power shovels, cranes, derricks, motor graders, paving machines, off-highway trucks, ditchers, trenchers, compactors, scrapers, wagons, pavement breakers, compressors and pneumatic or other powered equipment;*

*(b) 75 dBA for powered equipment of 20 HP or less intended for infrequent use in residential areas, including chain saws, log chippers and powered hand tools;*

*(c) 65 dBA for powered equipment intended for repetitive use in residential areas, including lawn mowers, backpack blowers, small lawn and garden tools and riding tractors.*

*Said noise limitations shall not apply where compliance therewith is technically infeasible. The burden of proving that compliance is technically infeasible shall be upon the person or persons charged with a violation of this section. Technical infeasibility shall mean that said noise limitations cannot be complied with despite the use of mufflers, shields, sound barriers and/or other noise reduction device or techniques during the operation of the equipment.*

In addition, the LAMC regulates long-term operations of land uses, including but not limited to the following regulations.

Section 111.02 discusses the measurement procedure and criteria regarding the sound level of "offending" noise sources. A noise source causing a 5 dBA increase over the existing average ambient noise levels of an adjacent property is considered to create a noise violation. However, Section 111.02(b) provides a 5 dBA allowance for noise sources lasting more than five but less than 15 minutes in any 1-hour period, and a 10 dBA allowance for noise sources causing noise lasting 5 minutes or less in any 1-hour period. In accordance with these regulations, a noise level increase from certain city-regulated noise sources of five dBA over the existing or presumed ambient noise level at an adjacent property is considered a violation.

Section 112.01 of the LAMC would prohibit any amplified noises, especially those from outdoor sources (e.g., outdoor speakers, stereo systems) from exceeding the ambient noise levels of adjacent properties by more than 5 dBA. Any amplified noises would also be prohibited from being

audible at any distance greater than 150 feet from the Project's property line, as the Project is located within 500 feet of residential zones.

SEC.112.01. RADIOS, TELEVISION SETS, AND SIMILAR DEVICES

(a) *It shall be unlawful for any person within any zone of the City to use or operate any radio, musical instrument, phonograph, television receiver, or other machine or device for the producing, reproducing or amplification of the human voice, music, or any other sound, in such a manner, as to disturb the peace, quiet, and comfort of neighbor occupants or any reasonable person residing or working in the area.*

(b) *Any noise level caused by such use or operation which is audible to the human ear at a distance in excess of 150 feet from the property line of the noise source, within any residential zone of the City or within 500 feet thereof, shall be a violation of the provisions of this section.*

(c) *Any noise level caused by such use or operation which exceeds the ambient noise level on the premises of any other occupied property, or if a condominium, apartment house, duplex, or attached business, within any adjoining unit, by more than five (5) decibels shall be a violation of the provisions of this section.*

Section 112.02 would prevent Project heating, ventilation, and air conditioning (HVAC) systems and other mechanical equipment from elevating ambient noise levels by more than 5 dBA.

SEC.112.02. AIR CONDITIONING, REFRIGERATION, HEATING, PLUMBING, FILTERING EQUIPMENT

(a) *It shall be unlawful for any person, within any zone of the city, to operate any air conditioning, refrigeration or heating equipment for any residence or other structure or to operate any pumping, filtering or heating equipment for any pool or reservoir in such manner as to create any noise which would cause the noise level on the premises of any other occupied property ... to exceed the ambient noise level by more than five decibels.*

The LAMC also provides regulations regarding vehicle-related noise, including Sections 114.02, 114.03, and 114.06. Section 114.02 prohibits the operation of any motor driven vehicles upon any property within the City in a manner that would cause the noise level on the premises of any occupied residential property to exceed the ambient noise level by more than 5 dBA. Section 114.03 prohibits loading and unloading causing any impulsive sound, raucous or unnecessary noise within 200 feet of any residential building between the hours of 10:00 P.M. and 7:00 A.M. Section 114.06 requires vehicle theft alarm systems to be silenced within five minutes.



## Existing Conditions

### *Noise Sensitive Receptors*

The Project Site is located in a residential area within the Westwood neighborhood. Sensitive receptors within 1,000 feet of the Project Site include, but are not limited to, the following representative sampling:

- Residence, 10758 Wilkins Avenue, five feet west of the Project Site.
- Residences, 10755 Ohio Avenue, five feet west of the Project Site.
- Residences, Wilkins Avenue (north side), as close as 70 feet north of the Project Site.
- St. Paul Catholic Church, 10750 Ohio Avenue; 100 feet south of the Project Site.
- Church of Latter Day Saints, 10740 Ohio Avenue; 270 feet east of the Project Site.
- Ralph Waldo Emerson Middle School, 1650 Selby Avenue; 550 feet south of the Project Site.

### *Existing Ambient Noise Levels*

The Project Site is improved with a 2,101 square-foot single-family residence.<sup>8</sup> There are no notable sources of mechanical noise at the Project Site. There is also intermittent noise from cars that park on the surface-level driveway off Wilkins Avenue. This includes tire friction as vehicles navigate to and from parking spaces, minor engine acceleration, doors slamming, and occasional car alarms. Most of these sources are instantaneous (e.g., car alarm chirp, door slam) while others may last a few seconds. There is also infrequent noise from occasional solid waste management and collection activities that are of short duration.

Traffic is the primary source of noise near the Project Site, largely from the operation of vehicles with internal combustion engines and frictional contact with the ground and air.<sup>9</sup> This includes traffic on Westwood Boulevard, which carries about 2,470 vehicles at Ohio Avenue in the A.M. peak hour.<sup>10</sup> Existing development contributes about nine daily vehicle trips to and from the Project Site along local roads.<sup>11</sup>

In August 2023, DKA Planning took short-term noise measurements near the Project site to determine the ambient noise conditions of the neighborhood near sensitive receptors.<sup>12</sup> As shown

---

<sup>8</sup> City of Los Angeles, ZIMAS database, accessed August 16, 2023.

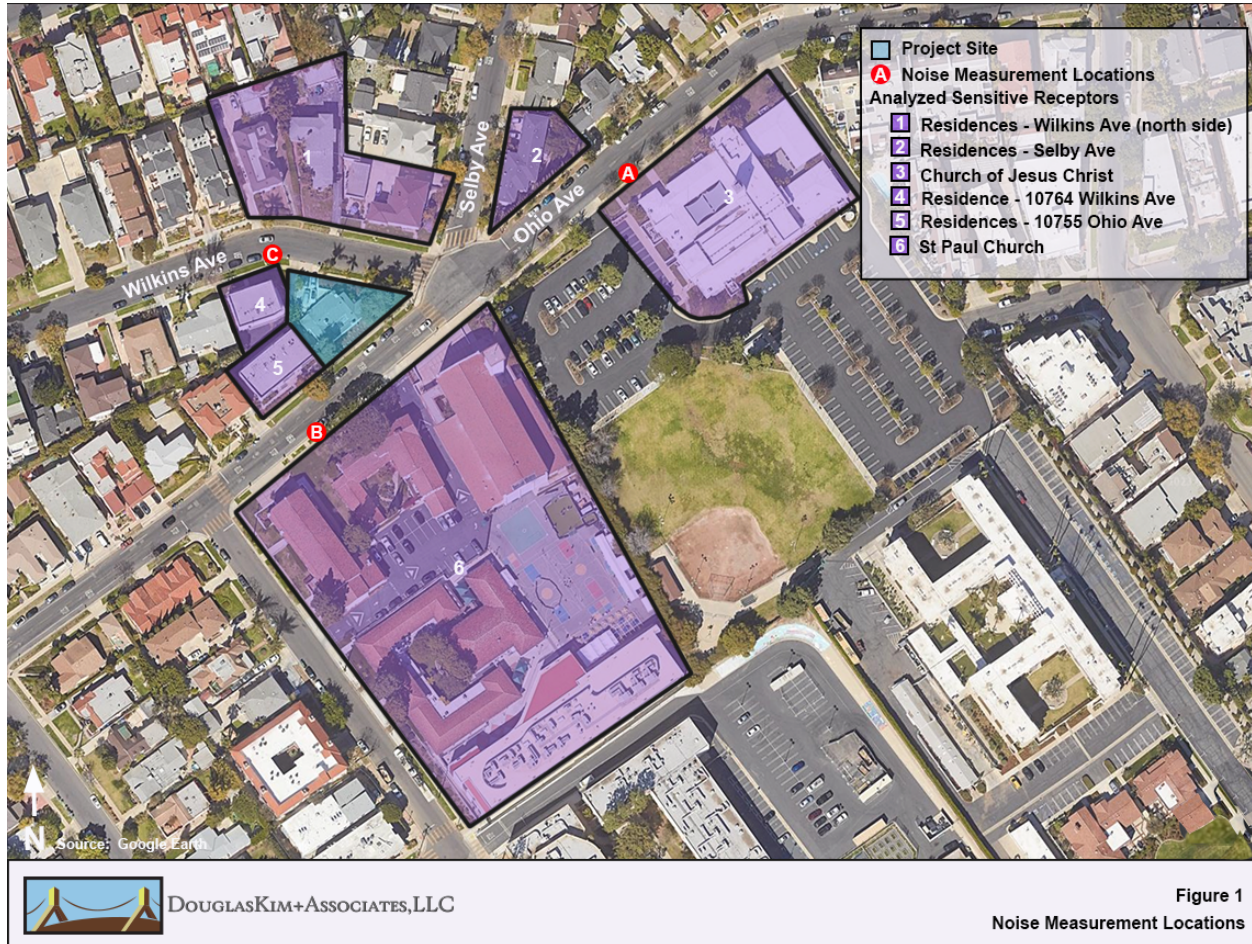
<sup>9</sup> World Health Organization, <https://www.who.int/docstore/peh/noise/Comnoise-2.pdf> accessed March 18, 2021.

<sup>10</sup> DKA Planning, 2023, based on City of Los Angeles database of traffic volumes on Westwood BI at Ohio Avenue, [https://navigatela.lacity.org/dot/traffic\\_data/automatic\\_counts/WESOH105.pdf](https://navigatela.lacity.org/dot/traffic_data/automatic_counts/WESOH105.pdf), 2005 traffic counts adjusted by one percent growth factor to represent existing conditions.

<sup>11</sup> Institute of Transportation Engineers, Trip Generation Rates, 11<sup>th</sup> Edition. Trip rates for Single-Family Detached Housing (category 210).

<sup>12</sup> Noise measurements were taken using a Quest Technologies Sound Examiner SE-400 Meter. The Sound Examiner meter complies with the American National Standards Institute (ANSI) and International Electrotechnical Commission (IEC) for general environmental measurement instrumentation. The meter was equipped with an omni-directional microphone, calibrated before the day's measurements, and set at approximately five feet above the ground.

in Table 3, noise levels along roadways near the Project Site ranged from 57.3 to 61.0 dBA  $L_{eq}$ , which was generally consistent with the traffic volumes on the local streets near the Project Site. Figure 1 illustrates where ambient noise levels were measured near the Project Site to establish the noise environment and their relationship to the applicable sensitive receptor(s). 24-hour CNEL noise levels are generally considered “Normally Acceptable” for the types of land uses near the Project Site.



**Table 3  
Existing Noise Levels**

Noise Measurement Locations	Primary Noise Source	Sound Levels		Nearest Sensitive Receptor(s)	Noise/Land Use Compatibility <sup>b</sup>
		dBA ( $L_{eq}$ )	dBA (CNEL) <sup>a</sup>		
A. Church of Jesus Christ of Latter Day Saints	Traffic on Ohio Ave.	61.0	59.0	Church of Jesus Christ, Residences – Selby Ave.	Normally Acceptable
B. St. Paul Church	Traffic on Ohio Ave.	58.5	56.5	St. Paul Church, Residences-10755 Ohio Ave.	Normally Acceptable

C. 10764 Wilkins Ave.	Traffic on Wilkins Ave.	57.3	55.3	Residence – 10764 Wilkins Ave.; Residences – Wilkins Ave (north side)	Normally Acceptable
<p><sup>a</sup> Estimated based on short-term (15-minute) noise measurement using Federal Transit Administration procedures from 2018 Transit Noise and Vibration Impact Assessment Manual, Appendix E, Option 4.</p> <p><sup>b</sup> Pursuant to California Office of Planning and Research “General Plan Guidelines, Noise Element Guidelines, 2017. When noise measurements apply to two or more land use categories, the more noise-sensitive land use category is used. See Table 2 above for definition of compatibility designations.</p> <p>Source: DKA Planning, 2023</p>					

## Project Impacts

### Methodology

On-Site Construction Activities. Construction noise levels at off-site sensitive receptors were modeled employing the ISO 9613-2 sound attenuation methodologies using the SoundPLAN Essential model (version 5.1). This software package considers reference equipment noise levels, noise management techniques, distance to receptors, and any attenuating features to predict noise levels from sources like construction equipment. Construction noise sources were modeled as area sources to reflect the mobile nature of construction equipment. These vehicles would not operate directly where the Project’s property line abuts adjacent structures, as they would retain some setback to preserve maneuverability. This equipment would also occasionally operate at reduced power and intensity to maintain precision at these locations.

Off-Site Construction Noise Activities. The Project’s off-site construction noise impact from haul trucks, vendor deliveries, worker commutes, and other vehicles accessing the Project Site was analyzed by considering the Project’s anticipated vehicle trip generation with existing traffic and roadway noise levels along local roadways, particularly those likely to be part of any haul route. Because it takes a doubling of traffic volumes on a roadway to generate the increased sound energy it takes to elevate ambient noise levels by 3 dBA,<sup>13</sup> the analysis focused on whether truck and auto traffic would double traffic volumes on key roadways to be used for hauling soils to and/or from the Project Site during construction activities.<sup>14</sup> Because haul trucks generate more noise than traditional passenger vehicles, a 19.1 passenger car equivalency (PCE) was used to convert haul truck trips to a reference level conversion to an equivalent number of passenger vehicles.<sup>15</sup> For vendor deliveries, a 9.55 PCE was used to reflect a blend of medium- and heavy-duty vehicles. It should be noted that because an approved haul route may not be approved as of the preparation of this analysis, assumptions were made about logical routes that would

<sup>13</sup> Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, September 2018.

<sup>14</sup> A tripling of traffic volumes (i.e., 3.15x) is needed to elevate traffic noise levels by 5 dBA.

<sup>15</sup> Caltrans, Technical Noise Supplement Table 3-3, 2013.

minimize haul truck traffic on local streets in favor of major arterials that can access regional-serving freeways.

On-Site Operational Noise Activities. The Project's potential to result in significant noise impacts from on-site operational noise sources was evaluated by identifying sources of on-site noise sources and considering the impact that they could produce given the nature of the source (i.e., loudness and whether noise would be produced during daytime or more-sensitive nighttime hours), distances to nearby sensitive receptors, ambient noise levels near the Project Site, the presence of similar noise sources in the vicinity, and maximum noise levels permitted by the LAMC.

Off-Site Operational Noise Activities. The Project's off-site noise impact from Project-related traffic was evaluated based its potential to increase traffic volumes on local roadways that serve the Project site. Because it takes a doubling of traffic volumes on a roadway to generate the increased sound energy it takes to elevate ambient noise levels by 3 dBA, the analysis focused on whether auto trips generated by the Proposed Project would double traffic volumes on key roadways that access the Project Site.

### ***Thresholds of Significance***

Construction Noise Thresholds. Based on guidelines from the City of Los Angeles City Department of Planning, the on-site construction noise impact would be considered significant if:

- Construction activities lasting more than one day would exceed existing ambient exterior sound levels by 10 dBA (hourly  $L_{eq}$ ) or more at a noise-sensitive use;
- Construction activities lasting more than 10 days in a three-month period would exceed existing ambient exterior noise levels by 5 dBA (hourly  $L_{eq}$ ) or more at a noise-sensitive use; or
- Construction activities of any duration would exceed the ambient noise level by 5 dBA (hourly  $L_{eq}$ ) at a noise-sensitive use between the hours of 9:00 P.M. and 7:00 A.M. Monday through Friday, before 8:00 A.M. or after 6:00 P.M. on Saturday, or at any time on Sunday.

Operational Noise Thresholds. In addition to applicable City standards and guidelines that would regulate or otherwise moderate the Project's operational noise impacts, the following criteria are adopted to assess the impact of the Project's operational noise sources:

- Project operations would cause ambient noise levels at off-site locations to increase by 3 dBA CNEL or more to or within "normally unacceptable" or "clearly unacceptable" noise/land use compatibility categories, as defined by the State's 2017 General Plan Guidelines.

- Project operations would cause any 5 dBA CNEL or greater noise increase.<sup>16</sup>

### Analysis of Project Impacts

- Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?**

**Less Than Significant Impact.**

### Construction

#### On-Site Construction Activities

Construction would generate noise during the construction process that would span 30 months of demolition, site preparation, grading, utilities trenching, building construction, and application of architectural coatings, as shown in Table 4. During all construction phases, noise-generating activities could occur at the Project Site between 7:00 A.M. and 9:00 P.M. Monday through Friday, in accordance with LAMC Section 41.40(a). On Saturdays, construction would be permitted to occur between 8:00 A.M. and 6:00 P.M.

**Table 4  
Construction Schedule Assumptions**

Phase	Duration	Notes
Demolition	Month 1	Removal of 2,101 square feet of building floor area and 1,450 square feet of asphalt/concrete parking lot hauled 40 miles to landfill in 10-cubic yard capacity trucks.
Site Preparation	Month 2	Removal of trees, plants, landscaping, weeds, grubbing over 3,500 square-foot area.
Grading	Months 3-4	Approximately 3,200 cubic yards of soil (including 25 percent swell factor) <sup>17</sup> hauled 40 miles to landfill in 10-cubic yard capacity trucks.
Trenching	Months 5-8	Trenching for utilities, including gas, water, electricity, and telecommunications.

<sup>16</sup> As a 3 dBA increase represents a slightly noticeable change in noise level, this threshold considers any increase in ambient noise levels to or within a land use's "normally unacceptable" or "clearly unacceptable" noise/land use compatibility categories to be significant so long as the noise level increase can be considered barely perceptible. In instances where the noise level increase would not necessarily result in "normally unacceptable" or "clearly unacceptable" noise/land use compatibility, a 5 dBA increase is still considered to be significant. Increases less than 3 dBA are unlikely to result in noticeably louder ambient noise conditions and would therefore be considered less than significant.

<sup>17</sup> City of Los Angeles, Environmental Assessment Form.

**Table 4  
Construction Schedule Assumptions**

Building Construction	Months 6-30	Footings and foundation work, framing, concrete pouring, welding; installing mechanical, electrical, and plumbing. Floor assembly, interior painting, cabinetry and carpentry, elevator installations, low voltage systems, trash management.
Architectural Coatings	Months 25-30	Application of interior and exterior coatings and sealants.
Source: DKA Planning, 2023.		

Noise levels would generally peak during the demolition and grading phases, when diesel-fueled heavy-duty equipment like excavators and dozers are used to move large amounts of debris and dirt, respectively. This equipment is mobile in nature and does not always operate at in a steady-state mode full load, but rather powers up and down depending on the duty cycle needed to conduct work. As such, equipment is occasionally idle during which time no noise is generated.

During other phases of construction (e.g., site preparation, trenching, building construction, architectural coatings), noise impacts are generally lesser because they are less reliant on using heavy equipment with internal combustion engines. Smaller equipment such as forklifts, generators, and various powered hand tools and pneumatic equipment would often be utilized. Off-site secondary noises would be generated by construction worker vehicles, vendor deliveries, and haul trucks. Figure 2 illustrates construction noise levels at sensitive receptors during the demolition and grading phases.





**Figure 2**  
**Construction Noise Levels at Sensitive Receptors**

Because the Project’s construction phase would occur for more than three months, the applicable City threshold of significance for the Project’s construction noise impacts is an increase of 5 dBA over existing ambient noise levels. As shown in Table 5, when considering ambient noise levels, the use of multiple pieces of powered equipment simultaneously would increase ambient noise negligibly. This assumes the use of best practices techniques required by the City’s Building and Safety code, such as temporary sound barriers. These construction noise levels would not exceed the City’s significance threshold of 5 dBA. Therefore, the Project’s on-site construction noise impact would be less than significant.

**Table 5**  
**Construction Noise Impacts at Off-Site Sensitive Receptors**

Receptor	Maximum Construction Noise Level (dBA Leq)	Existing Ambient Noise Level (dBA Leq)	New Ambient Noise Level (dBA Leq)	Increase (dBA Leq)	Potentially Significant?
1. Residences – Wilkins Ave (north side)	55.5	57.3	59.5	2.2	No
2. Residences – 1447 Selby Ave.	58.5	57.3	61.0	3.7	No
3. Residences – 1436 Selby Ave.	56.8	61.0	62.4	1.4	No

4. Church of Jesus Christ of Latter Day Saints	52.3	61.0	61.5	0.5	No
5. Residences – 10758 Wilkins Ave.	60.4	57.3	62.1	4.8	No
6. Residences – 10755 Ohio Ave.	53.5	58.5	59.7	1.2	No
7. St. Paul Catholic Church	57.0	58.5	60.8	2.3	No
Source: DKA Planning, 2023.					

### Off-Site Construction Activities

The Project would also generate noise at off-site locations from haul trucks moving debris and soil from the Project Site during demolition and grading activities, respectively; vendor trips; and worker commute trips. These activities would generate up to an estimated 48 peak hourly PCE vehicle trips, as summarized in Table 6, during the grading phase.<sup>18</sup> This would represent about 1.9 percent of traffic volumes on Westwood Boulevard, which carries about 2,470 vehicles at Ohio Avenue in the morning peak hour of traffic.<sup>19</sup> Because workers and vendors will likely use more than one route to travel to and from the Project Site, this conservative assessment of traffic volumes overstates the likely traffic volumes from construction activities at this intersection.

Westwood Boulevard would likely serve as part of the haul route for any soil exported from the Project Site given its connection to Wilshire Boulevard and ultimate access to the Santa Monica Freeway. Because the Project's construction-related trips would not cause a doubling in traffic volumes (i.e., 100 percent increase) on Westwood Boulevard, the Project's construction-related traffic would not increase existing noise levels by 3 dBA or more, which is less than the 5 dBA threshold of significance for off-site construction noise activities. Therefore, the Project's noise impacts from construction-related traffic would be less than significant.

**Table 6  
Construction Vehicle Trips (Maximum Hourly)**

Construction Phase	Worker Trips <sup>a</sup>	Vendor Trips	Haul Trips	Total Trips	Percent of Peak A.M. Hour Trips on Westwood Blvd. <sup>e</sup>
Demolition	10	0	6 <sup>b</sup>	16	0.6
Site Preparation	5	0	2 <sup>c</sup>	7	0.3
Grading	8	0	41 <sup>d</sup>	48	1.9
Trenching	3	0	0	3	0.1
Building Construction	9	4 <sup>d</sup>	0	13	0.5

<sup>18</sup> This is a conservative, worst-case scenario, as it assumes all workers travel to the worksite at the same time and that vendor and haul trips are made in the same early hour, using the same route as haul trucks to travel to and from the Project Site.

<sup>19</sup> DKA Planning, 2023, based on City of Los Angeles database of traffic volumes on Westwood Bl at Ohio Avenue, [https://navigatela.lacity.org/dot/traffic\\_data/automatic\\_counts/WESOH105.pdf](https://navigatela.lacity.org/dot/traffic_data/automatic_counts/WESOH105.pdf), 2005 traffic counts adjusted by one percent growth factor to represent existing conditions.

Architectural Coating	2	0	0	2	0.1
<p><sup>a</sup> Assumes all worker trips occur in the peak hour of construction activity.</p> <p><sup>b</sup> The project would generate 49 haul trips over a 23-day period with seven-hour work days. Because haul trucks emit more noise than passenger vehicles, a 19.1 passenger car equivalency (PCE) was used to convert haul truck trips to a passenger car equivalent</p> <p><sup>c</sup> The project would generate 13 haul trips over a 20-day period with seven-hour work days. Assumes a 19.1 PCE.</p> <p><sup>d</sup> The project would generate 640 haul trips over a 43-day period with seven-hour work days. Assumes a 19.1 PCE.</p> <p><sup>e</sup> This phase would generate about 1.6 vendor truck trips daily over a seven-hour work day. Assumes a blend of vehicle types and a 9.55 PCE.</p> <p><sup>e</sup> Percent of existing traffic volumes on Westwood Boulevard at Ohio Avenue.</p> <p>Source: DKA Planning, 2023</p>					

## Operation

### On-Site Operational Noise

During long-term operations, the Project would produce noise from on-site sources such as mechanical equipment associated with the structures themselves or from activity in outdoor spaces.

### Mechanical Equipment

The Project would operate mechanical equipment on the roof 51 feet above grade that would generate incremental long-term noise impacts. The Project would likely use typical HVAC equipment, such as heat pumps for multi-family residences (e.g., 2.5-ton Carrier 24ABC630A003 Carrier 25HBC5), with each unit distributed across the roof as needed to serve each residence. Noise from heat pumps and air conditioners is a function of the model, airflow, and pressure flow generated by fans and compressors. Most modern heat pumps are relatively quiet, with a sound power of up to 76 dBA. However, as the location on the roof would help shield the noise path to nearby sensitive receptors, blocking the line of sight to a noise source generally results in a 5 decibel reduction, each rooftop unit would generate about 50.3 dBA at ten feet of distance.<sup>20</sup>

However, noise impacts from rooftop mechanical equipment on nearby sensitive receptors would be negligible for several reasons. First, there would be no line-of-sight from these rooftop units to the sensitive receptors. Because the residences adjacent to the Project Site are one- to two-stories in height, there would be no sound path from the HVAC equipment to residences that would be up to 30 to 40 feet lower than the roof of the Proposed Project. Second, the presence of the Project's roof edge creates an effective noise barrier that further reduces noise levels from rooftop HVAC units by 8 dBA or more.<sup>21</sup> A 4'6" parapet would further shield sensitive receptors near the Project Site. These design elements would be helpful in managing noise, as equipment often operates continuously throughout the day and occasionally during the day, evenings, and

<sup>20</sup> Washington State Department of Transportation, Noise Walls and Barriers. <https://wsdot.wa.gov/construction-planning/protecting-environment/noise-walls-barriers>. Assumes the Carrier's rated sound power of 76 dB.

<sup>21</sup> Ibid.

weekends. As a result, noise from HVAC units would negligibly elevate ambient noise levels, far less than the 5 dBA CNEL threshold of significance for operational impacts. Compliance with LAMC Section 112.02 would further limit the impact of HVAC equipment on noise levels at adjacent properties.

Pad-mounted oil transformers that lower high voltage to standard household voltage used to power electronics, appliances and lighting would be located on the ground level in an unobstructed location. These transformers are housed in a steel cabinet and generally do not involve pumps, though fans may be needed on some units. Switchgear responsible for distributing power through the development could be located externally, though no mechanical processes that generate noise would be necessary.

Otherwise, all other mechanical equipment would be fully enclosed within the structure. This could include mechanical, electrical, and plumbing rooms, a utility fan room, as well as elevator equipment (including hydraulic pump, switches, and controllers) in the subterranean basement. All these activities would generally occur within the envelope of the development, operational noise would be shielded from off-site noise-sensitive receptors.

Auto-Related Activities

The majority of vehicle-related noise impacts at the Project Site would come from vehicles entering and exiting the residential development from a driveway off the rear alley. During the peak P.M. hour, up to five vehicles would generate noise in and out of the garage, with up to five net vehicles using the garage in the peak A.M. hour.<sup>22</sup>

A church across Ohio Avenue would have a direct line of sight to the driveway, approximately 100 feet away. As shown in Table 7, the average vehicle use of the garage during daytime hours (average of four vehicles per hour between 8:00 A.M. and 7:00 P.M.) and nighttime hours (an average of two vehicles hourly from 7:00 P.M. to 8:00 A.M.) would elevate ambient noise levels by less than 0.1 dBA CNEL, well below the 5 dBA threshold of significance for operational sources of noise.

**Table 7  
Parking Garage-Related Impacts at Off-Site Sensitive Receptors**

Receptor	Maximum Noise Level (dBA CNEL)	Existing Ambient Noise Level (dBA CNEL)	New Ambient Noise Level (dBA CNEL)	Increase (dBA CNEL)	Significant?
St. Paul Catholic Church	25.9	56.5	56.5	<0.1	No
Source: DKA Planning, 2023, using FTA Noise Impact Assessment Spreadsheet.					

<sup>22</sup> DKA Planning, 2023, based on CalEEMod 2022.1.1.17 model using ITE Trip Generation rates (10<sup>th</sup> Edition). Hourly trip generation based on Institute of Transportation Engineer’s hourly trip generation factors (11<sup>th</sup> Edition) for Multifamily Housing (Mid-Rise) (land use code 221).

Parking garage-related noise impacts for other receptors would also be negligible given their more remote locations and/or the lack of a line of sight from the garage. Parking garage noise would include tire friction as vehicles navigate to and from parking spaces, doors slamming, car alarms, and minor engine acceleration. Most of these sources are instantaneous (e.g., car alarm chirp, door slam) while others may last a few seconds. As such, the Project's parking garage activities would not have a significant impact on the surrounding noise environment.

### Outdoor Uses

While most operations would be conducted inside the development, outdoor activities could generate noise that could impact local sensitive receptors. This would include human conversation, trash collection, and landscape maintenance. These are discussed below:

- Human conversation. While noise associated with everyday residential activities would largely occur internally within the development, there could include passive activities such as human conversation, socializing, and passive recreation in outdoor spaces, which could include:
  - Private balconies. These would be private spaces for residents used for socializing or passive recreation (e.g., reading), with intermittent use largely during day or evening hours. No powered speakers are proposed that would amplify either speech or music.
  - Roof deck (3<sup>rd</sup> floor) on the northern portion of the roof facing Wilkins Avenue on the third floor. This would be a shared space for residents used for socializing or passive recreation (e.g., reading), with intermittent use largely during day or evening hours. No powered speakers are proposed that would amplify either speech or music. The landscaped setback of the deck would shield any noise from sensitive receptors near the Project Site.
  - Roof deck (5<sup>th</sup> floor) on the northern portion of the roof facing Wilkins Avenue on the fifth floor. This would be a shared space for residents used for socializing or passive recreation (e.g., reading), with intermittent use largely during day or evening hours. No powered speakers are proposed that would amplify either speech or music. The landscaped setback of the deck would shield any noise from sensitive receptors near the Project Site.
  - Roof decks along the southern portion of the roof facing Ohio Avenue and Wilkins Avenue. These would be shared use spaces for socializing or passive recreation (e.g., reading, walking), with intermittent use largely during day or evening hours. There would be no direct line-of-sight from any roof deck noise to adjacent sensitive receptors, which would be 30 to 40 feet lower in height than the roof deck. Blocking the line of sight to a noise source generally results in a 5 decibel reduction.<sup>23</sup> The presence of the roof edge, parapet, and landscaped setback of decks from the roof's

---

<sup>23</sup> Washington State Department of Transportation, Noise Walls and Barriers. <https://wsdot.wa.gov/construction-planning/protecting-environment/noise-walls-barriers>.

edge would shield any rooftop noise from the sensitive receptors near the Project Site. No powered speakers are proposed that would amplify either speech or music.

The primary use of these spaces would be for human conversation, which would produce negligible noise impacts, based on the Lombard effect. This phenomenon recognizes that voice noise levels in face-to-face conversations generally increase proportionally to background ambient noise levels. Specifically, vocal intensity increases about 0.38 dB for every 1.0 dB increase in noise levels above 55 dB.<sup>24</sup> For example, the sound of a human voice at 60 dB would produce a noise level of 39 dB at ten feet, which would not elevate ambient noise levels at any of the analyzed sensitive receptors by more than 0.2 dBA  $L_{eq}$ . Moreover, noise levels from human speech would attenuate rapidly with greater distance, resulting in a 33 dB noise level at twenty feet, and 27 dB at 40 feet. Further, the infrequent nature of outdoor use of these spaces and any acoustic noise (e.g., speech) makes it impossible to individually or collectively elevate 24-hour noise levels by 5 dBA CNEL or more at any nearby noise-sensitive receptors.

- Trash collection. On-site trash and recyclable materials for the residents would be managed from the waste collection area in the basement level of the parking garage. Dumpsters would be moved to the street manually or with container handler trucks that use hydraulic-powered lifts that use beeping alerts during operation. Haul trucks would access solid waste from Wilkins Avenue, where solid waste activities would include use of trash compactors and hydraulics associated with the refuse trucks themselves. Noise levels of approximately 71 dBA  $L_{eq}$  and 66 dBA  $L_{eq}$  could be generated by collection trucks and trash compactors, respectively, at 50 feet of distance.<sup>25</sup> These noise levels would be comparable to those from trash collection for the existing residence. As such, the Proposed Project would not significantly increase noise from intermittent trash collection.
- Landscape maintenance. Noise from gas-powered leaf blowers, lawnmowers, and other landscape equipment can generate substantial bursts of noise during regular maintenance. For example, two gas powered leaf blowers with two-stroke engines and a hose vacuum can generate an average of 85.5 dBA  $L_{eq}$  and cause nuisance or potential noise impacts for nearby receptors.<sup>26</sup> The landscape plan focuses on a modest palette of accent trees and raised planters that will minimize the need for powered landscaping equipment, as some of this can be managed by hand. These noise levels would be comparable to those from landscape maintenance for the existing residence. As such, the Proposed Project would not significantly increase noise from intermittent landscape maintenance.

As discussed above, the Project would not result in an exposure of persons to or a generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. The Project would also not increase surrounding noise levels by more than 5 dBA CNEL, the minimum threshold of significance based on the noise/land

---

<sup>24</sup> Acoustical Society of America, Volume 134; Evidence that the Lombard effect is frequency-specific in humans, Stowe and Golob, July 2013.

<sup>25</sup> RK Engineering Group, Inc. Wal-Mart/Sam's Club reference noise level, 2003.

<sup>26</sup> Erica Walker et al, Harvard School of Public Health; Characteristics of Lawn and Garden Equipment Sound; 2017. These equipment generated a range of 74.0-88.5 dBA  $L_{eq}$  at 50 feet.



use category of sensitive receptors near the Project Site. As a result, the Project’s on-site operational noise impacts would be considered less than significant,

*Off-Site Operational Noise*

The majority of the Project’s operational noise impacts would be off-site from vehicles traveling to and from the development. The Project could add up to 69 net vehicle trips to the local roadway network on a peak weekday at the start of operations in 2027. During the peak P.M. hour, up to five vehicles would generate noise in and out of the garage via the driveway off Ohio Avenue, with up to five vehicles using the garage in the peak A.M. hour.<sup>27</sup> This would represent about 0.2 percent of traffic volumes on Westwood Boulevard, which carries about 2,470 vehicles at Ohio Avenue in the morning peak hour of traffic.<sup>28</sup>

Because it takes a doubling of traffic volumes (i.e., 100 percent) to increase ambient noise levels by 3 dBA  $L_{eq}$ , the Project’s traffic would neither increase ambient noise levels 3 dBA or more into “normally unacceptable” or “clearly unacceptable” noise/land use compatibility categories, nor increase ambient noise levels 5 dBA or more. Twenty-four hour CNEL impacts would similarly be minimal, far below criterion for significant operational noise impacts, which begin at 3 dBA. As such, this impact would be considered less than significant.

Consistency with City General Plan Noise Element

While the City’s Noise Element focuses on a number of measures for Citywide implementation by municipal government, there are some objectives, policies, and programs that are applicable to development projects. Table 8 summarizes the Proposed Project’s consistency with these.

**Table 7  
Project Consistency with City of Los Angeles General Plan Noise Element**

Objective/Policy/Program	Project Consistency
<b>Policy 2.2:</b> Enforce and/or implement applicable city, state, and federal regulations intended to mitigate proposed noise producing activities, reduce intrusive noise and alleviate noise that is deemed a public nuisance.	<b>Consistent.</b> The Project would comply with City, state, and other applicable noise regulations to ensure that noise impacts are considered less than significant.
<b>Objective 3 (Land Use Development):</b> Reduce or eliminate noise impacts associated with proposed development of land and changes in land use.	<b>Consistent.</b> The project is being evaluated under CEQA and would result in less-than-significant impacts on noise.
<b>Program 11.</b> For a proposed development project that is deemed to have a potentially significant noise impact on noise sensitive uses,	<b>Consistent.</b> The Project would not have a significant noise impact on noise-sensitive uses and as such, would not require mitigation under CEQA.

<sup>27</sup> Institute of Transportation Engineers, Trip Generation Rates; 11<sup>th</sup> Edition, using Land Use Code 221 (Multi-Family (Mid-Rise)).

<sup>28</sup> DKA Planning, 2023, based on City of Los Angeles database of traffic volumes on Westwood Bl at Ohio Avenue, [https://navigatela.lacity.org/dot/traffic\\_data/automatic\\_counts/WESOH105.pdf](https://navigatela.lacity.org/dot/traffic_data/automatic_counts/WESOH105.pdf), 2005 traffic counts adjusted by one percent growth factor to represent existing conditions.

**Table 7  
Project Consistency with City of Los Angeles General Plan Noise Element**

Objective/Policy/Program	Project Consistency
as defined by this chapter, require mitigation measures, as appropriate, in accordance with California Environmental Quality Act and city procedures.	
<b>Program 12.</b> When issuing discretionary permits for a proposed noise-sensitive use (as defined by this chapter) or a subdivision of four or more detached single-family units and which use is determined to be potentially significantly impacted by existing or proposed noise sources, require mitigation measures, as appropriate, in accordance with procedures set forth in the California Environmental Quality Act so as to achieve an interior noise level of a CNEL of 45 dB, or less, in any habitable room, as required by Los Angeles Municipal Code Section 91.	<b>Consistent.</b> The noise-sensitive project is being evaluated under CEQA and would before being entitled would comply with Building Code and Title 24 noise insulation requirements to achieve an interior noise level of 45 dB.
Source: DKA Planning, 2023.	

- b. For a project located within the vicinity of a private airstrip or an airport land use plan, or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?**

**Less Than Significant Impact.**

The Project Site is located about 2.4 miles north of the Santa Monica Airport and 7.2 miles north of Los Angeles International Airport. Because the Proposed Project would not be located within the vicinity of a private airstrip or within two miles of a public airport, the Project would not expose local workers or residents in the area to excessive noise levels. This would be considered a less than significant impact.

**Cumulative Impacts**

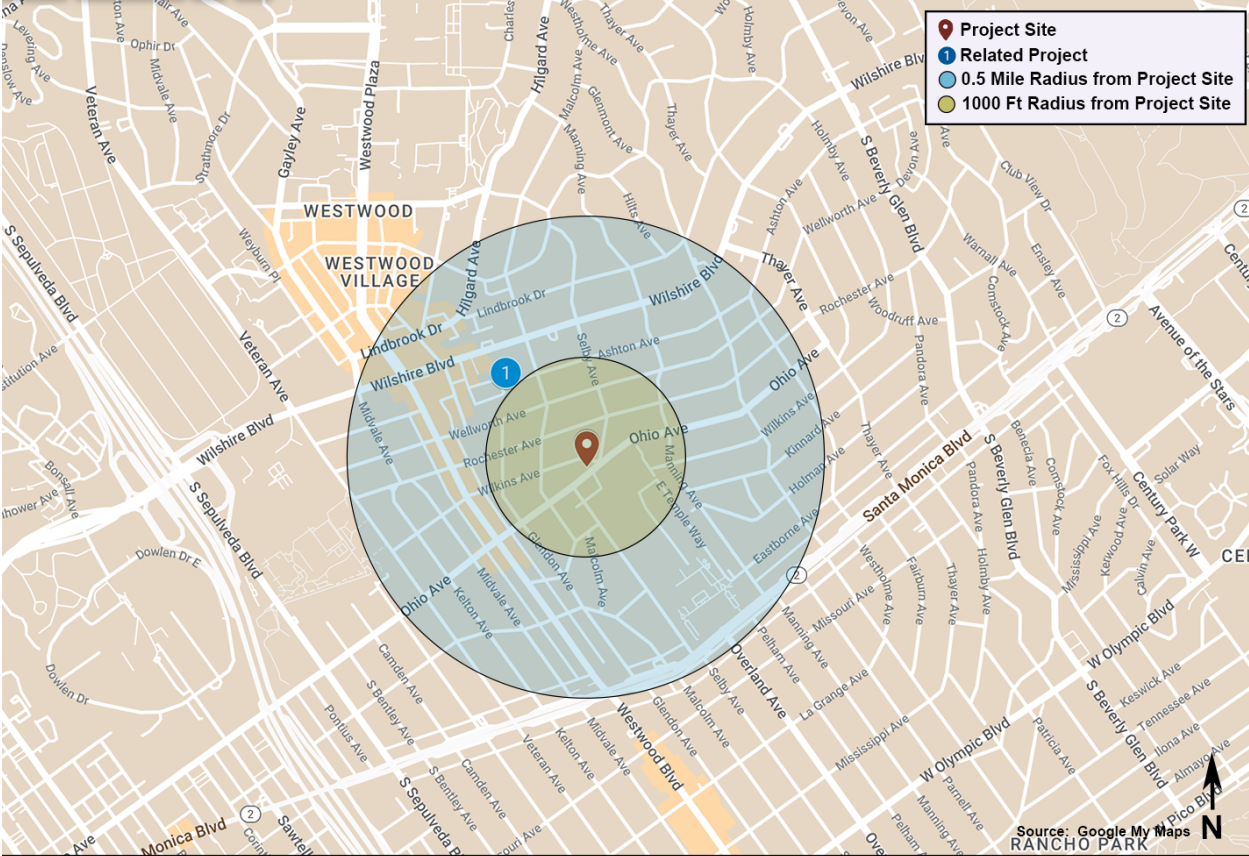
***Construction***

*On-Site Construction Noise*

During construction of the proposed Project, there could be other construction activity in the area that contributes to cumulative noise impacts at sensitive receptors. Construction-related noise levels from any related project would be intermittent and temporary. As with the Project, any related projects would comply with the LAMC’s restrictions, including restrictions on construction hours and noise from powered equipment. Noise associated with cumulative construction

activities would be reduced to the degree reasonably and technically feasible through proposed mitigation measures for each individual related project and compliance with the noise ordinance.

Noise from construction of development projects is localized and can affect noise-sensitive uses within 500 feet, based on the City’s screening criteria. As such, noise from two construction sites within 1,000 feet of each other can contribute to cumulative noise impacts for receptors located between. There is one related project identified by the City of Los Angeles within 0.25 miles of the Project Site, a 1,400 square-foot addition to an assisted living center at 10822 Wilshire Boulevard (Figure 3).<sup>29</sup> However, this location is over 1,000 feet from the Project Site.



**Figure 3**  
**Location of Related Projects**

As a result, there are no reasonably foreseeable related projects that could contribute to cumulative noise impacts at the analyzed sensitive receptors. Based on this, there would not be cumulative noise impacts at any nearby sensitive uses located near the Project Site and related projects in the event of concurrent construction activities.

<sup>29</sup> City of Los Angeles, Related Projects Summary from Case Logging and Tracking System, August 2023.

### *Off-Site Construction Noise*

Other concurrent construction activities from related projects can contribute to cumulative off-site impacts if haul trucks, vendor trucks, or worker trips for any related project(s) were to utilize the same roadways. Distributing trips to and from each related project construction site substantially reduces the potential that cumulative development could more than double traffic volumes on existing streets, which would be necessary to increase ambient noise levels by 3 dBA. The Proposed Project would generate an estimated 48 peak hourly PCE vehicle trips during the grading phase.<sup>30</sup> This would represent about 1.9 percent of traffic volumes on Westwood Boulevard, which carries about 2,470 vehicles at Ohio Avenue in the morning peak hour of traffic.<sup>31</sup> Any related projects would have to add 2,432 peak hour vehicle trips to double volumes on Westwood Boulevard that could elevate traffic noise by 3 dBA.

However, as discussed earlier, there are no related projects within 1,000 feet of the Project Site that would contribute to cumulative construction noise impacts. As such, cumulative noise due to construction truck traffic from the Project and related projects do not have the potential to double traffic volumes on any roadway necessary to elevate traffic noise levels by 3 dBA, let alone the 5 dBA threshold of significance for traffic impacts. As such, cumulative noise impacts from off-site construction would be less than significant.

### ***Operation***

The Project Site and Westwood neighborhood has been developed with residential and commercial land uses that have previously generated, and will continue to generate, noise from a number of operational noise sources, including mechanical equipment (e.g., HVAC systems), outdoor activity areas, and vehicle travel. Any related projects could contribute to cumulative long-term noise impacts on the local neighborhood.

### *On-Site Stationary Noise Sources*

Noise from on-site mechanical equipment (e.g., HVAC units) and any other human activities from related projects would not be typically associated with excessive noise generation that could result in increases of 5 dBA or more in ambient noise levels at sensitive receptors when combined with operational noise from the Proposed Project. However, as discussed earlier, there are no related projects within 1,000 feet of the Project Site that would contribute to cumulative on-site stationary source noise impacts. As such, cumulative noise due to stationary sources from the Project and related projects do not have the potential to elevate ambient noise levels by the 5 dBA threshold of significance. As such, cumulative noise impacts from on-site stationary sources would be less than significant.

---

<sup>30</sup> This is a conservative, worst-case scenario, as it assumes all workers travel to the worksite at the same time and that vendor and haul trips are made in the same early hour, using the same route as haul trucks to travel to and from the Project Site.

<sup>31</sup> DKA Planning, 2023, based on City of Los Angeles database of traffic volumes on Westwood Bl at Ohio Avenue, [https://navigatela.lacity.org/dot/traffic\\_data/automatic\\_counts/WESOH105.pdf](https://navigatela.lacity.org/dot/traffic_data/automatic_counts/WESOH105.pdf), 2005 traffic counts adjusted by one percent growth factor to represent existing conditions.

Therefore, cumulative stationary source noise impacts associated with operation of the Project and related projects would be less than significant.

#### *Off-Site Mobile Noise Sources*

The Project would add up to 69 vehicle trips to the local roadway network on a peak weekday at the start of operations in 2027, including up to five maximum hourly vehicle trips. Related projects would have to generate 2,465 additional vehicle trips onto Westwood Boulevard in the peak A.M. hour to elevate noise by 3 dBA.

However, as discussed earlier, there are no related projects within 1,000 feet of the Project Site that would contribute to cumulative traffic noise impacts. As such, cumulative noise due to traffic from the Project and related projects do not have the potential to elevate ambient noise levels by the 5 dBA threshold of significance. As such, cumulative noise impacts from traffic would be less than significant.

Therefore, cumulative noise impacts due to off-site traffic would not increase ambient noise levels by 3 dBA to or within their respective “Normally Unacceptable” or “Clearly Unacceptable” noise categories, or by 5 dBA or greater overall. Additionally, the Project would not result in an exposure of persons to or a generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

# TECHNICAL APPENDIX





DOUGLASKIM+ASSOCIATES,LLC

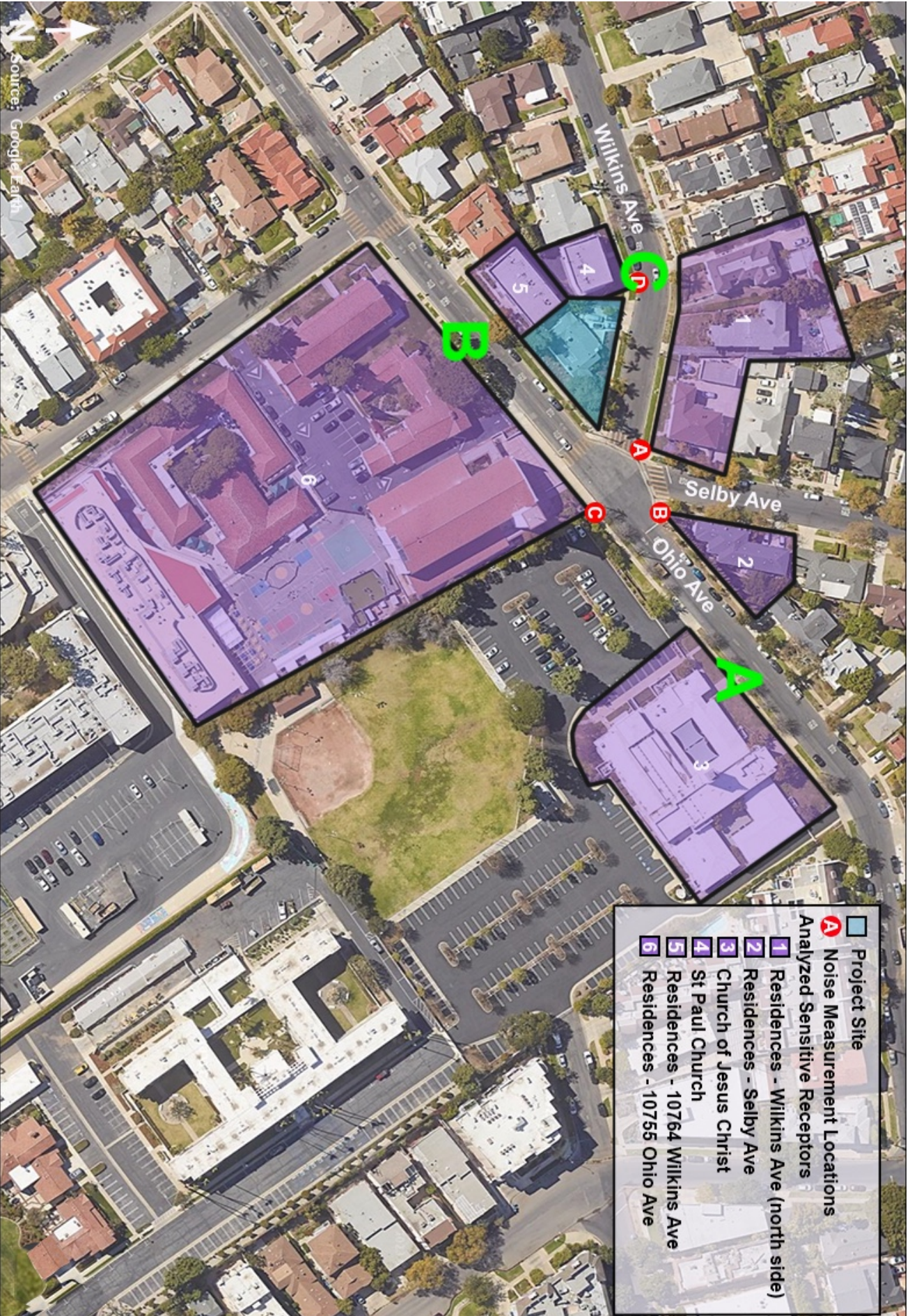
## AMBIENT NOISE MEASUREMENTS





DOUGLASKIM+ASSOCIATES, LLC

Source: Google Earth



-  Project Site
-  Noise Measurement Locations
- Analyzed Sensitive Receptors**
- 1** Residences - Wilkins Ave (north side)
- 2** Residences - Selby Ave
- 3** Church of Jesus Christ
- 4** St Paul Church
- 5** Residences - 10764 Wilkins Ave
- 6** Residences - 10755 Ohio Ave

Figure 1  
Noise Measurement Locations



# Session Report

8/16/2023

## Information Panel

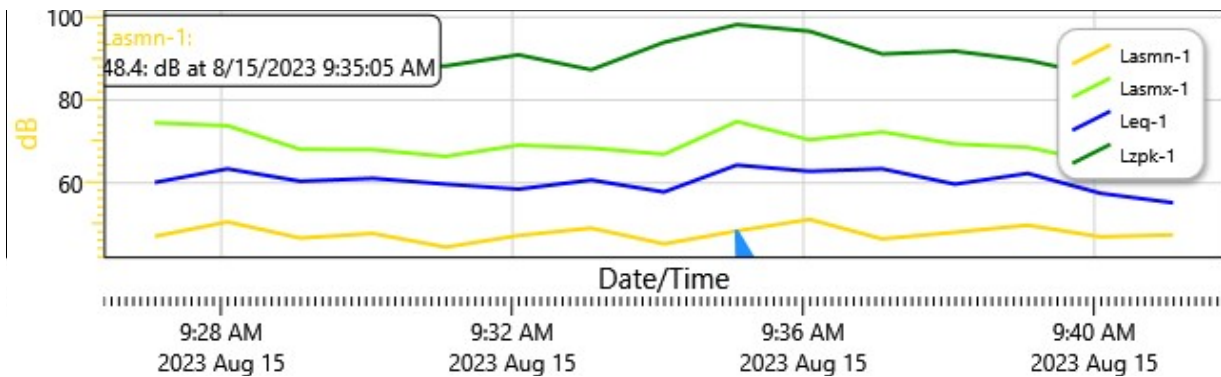
Name Church of Jesus Christ of Latter Day Saints  
Comments  
Start Time 8/15/2023 9:26:05 AM  
Stop Time 8/15/2023 9:41:07 AM  
Run Time 00:15:02  
Serial Number SE40213991  
Device Name SE40213991  
Model Type Sound Examiner  
Device Firmware Rev R.11C  
Company Name  
Description  
Location  
User Name

## Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	61 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	SLOW	Bandwidth	1	OFF

## Logged Data Chart

Church of Jesus Christ of Latter Day Saints: Logged Data Chart



## Logged Data Table

Date/Time	Lzpk-1	Lasmn-1	Lasmx-1	Leq-1
8/15/2023 9:27:05 AM	99.2	47.1	74.5	60.1
9:28:05 AM	95.1	50.6	73.8	63.4
9:29:05 AM	87.1	46.7	68.1	60.4
9:30:05 AM	88.2	47.8	68	61.1
9:31:05 AM	88.2	44.5	66.4	59.7
9:32:05 AM	90.9	47.3	69.1	58.5
9:33:05 AM	87.3	49.1	68.4	60.7
9:34:05 AM	93.9	45.3	66.9	57.8
9:35:05 AM	98.2	48.4	74.8	64.3
9:36:05 AM	96.6	51.2	70.4	62.8
9:37:05 AM	91.1	46.5	72.3	63.4
9:38:05 AM	91.8	48.1	69.4	59.7
9:39:05 AM	89.6	49.8	68.6	62.3
9:40:05 AM	85.8	47	64.9	57.5
9:41:05 AM	87.1	47.5	63.7	55.2

# Session Report

8/16/2023

## Information Panel

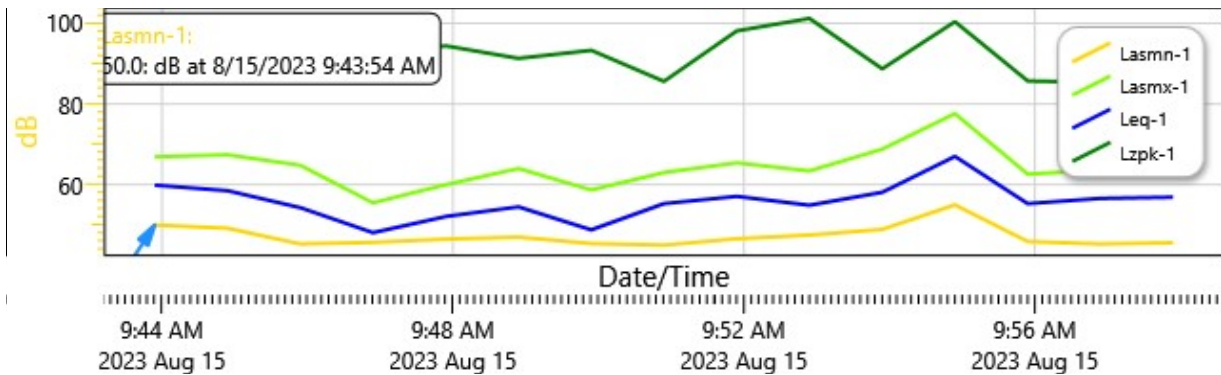
Name St. Paul Catholic Church  
Comments  
Start Time 8/15/2023 9:42:54 AM  
Stop Time 8/15/2023 9:57:57 AM  
Run Time 00:15:03  
Serial Number SE40213991  
Device Name SE40213991  
Model Type Sound Examiner  
Device Firmware Rev R.11C  
Company Name  
Description  
Location  
User Name

## Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	58.5 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	SLOW	Bandwidth	1	OFF

## Logged Data Chart

St. Paul Catholic Church: Logged Data Chart



## Logged Data Table

Date/Time	Lzpk-1	Lasmn-1	Lasmx-1	Leq-1
8/15/2023 9:43:54 AM	94.3	50	66.9	59.9
9:44:54 AM	89.5	49.2	67.4	58.5
9:45:54 AM	89.9	45.3	64.8	54.3
9:46:54 AM	92.8	45.7	55.5	48.1
9:47:54 AM	94.4	46.5	60	52.1
9:48:54 AM	91.3	47	64	54.5
9:49:54 AM	93.3	45.4	58.7	48.8
9:50:54 AM	85.6	45	63	55.3
9:51:54 AM	98.1	46.6	65.4	57.1
9:52:54 AM	101.2	47.5	63.4	54.9
9:53:54 AM	88.7	48.9	68.8	58.1
9:54:54 AM	100.4	55	77.6	67
9:55:54 AM	85.7	45.9	62.6	55.3
9:56:54 AM	85.4	45.3	63.7	56.6
9:57:54 AM	93.2	45.6	64.2	56.9



# Session Report

8/16/2023

## Information Panel

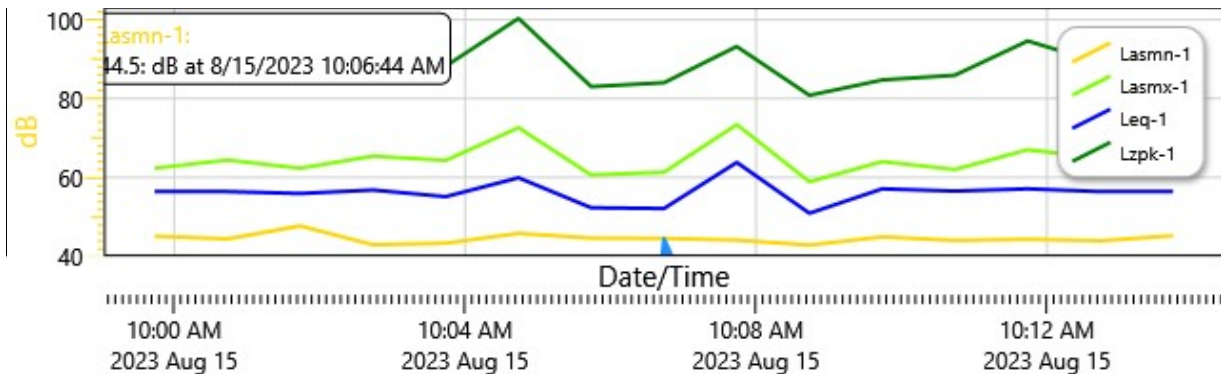
Name 10764 Wilkins Avenue  
Comments  
Start Time 8/15/2023 9:58:44 AM  
Stop Time 8/15/2023 10:13:46 AM  
Run Time 00:15:02  
Serial Number SE40213991  
Device Name SE40213991  
Model Type Sound Examiner  
Device Firmware Rev R.11C  
Company Name  
Description  
Location  
User Name

## Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	57.3 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	SLOW	Bandwidth	1	OFF

## Logged Data Chart

10764 Wilkins Avenue: Logged Data Chart



## Logged Data Table

Date/Time	Lzpk-1	Lasmn-1	Lasmx-1	Leq-1
8/15/2023 9:59:44 AM	88.2	45.1	62.3	56.4
10:00:44 AM	87.8	44.4	64.4	56.4
10:01:44 AM	92.2	47.7	62.3	55.9
10:02:44 AM	93.6	42.9	65.4	56.8
10:03:44 AM	88.2	43.3	64.3	55.1
10:04:44 AM	100.3	45.8	72.6	59.9
10:05:44 AM	83	44.6	60.6	52.3
10:06:44 AM	84	44.5	61.3	52.1
10:07:44 AM	93.2	44.1	73.4	63.8
10:08:44 AM	80.8	42.8	58.9	50.9
10:09:44 AM	84.7	44.9	64	57.1
10:10:44 AM	85.9	44	62	56.5
10:11:44 AM	94.6	44.3	67	57.1
10:12:44 AM	89	43.9	64.9	56.4
10:13:44 AM	94.3	45.2	65.2	56.4



DOUGLASKIM+ASSOCIATES,LLC

## CONSTRUCTION NOISE CALCULATIONS

## Noise emissions of industry sources

Source name	Size m/m <sup>2</sup>	Reference	Level		Corrections		
			Day dB(A)	Night dB(A)	Cwall dB	CI dB	CT dB
Consrtruction Site	539 m <sup>2</sup>	Lw/unit	109.7	-	-	-	-

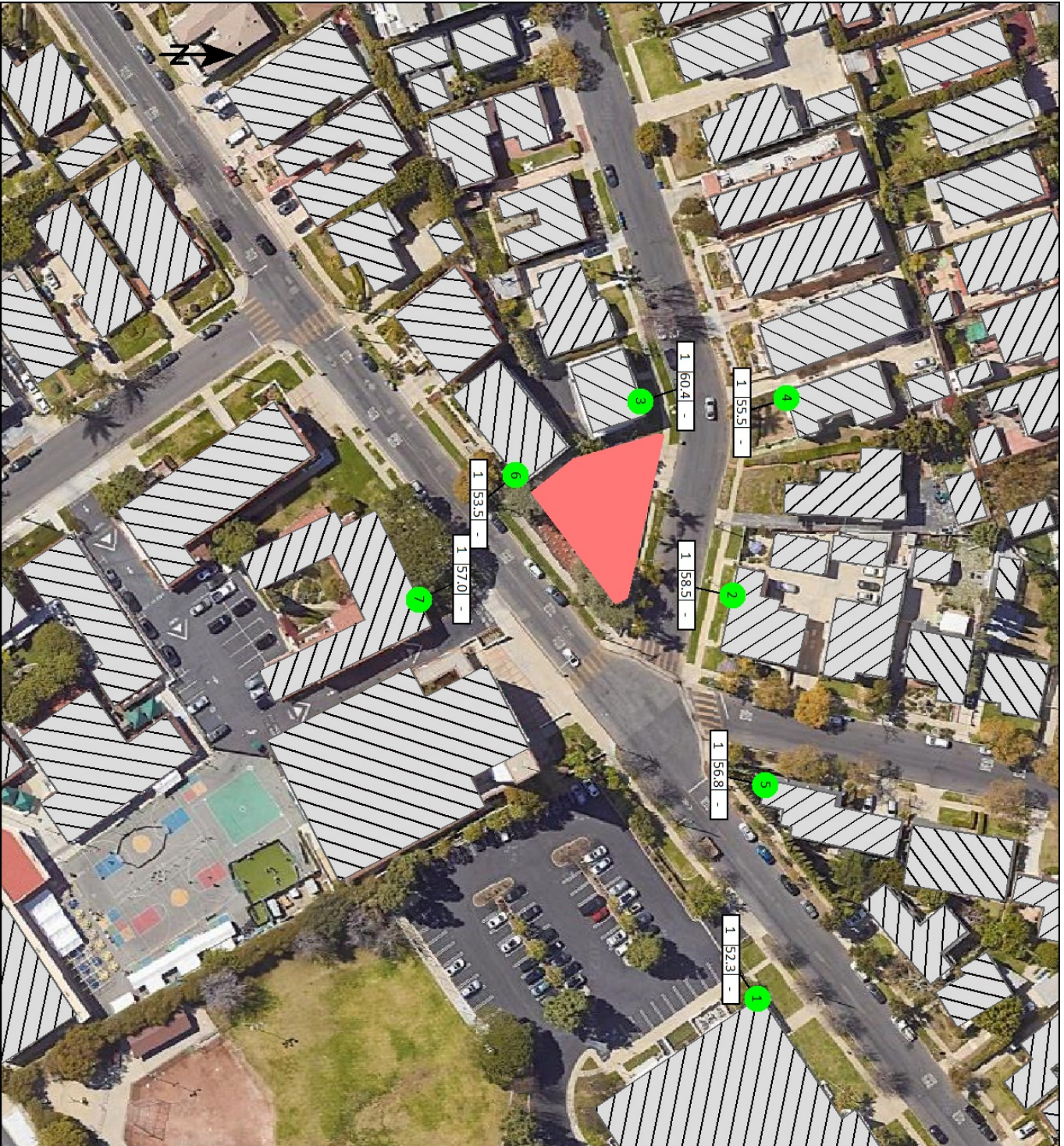
## Receiver list

No.	Receiver name	Coordinates		Building side	Floor	Height abv.grd. m	Limit		Level		Conflict	
		X	Y				Day	Night	Day	Night	Day	Night
		in meter				dB(A)		dB(A)		dB		
1	Church of Latter Day Saints	11367422.0	3769356.16	South we	GF	94.81	-	-	52.3	0.0	-	-
2	Residence - 1447 Selby Ave.	11367336.6	3769350.99	South	GF	92.30	-	-	58.5	0.0	-	-
3	Residence - 10758 Wilkins Av	11367295.5	3769331.52	North	GF	92.95	-	-	60.4	0.0	-	-
4	Residence - Wilkins Ave (north	11367294.8	3769362.40	South	GF	93.69	-	-	55.5	0.0	-	-
5	Residences - 1436 Selby Ave	11367376.7	3769357.87	South	GF	93.22	-	-	56.8	0.0	-	-
6	Residences - 10755 Ohio Ave	11367311.2	3769305.10	South ea	GF	91.49	-	-	53.5	0.0	-	-
7	St. Paul Catholic Church	11367337.6	3769284.66	North we	GF	89.65	-	-	57.0	0.0	-	-

## Contribution levels of the receivers




Source name	Traffic lane	Level	
		Day	Night
		dB(A)	
Church of Latter Day Saints	GF	52.3	0.0
Construaction Site	-	52.3	-
Residence - 1447 Selby Ave.	GF	58.5	0.0
Construaction Site	-	58.5	-
Residence - 10758 Wilkins Ave.	GF	60.4	0.0
Construaction Site	-	60.4	-
Residence - Wilkins Ave (north side)	GF	55.5	0.0
Construaction Site	-	55.5	-
Residences - 1436 Selby Ave.	GF	56.8	0.0
Construaction Site	-	56.8	-
Residences - 10755 Ohio Ave.	GF	53.5	0.0
Construaction Site	-	53.5	-
St. Paul Catholic Church	GF	57.0	0.0
Construaction Site	-	57.0	-

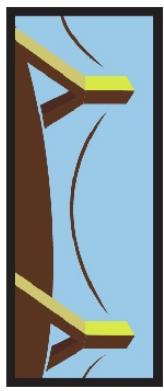
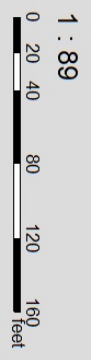




10756 West Wilkins Avenue

Signs and symbols

-  Building
-  Analyzed Sensitive Receptor
-  Construction Site



Douglass Kim + Associates, LLC

## Construction Noise Impacts



DOUGLASKIM+ASSOCIATES

<b>Reference</b>	15.24	meter
<b>Sound Pressure Level (Lp)</b>	75.0	dBA

Receptor	Existing Leq	Noise	New Leq	Difference Leq	Significant?
Residences - Wilkins Ave (north side)	57.3	55.5	59.5	2.2	<b>No</b>
Residences - 1447 Selby Ave.	57.3	58.5	61.0	3.7	<b>No</b>
Residences - 1436 Selby Ave	61.0	56.8	62.4	1.4	<b>No</b>
Church of Jesus Christ of Latter Day Saints	61.0	52.3	61.5	0.5	<b>No</b>
Residence - 10758 Wilkins Ave	57.3	60.4	62.1	4.8	<b>No</b>
Residences - 10755 Ohio Ave	58.5	53.5	59.7	1.2	<b>No</b>

# OFF-SITE CONSTRUCTION-RELATED TRAVEL VOLUMES



Construction Phase	Worker Trips	Vendor Trips	Haul Trips	Total	% of Traffic Volumes
Demolition	10	0	5.8	16	0.6%
Site Preparation	5	0	1.8	7	0.3%
Grading	7.5	0	40.6	48	1.9%
Trenching	2.5	0	0	3	0.1%
Building Construction	8.9	4.3	0	13	0.5%
Architectural Coatings	1.78	0	0	1.78	0.1%

*Haul trips represent heavy-duty truck trips with a 19.1 Passenger Car Equivalent applied; Vendor trips are a blend of vehicle types with a 9.5*

2,470 Traffic Volumes on Westwood Boulevard at Ohio Avenue in the peak A.M. hour



DOUGLASKIM+ASSOCIATES,LLC

## OPERATIONS NOISE CALCULATIONS

Project: 10756 Wilkins Avenue

<b>Receiver Parameters</b>	
Receiver:	St. Paul Catholic Church
Land Use Category:	3. Institutional
Existing Noise (Measured or Generic Value):	57 dBA

<b>Noise Source Parameters</b>	
Number of Noise Sources: 1	

<b>Noise Source Parameters</b>	
Source:	Source 1
Source Type:	Stationary Source
Specific Source:	Parking Garage
Noisest hr of Activity During Sensitive hrs	Number of Autos/hr: 5
Distance	Distance from Source to Receiver (ft): 100
Adjustments	Number of Intervening Rows of Buildings: 0
	Noise Barrier?: No
	Joint Track/Crossover?: No
	Embedded Track?: No
	Aerial Structure?: No

<b>Noise Source Parameters</b>	
Number of Noise Sources: 1	
Source:	Source 1
Source Type:	Stationary Source
Specific Source:	Parking Garage
Noisest hr of Activity During Sensitive hrs	Number of Autos/hr: 5
Distance	Distance from Source to Receiver (ft): 100
Adjustments	Number of Intervening Rows of Buildings: 0
	Noise Barrier?: No
	Joint Track/Crossover?: No
	Embedded Track?: No
	Aerial Structure?: No

<b>Noise Source Parameters</b>	
Number of Noise Sources: 1	
Source:	Source 1
Source Type:	Stationary Source
Specific Source:	Parking Garage
Noisest hr of Activity During Sensitive hrs	Number of Autos/hr: 5
Distance	Distance from Source to Receiver (ft): 100
Adjustments	Number of Intervening Rows of Buildings: 0
	Noise Barrier?: No
	Joint Track/Crossover?: No
	Embedded Track?: No
	Aerial Structure?: No

<b>Noise Source Parameters</b>	
Number of Noise Sources: 1	
Source:	Source 1
Source Type:	Stationary Source
Specific Source:	Parking Garage
Noisest hr of Activity During Sensitive hrs	Number of Autos/hr: 5
Distance	Distance from Source to Receiver (ft): 100
Adjustments	Number of Intervening Rows of Buildings: 0
	Noise Barrier?: No
	Joint Track/Crossover?: No
	Embedded Track?: No
	Aerial Structure?: No

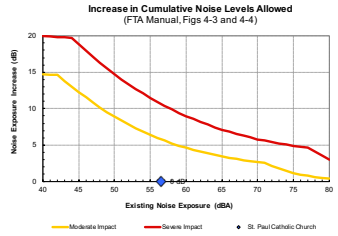
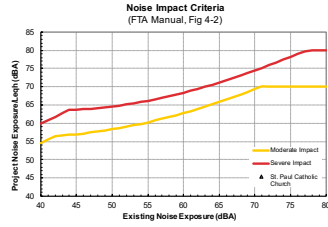
<b>Noise Source Parameters</b>	
Number of Noise Sources: 1	
Source:	Source 1
Source Type:	Stationary Source
Specific Source:	Parking Garage
Noisest hr of Activity During Sensitive hrs	Number of Autos/hr: 5
Distance	Distance from Source to Receiver (ft): 100
Adjustments	Number of Intervening Rows of Buildings: 0
	Noise Barrier?: No
	Joint Track/Crossover?: No
	Embedded Track?: No
	Aerial Structure?: No

<b>Noise Source Parameters</b>	
Number of Noise Sources: 1	
Source:	Source 1
Source Type:	Stationary Source
Specific Source:	Parking Garage
Noisest hr of Activity During Sensitive hrs	Number of Autos/hr: 5
Distance	Distance from Source to Receiver (ft): 100
Adjustments	Number of Intervening Rows of Buildings: 0
	Noise Barrier?: No
	Joint Track/Crossover?: No
	Embedded Track?: No
	Aerial Structure?: No

<b>Project Results Summary</b>	
Existing Leq <sub>h</sub> :	57 dBA
Total Project Leq <sub>h</sub> :	57 dBA
Total Noise Exposure <sub>h</sub> :	57 dBA
Increase:	0 dB
Impact <sub>h</sub> :	None

<b>Distance to Impact Contours</b>	
Dist to Mod. Impact Contour:	(Source 1): 4 ft
Dist to Sev. Impact Contour:	(Source 1): 2 ft

<b>Source 1 Results</b>	
Leq <sub>h</sub> :	25.9 dBA



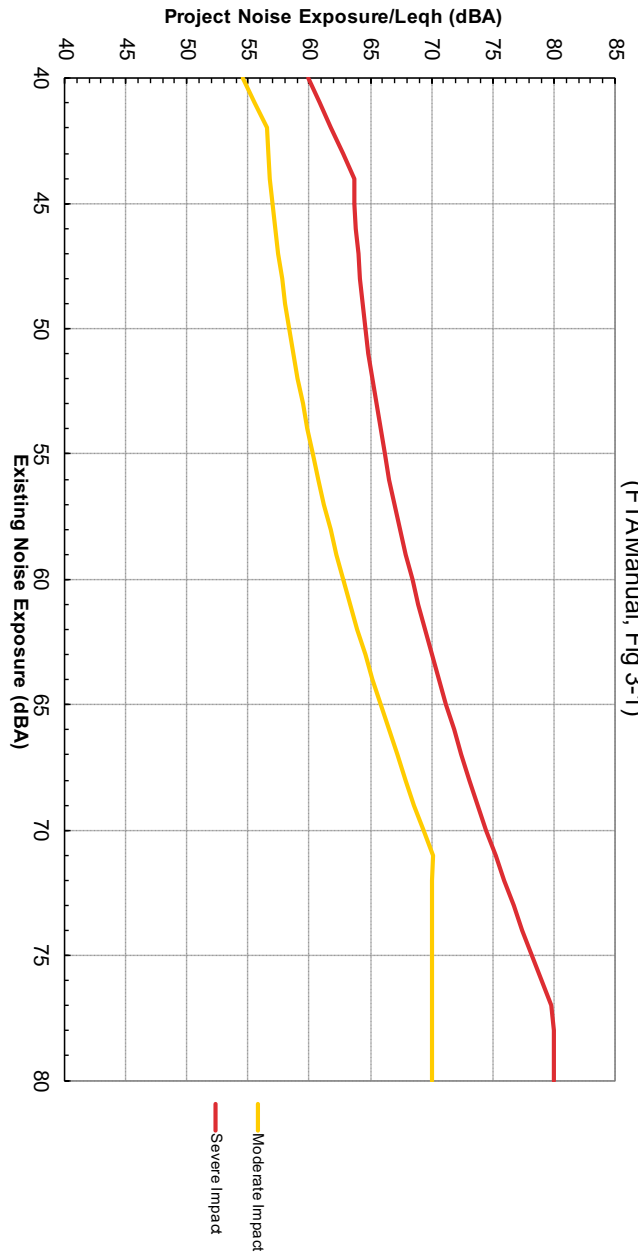


**Project:** 10756 Wilkins Avenue  
**Receiver:** St. Paul Catholic Church

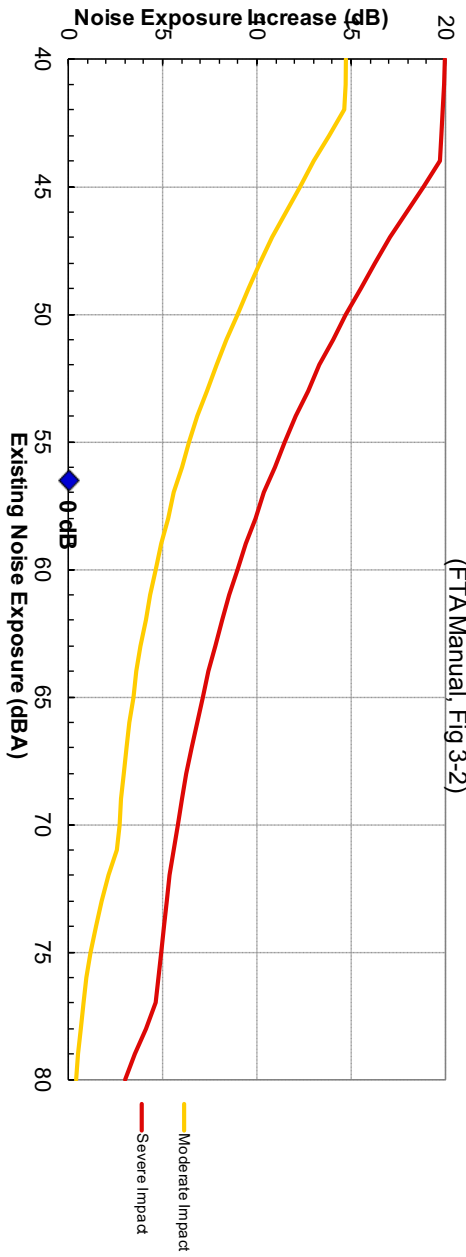
Source	Distance	Project Leq <sup>n</sup>	Existing Leq <sup>n</sup>	Noise Criteria			Impact?
				Mod. Impact	Sev. Impact		
1 Parking Garage	100 ft	25.9 dBA	57 dBA	61 dBA	67 dBA		None
2 --	50 ft		57 dBA	61 dBA	67 dBA		
3 --	50 ft		57 dBA	61 dBA	67 dBA		
4 --	70 ft		57 dBA	61 dBA	67 dBA		
5 --	ft		57 dBA	61 dBA	67 dBA		
6 --	ft	0.0 dBA	57 dBA	61 dBA	67 dBA		None
<b>Combined Sources</b>		<b>26 dBA</b>	<b>57 dBA</b>	<b>61 dBA</b>	<b>67 dBA</b>		<b>None</b>



**Noise Impact Criteria**  
(FTA Manual, Fig 3-1)



**Increase in Cumulative Noise Levels Allowed**  
(FTA Manual, Fig 3-2)





DOUGLASKIM+ASSOCIATES,LLC

## TRAFFIC NOISE CALCULATIONS

# 24 Hours Traffic Volume

**City of Los Angeles**  
**Department of Transportation**

BETA FILE \$TMS0010.JDF

COUNTER ARM/HUGO

DATE 01/12/2005

START TIME 12 AM

DATE PREPARED 14-Jan-2005

SENSOR LAYOUT '11'

SENSOR SPACING '160'

LOCATION **WESTWOOD BL AT OHIO AVE**  
 INTERSECTION **N/S STREET**  
 DESCRIPTION **8E+09**

DAY OF WEEK **WEDNESDAY**  
 DOT DISTRICT **WESTERN**  
 WEATHER **CLEAR**

## NORTH / WEST BOUND

## SOUTH / EAST BOUND

TIME	1ST	2ND	3RD	4TH	HOUR TOTAL	1ST	2ND	3RD	4TH	HOUR TOTAL	TOTAL
	QTR	QTR	QTR	QTR		QTR	QTR	QTR	QTR		
12 AM	46	40	28	26	140	59	62	24	37	182	322
1 AM	17	22	12	14	65	32	28	23	15	98	163
2 AM	9	12	12	8	41	26	20	16	13	75	116
3 AM	4	4	9	6	23	9	5	3	7	24	47
4 AM	8	4	6	16	34	8	7	3	7	25	59
5 AM	12	28	30	60	130	7	6	20	15	48	178
6 AM	66	66	82	132	346	33	36	33	48	150	496
7 AM	148	172	216	332	868	57	77	118	156	408	1276
8 AM	286	298	292	316	1192	154	154	132	156	596	1788
9 AM	292	265	272	239	1068	154	164	185	170	673	1741
10 AM	239	214	196	202	851	170	188	192	206	756	1607
11 AM	207	213	204	244	868	207	212	216	238	873	1741
12 NN	224	214	218	212	868	243	258	291	236	1028	1896
1 PM	251	253	244	240	988	260	288	280	274	1102	2090
2 PM	276	256	254	248	1034	276	320	281	306	1183	2217
3 PM	260	278	287	254	1079	312	303	246	226	1087	2166
4 PM	274	259	264	294	1091	222	314	297	287	1120	2211
5 PM	276	284	286	300	1146	318	300	246	184	1048	2194
6 PM	315	345	346	312	1318	215	276	203	224	918	2236
7 PM	323	342	298	286	1249	238	268	269	297	1072	2321
8 PM	274	277	252	224	1027	312	294	291	244	1141	2168
9 PM	127	210	220	166	723	206	202	244	237	889	1612
10 PM	128	102	100	100	430	238	212	156	116	722	1152
11 PM	84	84	58	68	294	100	102	79	86	367	661

FIRST 12-HOURS PEAK QUARTER COUNT

LAST 12-HOURS PEAK QUARTER COUNT

24 HOUR VEHICLES TOTAL

TOTAL VEHICLES STANDARD DEVIATION (STD)

**332** 7 AM 4TH  
**346** 6 PM 3RD  
 16873  
 [+,-] 442.83

**238** 11 AM 4TH  
**320** 2 PM 2ND  
 15585 32458  
 [+,-] 418.69 834.70

## PEAK HOURS VOLUME

### NORTH / WEST BOUND

### SOUTH / EAST BOUND

### BOTH DIRECTIONS

	PEAK HOUR	VOLUME VEHICLES	PEAK HOUR	VOLUME VEHICLES	PEAK HOUR	VOLUME VEHICLES
FIRST 12H PEAK	8 AM	1192	11 AM	873	1192	2065
LAST 12H PEAK	6 PM	1318	2 PM	1183	1318	2501
FIRST 12H PEAK STD	[+,-]	11.22	[+,-]	11.84	[+,-]	23.07
LAST 12H PEAK STD	[+,-]	16.04	[+,-]	18.03	[+,-]	34.07

## TRAFFIC VOLUME ADJUSTMENTS

North/South Westwood Boulevard  
 East/West Ohio Avenue  
 Year 2005  
 Hour 8:00-9:00 A.M.  
 Source [https://navigatela.lacity.org/dot/traffic\\_data/automatic\\_counts/WESOHI05.pdf](https://navigatela.lacity.org/dot/traffic_data/automatic_counts/WESOHI05.pdf)



DOUGLASKIM+ASSOCIATES,LLC

	NB Approach	SB Approach	EB Approach	WB Approach		
LT						
TH						
RT						
Total	1192	873				1.07%
2005	1,192	873	2,065	-		
2006	1,204	882	2,086	-	2,086	
2007	1,216	891	2,107	-	2,107	
2008	1,228	899	2,128	-	2,128	
2009	1,240	908	2,149	-	2,149	
2010	1,253	918	2,170	-	2,170	
2011	1,265	927	2,192	-	2,192	
2012	1,278	936	2,214	-	2,214	
2013	1,291	945	2,236	-	2,236	
2014	1,304	955	2,258	-	2,258	
2015	1,317	964	2,281	-	2,281	
2016	1,330	974	2,304	-	2,304	
2017	1,343	984	2,327	-	2,327	
2018	1,357	994	2,350	-	2,350	
2019	1,370	1,003	2,374	-	2,374	
2020	1,384	1,014	2,397	-	2,397	
2021	1,398	1,024	2,421	-	2,421	
2022	1,412	1,034	2,446	-	2,446	
<b>2023</b>	<b>1,426</b>	<b>1,044</b>	<b>2,470</b>	-	<b>2,470</b>	

	NB Approach	SB Approach	EB Approach	WB Approach		
Auto	1,033	757	1,790	-	6,048,810	82.5%
MDT	161	118	278	-	940,092	12.8%
HDT	4	3	8	-	25,348	0.3%
Buses	2	1	3	-	9,386	0.1%
MCY	29	21	50	-	167,287	2.3%
Aux	24	18	42	-	142,856	1.9%
Total	1,253	918	2,170	-	7,333,779	100.0%



DOUGLASKIM+ASSOCIATES,LLC

## CUMULATIVE PROJECTS

## RELATED PROJECTS

Centroid Info:

PROJ ID: 55905  
 Address: 10756 W WILKINS AV  
 , CA 90024  
 Lat/Long: 34.0564, -118.438

Buffer Radius:

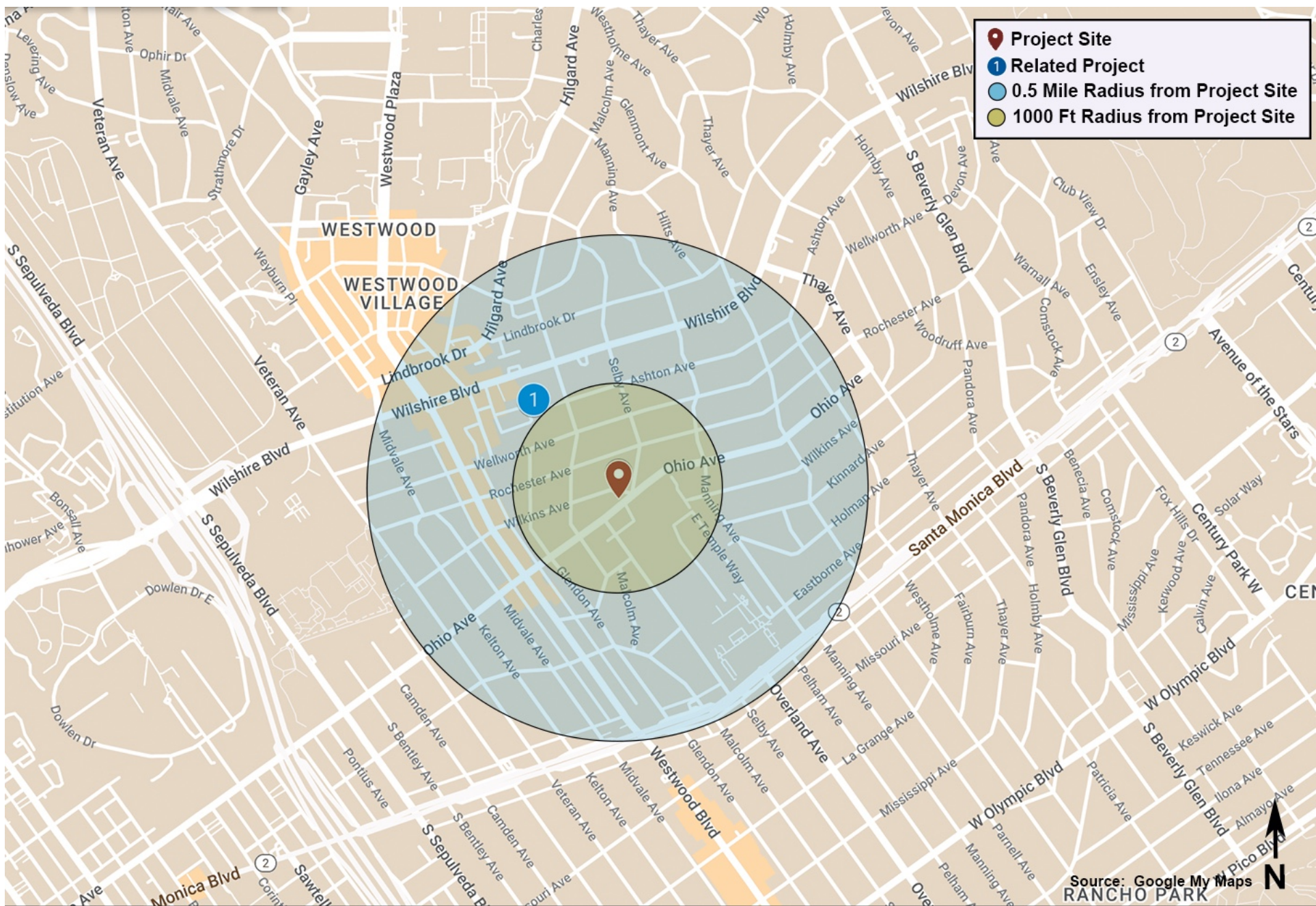
[Column](#)


Record Count: 1 | Record Per Page: **All Records** ▼

Results generated since: (8/7/2023 10:43:09 AM)

<u>Proj ID</u>	<u>Office</u>	<u>Area</u>	<u>CD</u>	<u>Year</u>	<u>Project Title</u>	<u>Project Desc</u>	<u>Address</u>	<u>First Study Submittal Date</u>	<u>Distance (feet)</u>	<u>Trip Info</u>											
										<u>Land_Use</u>	<u>Unit_ID</u>	<u>size</u>	<u>Net_AM_Trips</u>	<u>Net_PM_Trips</u>	<u>Net_Daily_Trips</u>	<u>NetAMIn</u>	<u>NetAMOut</u>	<u>NetPMIn</u>	<u>NetPMOut</u>	<u>Comments</u>	
<a href="#">46851</a>	Westchester	WLA	5	2018	Additions to Existing Church	Addition of a New Assisted Living Bldg and New Day Care Center	10822 W WILSHIRE BLVD	03/21/2019	1400.1	Mixed Use	Other	41	41	49	732	23	18	25	24	25	Credit Applied





-  Project Site
-  Related Project
-  0.5 Mile Radius from Project Site
-  1000 Ft Radius from Project Site

Source: Google My Maps  
 RANCHO PARK



DOUGLASKIM+ASSOCIATES, LLC

**EXHIBIT E**

**PUBLIC CORRESPONDENCE**

**Subject:** 10756 W. Wilkins Ave, 90024.  
**From:** Kim Masters <kim.masters@gmail.com>  
**Date:** 11/13/2023, 6:33 PM  
**To:** kevin.fulton@lacity.org

Dear Sir:

I am not able to attend the hearing on Wednesday, Nov. 14 but as a resident who lives near this proposed project, I have objections. Aside from the extraordinarily ugly design, this project would appear to increase risk at an intersection heavily traveled by schoolchildren at Saint Pauls and Emerson.

As it is, this intersection has cars coming from multiple directions and can be dangerous to cross, especially on winter evenings when it is dark by 5 PM.

The lack of adequate parking in the building also means more congestion, as residents will be circling, looking for spaces on the street. And the fact that the building is bigger than normally allowed means a greater number of residents will be driving around, trying to park their cars.

At minimum, the building should be smaller with more parking for the residents.

Sincerely,  
Kim Masters  
10736 Rochester Ave.  
310 425-8405

**Subject:** Feedback and concern re proposed building on Wilkins/Ohio

**From:** Andy Brown <andyrbrown47@gmail.com>

**Date:** 11/14/2023, 11:36 PM

**To:** katy.yaroslavsky@lacity.org, Dylan.Sittig@lacity.org, kevin.fulton@lacity.org

Reference: Project case number: CPC-2023-5876-CU-DB-DRB-SPP-VHCA

To our Los Angeles representatives -

As a resident of West Los Angeles and a parent of children at St. Paul the Apostle school, I am writing to express my concerns regarding a proposed 5-story apartment complex at 10756 Wilkins Ave @ Ohio Ave (across from the main entrance to St. Paul the Apostle Church). This is already a challenging intersection from a driver and pedestrian safety perspective due to the number of directions cars can pass. Our community has serious concerns about the project's impact on safety, particularly in light of increased traffic in an area where children use crosswalks to get to school. The project would also limit street parking for school and church events.

Thank you for your consideration and putting safety first.

Best regards,

Andy Brown  
206.409.6336

**Subject:** Feedback and concern re proposed building on Wilkins/Ohio

**From:** Kimberly Bertz Brown <kbertz@hotmail.com>

**Date:** 11/14/2023, 11:29 PM

**To:** Dylan.Sittig@lacity.org, kevin.fulton@lacity.org, Yaroslavsky@lacity.org

**CC:** Andy Brown <andyrbrown47@gmail.com>

Reference: Project case number: CPC-2023-5876-CU-DB-DRB-SPP-VHCA

To our Los Angeles representatives -

As a resident of West Los Angeles and a parent of children at St. Paul the Apostle school, I am writing to express my concerns regarding a proposed 5-story apartment complex at 10756 Wilkins Ave @ Ohio Ave (across from the main entrance to St. Paul the Apostle Church). This is already a challenging intersection from a driver and pedestrian safety perspective due to the number of directions cars can pass. Our community has serious concerns about the project's impact on safety, particularly in light of increased traffic in an area where children use crosswalks to get to school. The project would also limit street parking for school and church events.

Thank you for your consideration and putting safety first.

Best regards,  
Kimberly Bertz  
310.435.7754



**Subject:** Fwd: Letter in Opposition of Proposed Development at 10756 West Wilkins Ave, Los Angeles  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 11/14/2023, 9:34 PM  
**To:** Juliet Oh <Juliet.Oh@lacity.org>

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

From: **Britten Shuford** <[brittenshuford@gmail.com](mailto:brittenshuford@gmail.com)>  
Date: Tue, Nov 14, 2023, 9:28 PM  
Subject: Letter in Opposition of Proposed Development at 10756 West Wilkins Ave, Los Angeles  
To: <[kevin.fulton@lacity.org](mailto:kevin.fulton@lacity.org)>

Dear Kevin,

As a follow up to our conversation this afternoon, I am writing to voice my strong opposition to the proposed development at 10756 West Wilkens Ave, Los Angeles because it will create a major safety hazard to the approximately 1,150 students who attend Saint Paul the Apostle School (located directly across the street) and Ralph Waldo Emerson Community Charter Middle School.

I am a constituent in the subject district and a parent of a 2<sup>nd</sup> grade student at Saint Paul the Apostle school,

An extremely important stakeholder group in this matter are the children who attend Saint Paul and Emerson. Their safety should be the top priority of the City of Los Angeles and the Council Office. The proposed development stands to create a significantly more dangerous environment for these children.

The intersection of three streets, Wilkins Ave, Selby Ave. and Ohio Ave. is already dangerous for young students walking to and from school. While a study performed by an expert would prove this point and should be undertaken, a visit on any morning would also show that it is not safe for children in its current form. Cars routinely run stop signs, drive over the speed limit, and narrowly miss pedestrians (often children) in the crosswalks. Many parents at Emerson and Saint Paul can attest to the current unsafe conditions and share multiple eyewitness accounts of terrifying close encounters and near misses. I would strongly discourage you from pointing to the number of accidents recorded to date to form an incorrect conclusion that the area is acceptable. It is not safe for children walking to and from school.

The proposed development will clearly make the currently unsafe conditions significantly worse. It is my understanding that the ingress/egress of the proposed apartment development will be onto Ohio Ave, which will be a disaster. Increased vehicle traffic from the 11 units will now enter onto a heavily foot trafficked area of young students. The drivers of these cars will be pulling onto a busy sidewalk before entering a busy street at peak hours when the young students are walking on the sidewalk. Ride sharing services, such as Uber, will be shuttling residents of the new building and will surely be distracted as they shuttle into the driveway on Ohio or hold up traffic while picking up riders from this location.

We attempted many times in 2022 to secure traffic crossing guards at this intersection. Unfortunately, the City refused our request every time and inserted multiple roadblocks to practical, common sense solutions to swiftly provide crossing guards and provide safe passage for young children trying to get to and from school.



While I understand the City's limitations with rejecting aspects of the development proposal due to the state density bonus, the City absolutely has an obligation to consider the health and safety of the community. The City has not considered the safety aspects of this proposed development and its highly unique circumstances of being located directly across the street from approximately 550 students from kindergarten to 8<sup>th</sup> grade at Saint Paul.

There are numerous safety road enhancements that should be guaranteed to the community and mandated if the City is to consider approval of this project. I encourage you to host a brainstorming meeting with the community to discuss various options which could result in a Win-Win for all parties involved. These mandated enhancements should be considered in a thoughtful manner and not rushed through for the sake of approving a development.

I know that your support or opposition to the proposed development carries substantial weight in the City's ultimate decision. For the safety of the 1,150 young students, I encourage you to oppose the proposed development and embark on a process to find a comprehensive solution to increase the safety of the intersection in question and adjacent areas frequently traveled by the students.

Thank you for your consideration.

Regards,

Britten Shuford

**Subject:** Letter in Opposition of Proposed Development at 10756 West Wilkins Ave, Los Angeles  
**From:** Britten Shuford <brittenshuford@gmail.com>  
**Date:** 11/14/2023, 9:28 PM  
**To:** kevin.fulton@lacity.org

Dear Kevin,

As a follow up to our conversation this afternoon, I am writing to voice my strong opposition to the proposed development at 10756 West Wilkens Ave, Los Angeles because it will create a major safety hazard to the approximately 1,150 students who attend Saint Paul the Apostle School (located directly across the street) and Ralph Waldo Emerson Community Charter Middle School.

I am a constituent in the subject district and a parent of a 2<sup>nd</sup> grade student at Saint Paul the Apostle school,

An extremely important stakeholder group in this matter are the children who attend Saint Paul and Emerson. Their safety should be the top priority of the City of Los Angeles and the Council Office. The proposed development stands to create a significantly more dangerous environment for these children.

The intersection of three streets, Wilkins Ave, Selby Ave. and Ohio Ave. is already dangerous for young students walking to and from school. While a study performed by an expert would prove this point and should be undertaken, a visit on any morning would also show that it is not safe for children in its current form. Cars routinely run stop signs, drive over the speed limit, and narrowly miss pedestrians (often children) in the crosswalks. Many parents at Emerson and Saint Paul can attest to the current unsafe conditions and share multiple eyewitness accounts of terrifying close encounters and near misses. I would strongly discourage you from pointing to the number of accidents recorded to date to form an incorrect conclusion that the area is acceptable. It is not safe for children walking to and from school.

The proposed development will clearly make the currently unsafe conditions significantly worse. It is my understanding that the ingress/egress of the proposed apartment development will be onto Ohio Ave, which will be a disaster. Increased vehicle traffic from the 11 units will now enter onto a heavily foot trafficked area of young students. The drivers of these cars will be pulling onto a busy sidewalk before entering a busy street at peak hours when the young students are walking on the sidewalk. Ride sharing services, such as Uber, will be shuttling residents of the new building and will surely be distracted as they shuttle into the driveway on Ohio or hold up traffic while picking up riders from this location.

We attempted many times in 2022 to secure traffic crossing guards at this intersection. Unfortunately, the City refused our request every time and inserted multiple roadblocks to practical, common sense solutions to swiftly provide crossing guards and provide safe passage for young children trying to get to and from school.

While I understand the City's limitations with rejecting aspects of the development proposal due to the state density bonus, the City absolutely has an obligation to consider the health and safety of the community. The City has not considered the safety aspects of this proposed development and its highly unique circumstances of being located directly across the street from approximately 550 students from kindergarten to 8<sup>th</sup> grade at Saint Paul.

There are numerous safety road enhancements that should be guaranteed to the community and mandated if the City is to consider approval of this project. I encourage you

to host a brainstorming meeting with the community to discuss various options which could result in a Win-Win for all parties involved. These mandated enhancements should be considered in a thoughtful manner and not rushed through for the sake of approving a development.

I know that your support or opposition to the proposed development carries substantial weight in the City's ultimate decision. For the safety of the 1,150 young students, I encourage you to oppose the proposed development and embark on a process to find a comprehensive solution to increase the safety of the intersection in question and adjacent areas frequently traveled by the students.

Thank you for your consideration.

Regards,

Britten Shuford

**Subject:** Opposition to case #CPC-2023-5876-CU-DRB-SPP-VHCA

**From:** Devon Farley <devon\_kaiser@hotmail.com>

**Date:** 11/14/2023, 5:49 PM

**To:** "kevin.fulton@lacity.org" <kevin.fulton@lacity.org>

Good Evening Sir,

As I am not able to attend the scheduled public hearing on Wednesday, November 15, I am emailing to voice my opposition to the proposed project at 10756 West Wilkins Avenue (90024).

I am a resident who lives in close proximity to this project, as well as a parent to two children who attend St. Paul the Apostle School across the street from the project. As a neighbor and parent, there are several significant concerns that I have regarding the project.

The first and most significant is the increased safety risk this project presents. The intersection of Wilkins/Ohio/Selby is heavily travelled by school children, who range in age from 4-years to 14-years (St. Paul the Apostle School & Emerson Middle School). Cars coming from multiple directions make this intersection very dangerous to cross. I have seen with regularity people running the stop signs, not seeing opposing traffic and creating near collisions, and children and pets almost being hit due to the lack of logistical understanding of the intersection. I will add that there are NO CROSSING GUARDS at this intersection during school hours.

In December of 2019, a large SUV travelling eastbound missed the stop sign at Wilkins Avenue and plowed through the intersection. The SUV hit several parked cars on Ohio Avenue before flipping on its side. As this accident occurred at 3pm when school was being dismissed, it is a miracle that no one was injured. The intersection was closed for several hours as the event was cleaned up. This is just one example of the types of accidents that have occurred at this intersection. This project threatens to create additional traffic and logistical challenges to an already chaotic street.

The second concern relates to the proposed height of the project and lack of vehicular accommodations. A five-story building is excessive when compared to the other residences and homes in the neighborhood (will stick out like a sore thumb to say it kindly). This is a residential neighborhood with a majority of one and two-story dwellings (not downtown city living). The lack of adequate parking suggested for this construction is also absurd. The residents of this project will certainly own at least one vehicle. With only 6 spots, those individuals will be left to park on the street. Circling back to my earlier statements, this will then lead to more traffic congestion at this intersection and further perpetuate an already problematic area.

I am requesting that this project be reimagined at a minimum. The building should ideally be smaller (three-stories) and have more designated parking for potential residents (who buys or rents a home without parking?!). I imagine others in the neighborhood feel similarly. The parties responsible for this construction should be more mindful of their developments.

Thank you for your consideration.

Regards,

Devon Farley  
10732 Rochester Ave 90024

**Subject:** Re: 10756 W. Wilkins Ave, 90024.  
**From:** Kim Masters <kim.masters@gmail.com>  
**Date:** 11/14/2023, 11:06 AM  
**To:** Kevin Fulton <kevin.fulton@lacity.org>

Yes, please.

On Nov 14, 2023, at 10:45 AM, Kevin Fulton <kevin.fulton@lacity.org> wrote:

Hi Kim,

Thank you for reaching out. I will add your comments to the case file.

Please let me know if you would like to be added to the interested parties list to receive a mailed copy of the eventual determination letter.

Best,

Kevin

On Mon, Nov 13, 2023 at 6:34 PM Kim Masters <[kim.masters@gmail.com](mailto:kim.masters@gmail.com)> wrote:

Dear Sir:

I am not able to attend the hearing on Wednesday, Nov. 14 but as a resident who lives near this proposed project, I have objections. Aside from the extraordinarily ugly design, this project would appear to increase risk at an intersection heavily traveled by schoolchildren at Saint Pauls and Emerson.

As it is, this intersection has cars coming from multiple directions and can be dangerous to cross, especially on winter evenings when it is dark by 5 PM.

The lack of adequate parking in the building also means more congestion, as residents will be circling, looking for spaces on the street. And the fact that the building is bigger than normally allowed means a greater number of residents will be driving around, trying to park their cars.

At minimum, the building should be smaller with more parking for the residents.

Sincerely,

Kim Masters  
10736 Rochester Ave.  
310 425-8405



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 721

Los Angeles, CA 90012

T: (213) 978-1210 |

[Planning4LA.org](http://Planning4LA.org)



Pronouns: He, His, Him



**Subject:** Re: 10756 W. Wilkins Ave, 90024.  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 11/14/2023, 10:45 AM  
**To:** Kim Masters <kim.masters@gmail.com>

Hi Kim,

Thank you for reaching out. I will add your comments to the case file.

Please let me know if you would like to be added to the interested parties list to receive a mailed copy of the eventual determination letter.

Best,

Kevin

On Mon, Nov 13, 2023 at 6:34 PM Kim Masters <[kim.masters@gmail.com](mailto:kim.masters@gmail.com)> wrote:

Dear Sir:

I am not able to attend the hearing on Wednesday, Nov. 14 but as a resident who lives near this proposed project, I have objections. Aside from the extraordinarily ugly design, this project would appear to increase risk at an intersection heavily traveled by schoolchildren at Saint Pauls and Emerson.

As it is, this intersection has cars coming from multiple directions and can be dangerous to cross, especially on winter evenings when it is dark by 5 PM.

The lack of adequate parking in the building also means more congestion, as residents will be circling, looking for spaces on the street. And the fact that the building is bigger than normally allowed means a greater number of residents will be driving around, trying to park their cars. At minimum, the building should be smaller with more parking for the residents.

Sincerely,  
Kim Masters  
10736 Rochester Ave.  
310 425-8405

--



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 721  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
[Planning4LA.org](http://Planning4LA.org)



Pronouns: He, His, Him

**Subject:** 10756 Wilkins Ave  
**From:** Karrie Franchina <karriefranchina@gmail.com>  
**Date:** 11/15/2023, 9:24 PM  
**To:** kevin.fulton@lacity.org

Mr. Fulton,

I am writing to voice my concerns about the construction at 10756 Wilkins Ave. in Los Angeles, California. It is across the street from my church and my children's school. My children have been students at St Paul The Apostle Catholic community for the last seven years. My son and daughter currently attend the school. I have been a parishioner of this church for 15 years. Our community is very special and very appreciative of the neighborhood and support that we receive from the neighbors of our church and school. The construction proposed will be very disruptive to our community. First of all there is limited parking proposed for within the construction of your building. The street parking is already very strained in this neighborhood. Also there have been big accidents at this intersection. One that occurred about a year ago that totaled two vehicles. Also, the city of Los Angeles will not allow us to have crossing guards at this intersection and it makes it very dangerous and a probable liability to have additional traffic crossing this intersection. Many students cross at this intersection and it is definitely dangerous, including the students from St. Paul the Apostle School as well as Emerson Public school.

Overall, I would love to see development and growth within the neighborhood, but this multi unit building will be very challenging to build in this location. Thank you so much for listening to my concerns.

Sincerely,  
Karrie Franchina  
Sent from my iPhone

**Subject:** Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA / Environmental Case Number(s): ENV-2023-5877-CE / Property Address: 10756 Wilkins Ave., Los Angeles, CA 90024  
**From:** Johnny Traboulsi <jtraboulsi@gmail.com>  
**Date:** 11/15/2023, 10:49 AM  
**To:** kevin.fulton@lacity.org

Kevin Fulton  
City Planning Associate  
Department of City Planning  
200 N. Spring Street, Room 721  
Los Angeles, CA 90012

e-mail: [kevin.fulton@lacity.org](mailto:kevin.fulton@lacity.org)

**Re: Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
Environmental Case Number(s): ENV-2023-5877-CE  
Property Address: 10756 Wilkins Ave., Los Angeles, CA 90024**

Dear Mr. Fulton:

I am formally writing to: (1) request that the Department of City Planning (“DCP”) delay any decision-making, including the approval or recommendation to approve any variances or waivers, regarding the above-referenced case (the “Wilkins Project”) until such time as a safety and traffic study is conducted and a minimum 90-day extension of time is provided to allow for further testimony and/or written comments; and (2) express my strong opposition to the approval of the Wilkins Project as contemplated.

First, a delay in any decision-making by DCP regarding the Wilkins Project is warranted for the following reasons:

1. the Wilkins Project is located directly across the street from St. Paul the Apostle Catholic Church (10750 Ohio Ave.) (“SPA Church”) and St. Paul the Apostle Elementary School (1536 Selby Ave.) (“SPA School”) and nearby to The Church of Jesus Christ of Latter Day Saints Westwood Ward Chapel (10740 Ohio Ave.) (“Westwood Ward Chapel”) and Ralph Waldo Emerson Community Charter Middle School (1650 Selby Ave.) (“Emerson”), all of which contribute to heavy vehicular and pedestrian traffic that need to be (and should be) carefully studied and considered by DCP and other stakeholders;
2. the Wilkins Project is situated at a highly unusual four-point intersection on Ohio, Wilkins and Selby Avenues which has presented, and continues to present, dangerous driving and walking conditions that require further evaluation by DCP and other stakeholders;
3. the Wilkins Project, with its proposed increased density and ingress/egress on Ohio Avenue, would exacerbate the dangerous driving and walking conditions described above;

4. the Wilkins Project appears to only provide for 6 parking spots for 11 units, which, if true and approved, would unduly burden available parking in the adjacent neighborhood, if any, and such burden should be further examined by DCP and other stakeholders; and
5. the Wilkins Project seeks extraordinary relief from FAR, parking, height and setback requirements, among other things, which require thorough legal analysis, compliance, and further public input.

As a result of the foregoing, DCP should agree to conduct a safety and traffic study, extend the deadline for public comment, and delay any decision-making regarding the requested variances for the Wilkins Project for at least 90 days, if not longer, in order to allow for appropriate consideration of the above concerns. Any refusal to conduct the requested traffic and safety and provide additional time for stakeholders and interested parties to provide feedback would constitute a fundamental due process violation.

Second, notwithstanding the above request for a safety and traffic study and additional time to provide public comment, the Wilkins Project should not be approved by DCP because the proposed development would create and exacerbate dangerous safety conditions for hundreds of school children from SPA School and Emerson and elderly parishioners, among others, who cross Ohio, Wilkins, and Selby Avenues daily.

As a parent of three school children who attend SPA, I (along with numerous others) have observed that the Ohio, Wilkins and Selby intersection is visibly unsafe given the sheer volume of vehicular and pedestrian traffic generated by SPA Church, SPA School, Emerson, and Westwood Ward Chapel and the obvious confusion created by a four-point stop sign at the site of the Wilkins Project. There are near collisions and accidents daily, with cars running stop signs at high speeds, kids (and parents) walking (and jaywalking) across Ohio, Wilkins and Selby Avenues. At present, notwithstanding the Wilkins Project, the Ohio, Wilkins and Selby intersection is an open and obvious risk to human safety.

The Wilkins Project, with its proposed density and planned ingress/egress on Ohio Avenue, will worsen an already and unacceptably unsafe environment. If approved, the Wilkins Project would create increased vehicle traffic on Ohio Avenue onto a heavily foot-trafficked area of young students. The likelihood of a pedestrian accident is not only reasonably foreseeable, but almost certain to occur.

Before approving the Wilkins Project, DCP is duty-bound to consider the safety and well-being of the community. At present, it appears that DCP has not bothered to consider the safety aspects of this proposed development and its highly unique circumstances of being located directly across the street from approximately 550 students SPA School, students from nearby Emerson, and parishioners at SPA Church and Westwood Ward Chapel.

For the foregoing reasons, I request that DCP refrain from any decision-making regarding

the Wilkins Project until such time as the safety and traffic concerns, among others, are appropriately considered.

Respectfully,

Johnny Traboulsi

**Subject:** Opposition to 10756 Wilkins Ave  
**From:** "Olah, Kelley" <Kelley.Olah@btlaw.com>  
**Date:** 11/15/2023, 10:14 AM  
**To:** "Kevin.fulton@lacity.org" <Kevin.fulton@lacity.org>

Dear Mr. Fulton,

I write to voice opposition to the proposed apartment complex at 10756 Wilkins Ave.

I have two small children that attend St. Paul the Apostle.

I personally have witnessed already many near accidents at exactly the location the proposed complex's traffic will spill out onto. A simple look at google maps shows the complexity of the intersection at Wilkins and Ohio.

This project, if allowed to move forward, is certain to create an even more hazardous condition for the children and community. That area cannot handle any more congestion.

Please do not permit this project to move forward.

Thank you for your attention to this matter.

Kelley Olah  
310-975-9837

**CONFIDENTIALITY NOTICE:** This email and any attachments are for the exclusive and confidential use of the intended recipient. If you are not the intended recipient, please do not read, distribute or take action in reliance upon this message. If you have received this in error, please notify us immediately by return email and promptly delete this message and its attachments from your computer system. We do not waive attorney-client or work product privilege by the transmission of this message.



**Subject:** Design Review for Wilkins Ave Project  
**From:** Alisha Bauer <alishabauer8@yahoo.com>  
**Date:** 11/16/2023, 9:28 AM  
**To:** "kevin.fulton@lacity.org" <kevin.fulton@lacity.org>

Good Morning Kevin,

Nice meeting you last night at the Westwood Design Review hearing. I wanted to quickly follow up on what was decided? Will there be another hearing before the 12/14 one with City Planning that addresses the Design Review Boards' concerns or did they take a vote? Also, could you remind me how I can submit an email contact to stay updated?

Thank You,

Alisha Bauer Shuford  
310-279-2780

[Sent from Yahoo Mail on Android](#)

**Subject:** RE: [EXTERNAL] Re: Opposition to 10756 Wilkins Ave  
**From:** "Olah, Kelley" <Kelley.Olah@btlaw.com>  
**Date:** 11/16/2023, 4:54 PM  
**To:** Kevin Fulton <kevin.fulton@lacity.org>

Kelley Olah  
2029 Century Park East, St. 3  
LA, CA 90067

Thanks.

**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Sent:** Thursday, November 16, 2023 4:50 PM  
**To:** Olah, Kelley <Kelley.Olah@btlaw.com>  
**Subject:** Re: [EXTERNAL] Re: Opposition to 10756 Wilkins Ave

**Caution: This email originated from outside the Firm.**

---

Got it - can you please send me your mailing address?

On Thu, Nov 16, 2023 at 4:47 PM Olah, Kelley <[Kelley.Olah@btlaw.com](mailto:Kelley.Olah@btlaw.com)> wrote:

Yes, please.

**From:** Kevin Fulton <[kevin.fulton@lacity.org](mailto:kevin.fulton@lacity.org)>  
**Sent:** Thursday, November 16, 2023 4:46 PM  
**To:** Olah, Kelley <[Kelley.Olah@btlaw.com](mailto:Kelley.Olah@btlaw.com)>  
**Subject:** [EXTERNAL] Re: Opposition to 10756 Wilkins Ave

**Caution: This email originated from outside the Firm.**

---

Hi Kelley,

Thank you for reaching out, I will add your comments to the case file.

Please let me know if you would like to be added to the interested parties list to receive a copy of the eventual letter of determination.

Best,

Kevin

On Wed, Nov 15, 2023 at 10:14 AM Olah, Kelley <[Kelley.Olah@btlaw.com](mailto:Kelley.Olah@btlaw.com)> wrote:

Dear Mr. Fulton,

I write to voice opposition to the proposed apartment complex at 10756 Wilkins Ave.

I have two small children that attend St. Paul the Apostle.

I personally have witnessed already many near accidents at exactly the location the proposed complex's traffic will spill out onto. A simple look at google maps shows the complexity of the intersection at Wilkins and Ohio.

This project, if allowed to move forward, is certain to create an even more hazardous condition for the children and community. That area cannot handle any more congestion.

Please do not permit this project to move forward.

Thank you for your attention to this matter.

Kelley Olah  
310-975-9837

**CONFIDENTIALITY NOTICE:** This email and any attachments are for the exclusive and confidential use of the intended recipient. If you are not the intended recipient, please do not read, distribute or take action in reliance upon this message. If you have received this in error, please notify us immediately by return email and promptly delete this message and its attachments from your computer system. We do not waive attorney-client or work product privilege by the transmission of this message.

--

**Kevin Fulton**

City Planning Associate

**Los Angeles City Planning**

200 N. Spring St., Room 721

Los Angeles, CA 90012

T: (213) 978-1210 | [Planning4LA.org](http://Planning4LA.org)

Pronouns: He, His, Him

**CONFIDENTIALITY NOTICE:** This email and any attachments are for the exclusive and confidential use of the intended recipient. If you are not the intended recipient, please do not read, distribute or take action in reliance upon this message. If you have received this in error, please notify us immediately by return email and promptly delete this message and its attachments from your computer system. We do not waive attorney-client or work product privilege by the transmission of this message.

--

**Kevin Fulton**

City Planning Associate

**Los Angeles City Planning**

200 N. Spring St., Room 721

Los Angeles, CA 90012

T: (213) 978-1210 | [Planning4LA.org](http://Planning4LA.org)

Pronouns: He, His, Him

**CONFIDENTIALITY NOTICE:** This email and any attachments are for the exclusive and confidential use of the intended recipient. If you are not the intended recipient, please do not read, distribute or take action in reliance upon this message. If you have received this in error, please notify us immediately by return email and promptly delete this message and its attachments from your computer system. We do not waive attorney-client or work product privilege by the transmission of this message.

**Subject:** Re: [EXTERNAL] Re: Opposition to 10756 Wilkins Ave  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 11/16/2023, 4:50 PM  
**To:** "Olah, Kelley" <Kelley.Olah@btlaw.com>

Got it - can you please send me your mailing address?

On Thu, Nov 16, 2023 at 4:47 PM Olah, Kelley <[Kelley.Olah@btlaw.com](mailto:Kelley.Olah@btlaw.com)> wrote:

Yes, please.

**From:** Kevin Fulton <[kevin.fulton@lacity.org](mailto:kevin.fulton@lacity.org)>  
**Sent:** Thursday, November 16, 2023 4:46 PM  
**To:** Olah, Kelley <[Kelley.Olah@btlaw.com](mailto:Kelley.Olah@btlaw.com)>  
**Subject:** [EXTERNAL] Re: Opposition to 10756 Wilkins Ave

**Caution: This email originated from outside the Firm.**

---

Hi Kelley,

Thank you for reaching out, I will add your comments to the case file.

Please let me know if you would like to be added to the interested parties list to receive a copy of the eventual letter of determination.

Best,

Kevin

On Wed, Nov 15, 2023 at 10:14 AM Olah, Kelley <[Kelley.Olah@btlaw.com](mailto:Kelley.Olah@btlaw.com)> wrote:

Dear Mr. Fulton,

I write to voice opposition to the proposed apartment complex at 10756 Wilkins Ave.

I have two small children that attend St. Paul the Apostle.

I personally have witnessed already many near accidents at exactly the location the proposed complex's traffic will spill out onto. A simple look at google maps shows the complexity of the intersection at Wilkins and Ohio.

This project, if allowed to move forward, is certain to create an even more hazardous condition for the children and community. That area cannot handle any more congestion.

Please do not permit this project to move forward.

Thank you for your attention to this matter.

Kelley Olah  
310-975-9837

**CONFIDENTIALITY NOTICE:** This email and any attachments are for the exclusive and confidential use of the intended recipient. If you are not the intended recipient, please do not read, distribute or take action in reliance upon this message. If you have received this in error, please notify us immediately by return email and promptly delete this message and its attachments from your computer system. We do not waive attorney-client or work product privilege by the transmission of this message.

--

**Kevin Fulton**

City Planning Associate

**Los Angeles City Planning**

200 N. Spring St., Room 721

Los Angeles, CA 90012

T: (213) 978-1210 | [Planning4LA.org](http://Planning4LA.org)

Pronouns: He, His, Him

**CONFIDENTIALITY NOTICE:** This email and any attachments are for the exclusive and confidential use of the intended recipient. If you are not the intended recipient, please do not read, distribute or take action in reliance upon this message. If you have received this in error, please notify us immediately by return email and promptly delete this message and its attachments from your computer system. We do not waive attorney-client or work product privilege by the transmission of this message.



--



**Kevin Fulton**

City Planning Associate

**Los Angeles City Planning**

200 N. Spring St., Room 721

Los Angeles, CA 90012

T: (213) 978-1210 |

[Planning4LA.org](http://Planning4LA.org)



Pronouns: He, His, Him

**Subject:** RE: [EXTERNAL] Re: Opposition to 10756 Wilkins Ave  
**From:** "Olah, Kelley" <Kelley.Olah@btlaw.com>  
**Date:** 11/16/2023, 4:47 PM  
**To:** Kevin Fulton <kevin.fulton@lacity.org>

Yes, please.

**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Sent:** Thursday, November 16, 2023 4:46 PM  
**To:** Olah, Kelley <Kelley.Olah@btlaw.com>  
**Subject:** [EXTERNAL] Re: Opposition to 10756 Wilkins Ave

**Caution: This email originated from outside the Firm.**

---

Hi Kelley,

Thank you for reaching out, I will add your comments to the case file.

Please let me know if you would like to be added to the interested parties list to receive a copy of the eventual letter of determination.

Best,

Kevin

On Wed, Nov 15, 2023 at 10:14 AM Olah, Kelley <[Kelley.Olah@btlaw.com](mailto:Kelley.Olah@btlaw.com)> wrote:

Dear Mr. Fulton,

I write to voice opposition to the proposed apartment complex at 10756 Wilkins Ave.

I have two small children that attend St. Paul the Apostle.

I personally have witnessed already many near accidents at exactly the location the proposed complex's traffic will spill out onto. A simple look at google maps shows the complexity of the intersection at Wilkins and Ohio.

This project, if allowed to move forward, is certain to create an even more hazardous condition for the children and community. That area cannot handle any more congestion.

Please do not permit this project to move forward.

Thank you for your attention to this matter.

Kelley Olah  
310-975-9837

**CONFIDENTIALITY NOTICE:** This email and any attachments are for the exclusive and confidential use of the intended

recipient. If you are not the intended recipient, please do not read, distribute or take action in reliance upon this message. If you have received this in error, please notify us immediately by return email and promptly delete this message and its attachments from your computer system. We do not waive attorney-client or work product privilege by the transmission of this message.

--

**Kevin Fulton**

City Planning Associate

**Los Angeles City Planning**

200 N. Spring St., Room 721

Los Angeles, CA 90012

T: (213) 978-1210 | [Planning4LA.org](http://Planning4LA.org)

Pronouns: He, His, Him

**CONFIDENTIALITY NOTICE:** This email and any attachments are for the exclusive and confidential use of the intended recipient. If you are not the intended recipient, please do not read, distribute or take action in reliance upon this message. If you have received this in error, please notify us immediately by return email and promptly delete this message and its attachments from your computer system. We do not waive attorney-client or work product privilege by the transmission of this message.

**Subject:** Re: 10756 Wilkins Ave  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 11/16/2023, 12:54 PM  
**To:** Karrie Franchina <karriefranchina@gmail.com>

Hi Karrie,

Thank you for reaching out. I will add your comments to the case file. Please let me know if you would like to be added to the interested parties list to receive a courtesy notice before the eventual City Planning Commission hearing (the decision maker for this project) and the letter of determination. If yes, please send me your mailing address.

\*NOTE - If you attended the hearing last night and filled out a speaker card with your address, I already have that information and will add you to interested parties list.

Best,

Kevin

On Wed, Nov 15, 2023 at 9:24 PM Karrie Franchina <[karriefranchina@gmail.com](mailto:karriefranchina@gmail.com)> wrote:

Mr. Fulton,

I am writing to voice my concerns about the construction at 10756 Wilkins Ave. in Los Angeles, California. It is across the street from my church and my children's school. My children have been students at St Paul The Apostle Catholic community for the last seven years. My son and daughter currently attend the school. I have been a parishioner of this church for 15 years. Our community is very special and very appreciative of the neighborhood and support that we receive from the neighbors of our church and school. The construction proposed will be very disruptive to our community. First of all there is limited parking proposed for within the construction of your building. The street parking is already very strained in this neighborhood. Also there have been big accidents at this intersection. One that occurred about a year ago that totaled two vehicles. Also, the city of Los Angeles will not allow us to have crossing guards at this intersection and it makes it very dangerous and a probable liability to have additional traffic crossing this intersection. Many students cross at this intersection and it is definitely dangerous, including the students from St. Paul the Apostle School as well as Emerson Public school.

Overall, I would love to see development and growth within the neighborhood, but this multi unit building will be very challenging to build in this location.

Thank you so much for listening to my concerns.

Sincerely,

Karrie Franchina

Sent from my iPhone

--



**Kevin Fulton**

City Planning Associate

**Los Angeles City Planning**

200 N. Spring St., Room 721

Los Angeles, CA 90012

T: (213) 978-1210 |

[Planning4LA.org](http://Planning4LA.org)



Pronouns: He, His, Him

**Subject:** Re: Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA / Environmental Case Number(s): ENV-2023-5877-CE / Property Address: 10756 Wilkins Ave., Los Angeles, CA 90024  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 11/16/2023, 4:00 PM  
**To:** Johnny Traboulsi <jtraboulsi@gmail.com>

Hi Johnny,

Nice to meet you last night. I'm following up to confirm receipt of your comments, which will be added to the case file. I already have your address information from the speaker card so you will receive a courtesy notice before the eventual CPC hearing and determination letter.

Best,

Kevin

On Wed, Nov 15, 2023 at 10:50 AM Johnny Traboulsi <[jtraboulsi@gmail.com](mailto:jtraboulsi@gmail.com)> wrote:

Kevin Fulton  
City Planning Associate  
Department of City Planning  
200 N. Spring Street, Room 721  
Los Angeles, CA 90012

e-mail: [kevin.fulton@lacity.org](mailto:kevin.fulton@lacity.org)

**Re: Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
Environmental Case Number(s): ENV-2023-5877-CE  
Property Address: 10756 Wilkins Ave., Los Angeles, CA 90024**

Dear Mr. Fulton:

I am formally writing to: (1) request that the Department of City Planning ("DCP") delay any decision-making, including the approval or recommendation to approve any variances or waivers, regarding the above-referenced case (the "Wilkins Project") until such time as a safety and traffic study is conducted and a minimum 90-day extension of time is provided to allow for further testimony and/or written comments; and (2) express my strong opposition to the approval of the Wilkins Project as contemplated.

First, a delay in any decision-making by DCP regarding the Wilkins Project is warranted for the following reasons:

1. the Wilkins Project is located directly across the street from St. Paul the Apostle Catholic Church (10750 Ohio Ave.) ("SPA Church") and St. Paul the Apostle Elementary School (1536 Selby Ave.) ("SPA School") and nearby to The Church of Jesus Christ of Latter Day Saints Westwood Ward Chapel (10740 Ohio Ave.) ("Westwood Ward Chapel") and Ralph Waldo Emerson Community Charter Middle School (1650 Selby Ave.) ("Emerson"), all of which contribute to heavy vehicular and pedestrian traffic that need to be (and should



- be) carefully studied and considered by DCP and other stakeholders;
2. the Wilkins Project is situated at a highly unusual four-point intersection on Ohio, Wilkins and Selby Avenues which has presented, and continues to present, dangerous driving and walking conditions that require further evaluation by DCP and other stakeholders;
  3. the Wilkins Project, with its proposed increased density and ingress/egress on Ohio Avenue, would exacerbate the dangerous driving and walking conditions described above;
  4. the Wilkins Project appears to only provide for 6 parking spots for 11 units, which, if true and approved, would unduly burden available parking in the adjacent neighborhood, if any, and such burden should be further examined by DCP and other stakeholders; and
  5. the Wilkins Project seeks extraordinary relief from FAR, parking, height and setback requirements, among other things, which require thorough legal analysis, compliance, and further public input.

As a result of the foregoing, DCP should agree to conduct a safety and traffic study, extend the deadline for public comment, and delay any decision-making regarding the requested variances for the Wilkins Project for at least 90 days, if not longer, in order to allow for appropriate consideration of the above concerns. Any refusal to conduct the requested traffic and safety and provide additional time for stakeholders and interested parties to provide feedback would constitute a fundamental due process violation.

Second, notwithstanding the above request for a safety and traffic study and additional time to provide public comment, the Wilkins Project should not be approved by DCP because the proposed development would create and exacerbate dangerous safety conditions for hundreds of school children from SPA School and Emerson and elderly parishioners, among others, who cross Ohio, Wilkins, and Selby Avenues daily.

As a parent of three school children who attend SPA, I (along with numerous others) have observed that the Ohio, Wilkins and Selby intersection is visibly unsafe given the sheer volume of vehicular and pedestrian traffic generated by SPA Church, SPA School, Emerson, and Westwood Ward Chapel and the obvious confusion created by a four-point stop sign at the site of the Wilkins Project. There are near collisions and accidents daily, with cars running stop signs at high speeds, kids (and parents) walking (and jaywalking) across Ohio, Wilkins and Selby Avenues. At present, notwithstanding the Wilkins Project, the Ohio, Wilkins and Selby intersection is an open and obvious risk to human safety.

The Wilkins Project, with its proposed density and planned ingress/egress on Ohio Avenue, will worsen an already and unacceptably unsafe environment. If approved, the

Wilkins Project would create increased vehicle traffic on Ohio Avenue onto a heavily foot-trafficked area of young students. The likelihood of a pedestrian accident is not only reasonably foreseeable, but almost certain to occur.

Before approving the Wilkins Project, DCP is duty-bound to consider the safety and well-being of the community. At present, it appears that DCP has not bothered to consider the safety aspects of this proposed development and its highly unique circumstances of being located directly across the street from approximately 550 students SPA School, students from nearby Emerson, and parishioners at SPA Church and Westwood Ward Chapel.

For the foregoing reasons, I request that DCP refrain from any decision-making regarding the Wilkins Project until such time as the safety and traffic concerns, among others, are appropriately considered.

Respectfully,

Johnny Traboulsi



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 721  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
[Planning4LA.org](http://Planning4LA.org)



Pronouns: He, His, Him

**Subject:** Re: Design Review for Wilkins Ave Project  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 11/16/2023, 7:52 PM  
**To:** Alisha Bauer <alishabauer8@yahoo.com>

Hi Alisha,

The applicant team agreed to incorporate the DRB's feedback and revise the project design. They will return for a second final DRB review on **January 17th at 6:00 pm at the same location**. This means that they forfeited the 12/14 City Planning Commission (the actual decision maker here) hearing & that would need to be rescheduled for sometime in February or March most likely.

You listed your address on the speaker card so you would receive a mailed notice before the eventual City Planning Commission hearing as well as a copy of the letter of determination. I am obviously available for more information by email here or phone at 213-978-1210.

Best,

Kevin

On Thu, Nov 16, 2023 at 9:29 AM Alisha Bauer <[alishabauer8@yahoo.com](mailto:alishabauer8@yahoo.com)> wrote:

Good Morning Kevin,

Nice meeting you last night at the Westwood Design Review hearing. I wanted to quickly follow up on what was decided? Will there be another hearing before the 12/14 one with City Planning that addresses the Design Review Boards' concerns or did they take a vote? Also, could you remind me how I can submit an email contact to stay updated?

Thank You,

Alisha Bauer Shuford  
310-279-2780

[Sent from Yahoo Mail on Android](#)

--



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 721  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
[Planning4LA.org](http://Planning4LA.org)



Pronouns: He, His, Him

**Subject:** Re: Feedback and concern re proposed building on Wilkins/Ohio  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 11/16/2023, 7:44 PM  
**To:** Kimberly Bertz Brown <kbertz@hotmail.com>  
**CC:** Dylan.Sittig@lacity.org, Yaroslavsky@lacity.org, Andy Brown <andyrbrown47@gmail.com>

Hi Kimberly & Andy,

Thank you for reaching out - I will add your comments to the case file. Please let me know if you would like to be added to the interested parties list to receive a copy of the eventual letter of determination.

Best,

Kevin

On Tue, Nov 14, 2023 at 11:29 PM Kimberly Bertz Brown <[kbertz@hotmail.com](mailto:kbertz@hotmail.com)> wrote:

Reference: Project case number: CPC-2023-5876-CU-DB-DRB-SPP-VHCA

To our Los Angeles representatives -

As a resident of West Los Angeles and a parent of children at St. Paul the Apostle school, I am writing to express my concerns regarding a proposed 5-story apartment complex at 10756 Wilkins Ave @ Ohio Ave (across from the main entrance to St. Paul the Apostle Church). This is already a challenging intersection from a driver and pedestrian safety perspective due to the number of directions cars can pass. Our community has serious concerns about the project's impact on safety, particularly in light of increased traffic in an area where children use crosswalks to get to school. The project would also limit street parking for school and church events.

Thank you for your consideration and putting safety first.

Best regards,  
Kimberly Bertz  
310.435.7754

--



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 721  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
[Planning4LA.org](http://Planning4LA.org)



Pronouns: He, His, Him

**Subject:** Re: Letter in Opposition of Proposed Development at 10756 West Wilkins Ave, Los Angeles  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 11/16/2023, 8:09 PM  
**To:** Britten Shuford <brittenshuford@gmail.com>

Hi Britten,

Thank you for sending this over - I will add your comments to the case file. Your wife filled out a speaker card w/your address at the hearing last night - so you will receive a courtesy notice before the eventual CPC hearing (no longer on 12/14/23) and a copy of the letter of determination.

Following up on our conversation - I did some research and spoke to friends who work elsewhere in the city regarding the process to request traffic calming measures for this intersection. First, LADOT has an application process to request speed bumps ([link here](#)). They aren't currently accepting applications, but have a link to sign up for their newsletter which would presumably alert you to a new application period.

It appears some very modest paint curb extensions/plastic bollards have already been installed at the intersection. My experience living downtown has shown that drivers do not respect plastic bollards. To be frank, you really need something that forces drivers to slow down out of fear that the object would damage their car or that narrows the street in a meaningful way. For instance, those painted curb extensions would undoubtedly be more effective if the space was filled with large concrete planters or an actual extension of the curb. Some other potential options can be found in p.147-149 & 167 of the [City's Complete Streets Guide](#).

This is pure speculation, but based on my experience and knowledge of how the city government works, I think you would probably have more luck getting the city to install speed bumps and/or other traffic calming measures than provide crossing guards - which are an ongoing cost rather than inanimate objects that don't need to be paid.

As I mentioned, support from the council office is essential to make this happen. It's also important that they hear not only from you, but a critical mass of other parents at the school, parishioners, neighbors, etc. Would also be ideal if your school's PTA (I assume there is one) could involve parents from Emerson Middle School as well.

Let me know if you have any questions.

Best,

Kevin

On Tue, Nov 14, 2023 at 9:28 PM Britten Shuford <[brittenshuford@gmail.com](mailto:brittenshuford@gmail.com)> wrote:

Dear Kevin,

As a follow up to our conversation this afternoon, I am writing to voice my strong opposition to the proposed development at 10756 West Wilkens Ave, Los Angeles



because it will create a major safety hazard to the approximately 1,150 students who attend Saint Paul the Apostle School (located directly across the street) and Ralph Waldo Emerson Community Charter Middle School.

I am a constituent in the subject district and a parent of a 2<sup>nd</sup> grade student at Saint Paul the Apostle school,

An extremely important stakeholder group in this matter are the children who attend Saint Paul and Emerson. Their safety should be the top priority of the City of Los Angeles and the Council Office. The proposed development stands to create a significantly more dangerous environment for these children.

The intersection of three streets, Wilkins Ave, Selby Ave. and Ohio Ave. is already dangerous for young students walking to and from school. While a study performed by an expert would prove this point and should be undertaken, a visit on any morning would also show that it is not safe for children in its current form. Cars routinely run stop signs, drive over the speed limit, and narrowly miss pedestrians (often children) in the crosswalks. Many parents at Emerson and Saint Paul can attest to the current unsafe conditions and share multiple eyewitness accounts of terrifying close encounters and near misses. I would strongly discourage you from pointing to the number of accidents recorded to date to form an incorrect conclusion that the area is acceptable. It is not safe for children walking to and from school.

The proposed development will clearly make the currently unsafe conditions significantly worse. It is my understanding that the ingress/egress of the proposed apartment development will be onto Ohio Ave, which will be a disaster. Increased vehicle traffic from the 11 units will now enter onto a heavily foot trafficked area of young students. The drivers of these cars will be pulling onto a busy sidewalk before entering a busy street at peak hours when the young students are walking on the sidewalk. Ride sharing services, such as Uber, will be shuttling residents of the new building and will surely be distracted as they shuttle into the driveway on Ohio or hold up traffic while picking up riders from this location.

We attempted many times in 2022 to secure traffic crossing guards at this intersection. Unfortunately, the City refused our request every time and inserted multiple roadblocks to practical, common sense solutions to swiftly provide crossing guards and provide safe passage for young children trying to get to and from school.

While I understand the City's limitations with rejecting aspects of the development proposal due to the state density bonus, the City absolutely has an obligation to consider the health and safety of the community. The City has not considered the safety aspects of this proposed development and its highly unique circumstances of being located directly across the street from approximately 550 students from kindergarten to 8<sup>th</sup> grade at Saint Paul.

There are numerous safety road enhancements that should be guaranteed to the community and mandated if the City is to consider approval of this project. I encourage you to host a brainstorming meeting with the community to discuss various options which could result in a Win-Win for all parties involved. These mandated enhancements should be considered in a thoughtful manner and not rushed through for the sake of approving a development.

I know that your support or opposition to the proposed development carries substantial weight in the City's ultimate decision. For the safety of the 1,150 young students, I encourage you to oppose the proposed development and embark on a process to find a

comprehensive solution to increase the safety of the intersection in question and adjacent areas frequently traveled by the students.

Thank you for your consideration.

Regards,

Britten Shuford

--



**Kevin Fulton**

City Planning Associate

**Los Angeles City Planning**

200 N. Spring St., Room 721

Los Angeles, CA 90012

T: (213) 978-1210 |

[Planning4LA.org](http://Planning4LA.org)



Pronouns: He, His, Him

**Subject:** Re: Opposition to 10756 Wilkins Ave  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 11/16/2023, 4:45 PM  
**To:** "Olah, Kelley" <Kelley.Olah@btlaw.com>

Hi Kelley,

Thank you for reaching out, I will add your comments to the case file.

Please let me know if you would like to be added to the interested parties list to receive a copy of the eventual letter of determination.

Best,

Kevin

On Wed, Nov 15, 2023 at 10:14 AM Olah, Kelley <[Kelley.Olah@btlaw.com](mailto:Kelley.Olah@btlaw.com)> wrote:

Dear Mr. Fulton,

I write to voice opposition to the proposed apartment complex at 10756 Wilkins Ave.

I have two small children that attend St. Paul the Apostle.

I personally have witnessed already many near accidents at exactly the location the proposed complex's traffic will spill out onto. A simple look at google maps shows the complexity of the intersection at Wilkins and Ohio.

This project, if allowed to move forward, is certain to create an even more hazardous condition for the children and community. That area cannot handle any more congestion.

Please do not permit this project to move forward.

Thank you for your attention to this matter.

Kelley Olah  
310-975-9837

**CONFIDENTIALITY NOTICE:** This email and any attachments are for the exclusive and confidential use of the intended recipient. If you are not the intended recipient, please do not read, distribute or take action in reliance upon this message. If you have received this in error, please notify us immediately by return email and promptly delete this message and its attachments from your computer system. We do not waive attorney-client or work product privilege by the transmission of this message.

--



**Kevin Fulton**

City Planning Associate

**Los Angeles City Planning**

200 N. Spring St., Room 721

Los Angeles, CA 90012

T: (213) 978-1210 |

[Planning4LA.org](http://Planning4LA.org)



Pronouns: He, His, Him

**Subject:** Re: Opposition to case #CPC-2023-5876-CU-DRB-SPP-VHCA

**From:** Devon Farley <devon\_kaiser@hotmail.com>

**Date:** 11/16/2023, 3:48 PM

**To:** Kevin Fulton <kevin.fulton@lacity.org>

Good afternoon Kevin,

Thank you so much for getting back to me. I would very much appreciate you adding me to the list for future correspondence regarding the matter.

Are there any other individuals/parties that I should reach out to regarding this matter!

Kindly,

Devon

Sent from my iPhone

On Nov 16, 2023, at 3:42 PM, Kevin Fulton <kevin.fulton@lacity.org> wrote:

Hi Devon,

Thank you for reaching out, I will add your comments to the case file.

Please let me know if you would like to be added to the interested parties list to receive a copy of the letter of determination.

Best,

Kevin

On Tue, Nov 14, 2023 at 5:49 PM Devon Farley <[devon\\_kaiser@hotmail.com](mailto:devon_kaiser@hotmail.com)> wrote:

Good Evening Sir,

As I am not able to attend the scheduled public hearing on Wednesday, November 15, I am emailing to voice my opposition to the proposed project at 10756 West Wilkins Avenue (90024).

I am a resident who lives in close proximity to this project, as well as a parent to two children who attend St. Paul the Apostle School across the street from the project. As a neighbor and parent, there are several significant concerns that I have regarding the project.

The first and most significant is the increased safety risk this project presents. The intersection of Wilkins/Ohio/Selby is heavily travelled by school children, who range in age from 4-years to 14-years (St. Paul the Apostle School & Emerson Middle School). Cars coming from multiple directions make this intersection very dangerous to cross. I have seen with regularity people running the stop signs, not seeing opposing traffic and creating near collisions, and children and pets almost being hit due to the

lack of logistical understanding of the intersection. I will add that there are NO CROSSING GUARDS at this intersection during school hours.

In December of 2019, a large SUV travelling eastbound missed the stop sign at Wilkins Avenue and plowed through the intersection. The SUV hit several parked cars on Ohio Avenue before flipping on its side. As this accident occurred at 3pm when school was being dismissed, it is a miracle that no one was injured. The intersection was closed for several hours as the event was cleaned up. This is just one example of the types of accidents that have occurred at this intersection. This project threatens to create additional traffic and logistical challenges to an already chaotic street.

The second concern relates to the proposed height of the project and lack of vehicular accommodations. A five-story building is excessive when compared to the other residences and homes in the neighborhood (will stick out like a sore thumb to say it kindly). This is a residential neighborhood with a majority of one and two-story dwellings (not downtown city living). The lack of adequate parking suggested for this construction is also absurd. The residents of this project will certainly own at least one vehicle. With only 6 spots, those individuals will be left to park on the street. Circling back to my earlier statements, this will then lead to more traffic congestion at this intersection and further perpetuate an already problematic area.

I am requesting that this project be reimagined at a minimum. The building should ideally be smaller (three-stories) and have more designated parking for potential residents (who buys or rents a home without parking?!). I imagine others in the neighborhood feel similarly. The parties responsible for this construction should be more mindful of their developments.

Thank you for your consideration.

Regards,

Devon Farley  
10732 Rochester Ave 90024

--



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 721  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
[Planning4LA.org](http://Planning4LA.org)



Pronouns: He, His, Him



**Subject:** Re: Opposition to case #CPC-2023-5876-CU-DRB-SPP-VHCA

**From:** Kevin Fulton <kevin.fulton@lacity.org>

**Date:** 11/16/2023, 3:42 PM

**To:** Devon Farley <devon\_kaiser@hotmail.com>

Hi Devon,

Thank you for reaching out, I will add your comments to the case file.

Please let me know if you would like to be added to the interested parties list to receive a copy of the letter of determination.

Best,

Kevin

On Tue, Nov 14, 2023 at 5:49 PM Devon Farley <[devon\\_kaiser@hotmail.com](mailto:devon_kaiser@hotmail.com)> wrote:

Good Evening Sir,

As I am not able to attend the scheduled public hearing on Wednesday, November 15, I am emailing to voice my opposition to the proposed project at 10756 West Wilkins Avenue (90024).

I am a resident who lives in close proximity to this project, as well as a parent to two children who attend St. Paul the Apostle School across the street from the project. As a neighbor and parent, there are several significant concerns that I have regarding the project.

The first and most significant is the increased safety risk this project presents. The intersection of Wilkins/Ohio/Selby is heavily travelled by school children, who range in age from 4-years to 14-years (St. Paul the Apostle School & Emerson Middle School). Cars coming from multiple directions make this intersection very dangerous to cross. I have seen with regularity people running the stop signs, not seeing opposing traffic and creating near collisions, and children and pets almost being hit due to the lack of logistical understanding of the intersection. I will add that there are NO CROSSING GUARDS at this intersection during school hours.

In December of 2019, a large SUV travelling eastbound missed the stop sign at Wilkins Avenue and plowed through the intersection. The SUV hit several parked cars on Ohio Avenue before flipping on its side. As this accident occurred at 3pm when school was being dismissed, it is a miracle that no one was injured. The intersection was closed for several hours as the event was cleaned up. This is just one example of the types of accidents that have occurred at this intersection. This project threatens to create additional traffic and logistical challenges to an already chaotic street.

The second concern relates to the proposed height of the project and lack of vehicular accommodations. A five-story building is excessive when compared to the other residences and homes in the neighborhood (will stick out like a sore thumb to say it kindly). This is a residential neighborhood with a majority of one and two-story dwellings (not downtown city living). The lack of adequate parking suggested for this construction is also absurd. The residents of this project will certainly own at least one vehicle. With only 6 spots, those individuals will be left to park on the street. Circling back to my earlier statements, this will then lead to more traffic congestion at this intersection and further perpetuate an already problematic area.

I am requesting that this project be reimagined at a minimum. The building should ideally be smaller (three-stories) and have more designated parking for potential residents (who buys or rents a home without parking?!). I imagine others in the neighborhood feel similarly. The parties responsible for this construction should be more mindful of their developments.

Thank you for your consideration.

Regards,

Devon Farley  
10732 Rochester Ave 90024

--



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 721  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
[Planning4LA.org](http://Planning4LA.org)



Pronouns: He, His, Him

**Subject:** Proposed Apartment Building on Wilkins Ave-Concerns

**From:** Viola Chahin <violachahin@gmail.com>

**Date:** 11/17/2023, 11:03 AM

**To:** kevin.fulton@lacity.org

Hi Kevin,

This is Viola, I am a parent to 2 kids at St Paul the Apostle School. and also this year Traffic and Safety Co-chair .

Our community has serious concerns regarding the proposed project - story apartment complex at 10756 Wilkins Ave, across from the main entrance to the Church and school. and about the impact this project will have on safety, particularly in light of increased traffic in an area where children use crosswalks to get to school. This is a very busy intersection ,especially during school and church events/holidays . I would like to bring this to your attention , since this is likely to further complicate the current situation of traffic /parking and safety with pedestrians and children crossing.

Also wanted to bring up that our school been on the wait-list for crossing guards .

Please let us know your thoughts regarding this matter.

thank you  
Viola

**Subject:** proposed project at 10756 West Wilkins Ave, Los Angeles 90024

**From:** Regina <thomny98@gmail.com>

**Date:** 11/17/2023, 10:18 AM

**To:** "kevin.fulton@lacity.org" <kevin.fulton@lacity.org>

**TO:** Kevin Fulton, City Planning Associate

Case no. ENV-2023-5877-CE

re : 10756 Wilkins Ave

I am a long-term resident of Westwood and of my home on Rochester Ave. This project on Wilkins, at 10756 Wilkins, was brought to my attention by my neighbors who live closer to the property and are concerned about this development.

I agree with many neighbors that this project will create greater danger at this intersection which is already dangerous because of the way the streets meet at Ohio Ave. The Wilkins property is on the corner where two streets, Wilkins and Selby, meet with Ohio Ave. There are cars on Selby driving south from Wilshire and UCLA, For many, Selby Ave serves as an alternate route for UCLA staff, students and faculty who want to avoid other Westwood intersections that are frequently gridlocked. Ohio Ave is also heavily traveled at some times of day as an east/west street that serves many as an alternate for Wilshire Blvd, giving access to the 405 Freeway to the west. Wilkins enters at an angle at the Selby/Ohio Ave intersection. This property on Wilkins is directly in the center of this heavily trafficked and confusing intersection.

The major danger we are concerned about involves the many children who cross Ohio Ave to get to school. St. Paul's church and elementary school is directly across the street from this Wilkins property, and Emerson Middle School is about a block away. These children will be facing an even more difficult and dangerous intersection if this building is constructed in this location. There will be 7 households on the corner instead of one. There also will be visitors to these households, deliveries to the households, and all of the activities that surround us as we live our lives, even quietly. There will be 5 more cars allowed in this building, as well as cars belonging to the visitors who frequent the households. Many of the cars will be looking for parking on our crowded streets which have restricted residential parking. It is evident that the building would create added congestion in an already difficult intersection in this neighborhood.

In addition, while this building is being created as part of a program that encourages individuals to use public transport, this address at 10756 Wilkins isn't that close to any public transport. Residents will be walking through the neighborhood several blocks west or north just to reach a bus stop.

I have noticed when researching the developments planned for the Westwood community, that there will be many large buildings developed on Westwood Blvd. It makes much more sense to build on Westwood Blvd, a commercial street with grocery stores, banks, cafes and various bus routes. There is no reason to disturb the tranquil area of our residential neighborhoods, even if the laws now will sometimes allow it, when there is still so much commercial area to be developed.

I hope this building project on Wilkins will be discouraged and eventually not allowed for the reasons given above. If the building does proceed, I request that the residents of this building be limited to the parking offered within their building. Since this building is only being allowed because it is part of

a program to reduce automobile traffic, discouraging car ownership, it would be very unfair to allow these residents to qualify for our residential parking permits so they can own more cars than the 5 allowed to park in the building. Street parking is already very crowded, just with the current residents of the neighborhood. The building residents should be expected to walk to the bus stops or use services such as Uber.

I'm sorry I was not able to attend the meeting Wednesday evening. Thank you for accepting comments from the residents that are affected by this development.

Sincerely,  
Regina Neuman

**Subject:** Re: 10756 Wilkins Ave  
**From:** Karrie Franchina <karriefranchina@gmail.com>  
**Date:** 11/17/2023, 11:07 AM  
**To:** Kevin Fulton <kevin.fulton@lacity.org>

Thank you, Mr. Fulton, for getting back to me so promptly.  
Please add my email to attend the council meeting. My email is Karriefranchina@gmail.com  
Sent from my iPhone

On Nov 16, 2023, at 12:55 PM, Kevin Fulton <kevin.fulton@lacity.org> wrote:

Hi Karrie,

Thank you for reaching out. I will add your comments to the case file. Please let me know if you would like to be added to the interested parties list to receive a courtesy notice before the eventual City Planning Commission hearing (the decision maker for this project) and the letter of determination. If yes, please send me your mailing address.

\*NOTE - If you attended the hearing last night and filled out a speaker card with your address, I already have that information and will add you to interested parties list.

Best,

Kevin

On Wed, Nov 15, 2023 at 9:24 PM Karrie Franchina <[karriefranchina@gmail.com](mailto:karriefranchina@gmail.com)> wrote:

Mr. Fulton,

I am writing to voice my concerns about the construction at 10756 Wilkins Ave. in Los Angeles, California. It is across the street from my church and my children's school. My children have been students at St Paul The Apostle Catholic community for the last seven years. My son and daughter currently attend the school. I have been a parishioner of this church for 15 years. Our community is very special and very appreciative of the neighborhood and support that we receive from the neighbors of our church and school. The construction proposed will be very disruptive to our community. First of all there is limited parking proposed for within the construction of your building. The street parking is already very strained in this neighborhood. Also there have been big accidents at this intersection. One that occurred about a year ago that totaled two vehicles. Also, the city of Los Angeles will not allow us to have crossing guards at this intersection and it makes it very dangerous and a probable liability to have additional traffic crossing this intersection. Many students cross at this intersection and it is definitely dangerous, including the students from St. Paul the Apostle School as well as Emerson Public school. Overall, I would love to see development and growth within the neighborhood, but this multi unit building will be very challenging to build in this location.  
Thank you so much for listening to my concerns.



Sincerely,  
Karrie Franchina  
Sent from my iPhone

--



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 721  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
[Planning4LA.org](http://Planning4LA.org)



Pronouns: He, His, Him

**Subject:** Re: Letter in Opposition of Proposed Development at 10756 West Wilkins Ave, Los Angeles  
**From:** Britten Shuford <brittenshuford@gmail.com>  
**Date:** 11/17/2023, 5:05 AM  
**To:** Kevin Fulton <kevin.fulton@lacity.org>

Good Morning, Kevin,

I greatly appreciate your insightful response below and for you taking the time to share this helpful and candid feedback with me.

We will look into each of the items you mentioned and, as you suggested, build a critical mass of other parents at the schools, parishioners, neighbors, etc (along with PTA) with the goal of earning Councilmember Yaroslavsky's support for protecting the safety of these young students walking to and from school in her district.

Regards,

Britten

---

**From:** Kevin Fulton <[kevin.fulton@lacity.org](mailto:kevin.fulton@lacity.org)>  
**Sent:** Thursday, November 16, 2023 8:09:23 PM  
**To:** Britten Shuford <[brittenshuford@gmail.com](mailto:brittenshuford@gmail.com)>  
**Subject:** Re: Letter in Opposition of Proposed Development at 10756 West Wilkins Ave, Los Angeles

Hi Britten,

Thank you for sending this over - I will add your comments to the case file. Your wife filled out a speaker card w/your address at the hearing last night - so you will receive a courtesy notice before the eventual CPC hearing (no longer on 12/14/23) and a copy of the letter of determination.

Following up on our conversation - I did some research and spoke to friends who work elsewhere in the city regarding the process to request traffic calming measures for this intersection. First, LADOT has an application process to request speed bumps ([link here](#)). They aren't currently accepting applications, but have a link to sign up for their newsletter which would presumably alert you to a new application period.

It appears some very modest paint curb extensions/plastic bollards have already been installed at the intersection. My experience living downtown has shown that drivers do not respect plastic bollards. To be frank, you really need something that forces drivers to slow down out of fear that the object would damage their car or that narrows the street in a meaningful way. For instance, those painted curb extensions would undoubtedly be more effective if the space was filled with large concrete planters or an actual extension of the curb. Some other potential options can be found in p.147-149 & 167 of the [City's Complete Streets Guide](#).

This is pure speculation, but based on my experience and knowledge of how the city government works, I think you would probably have more luck getting the city to install speed bumps and/or other traffic calming measures than provide crossing guards - which are an ongoing cost rather

than inanimate objects that don't need to be paid.

As I mentioned, support from the council office is essential to make this happen. It's also important that they hear not only from you, but a critical mass of other parents at the school, parishioners, neighbors, etc. Would also be ideal if your school's PTA (I assume there is one) could involve parents from Emerson Middle School as well.

Let me know if you have any questions.

Best,

Kevin

On Tue, Nov 14, 2023 at 9:28 PM Britten Shuford <[brittenshuford@gmail.com](mailto:brittenshuford@gmail.com)> wrote:

Dear Kevin,

As a follow up to our conversation this afternoon, I am writing to voice my strong opposition to the proposed development at 10756 West Wilkens Ave, Los Angeles because it will create a major safety hazard to the approximately 1,150 students who attend Saint Paul the Apostle School (located directly across the street) and Ralph Waldo Emerson Community Charter Middle School.

I am a constituent in the subject district and a parent of a 2<sup>nd</sup> grade student at Saint Paul the Apostle school,

An extremely important stakeholder group in this matter are the children who attend Saint Paul and Emerson. Their safety should be the top priority of the City of Los Angeles and the Council Office. The proposed development stands to create a significantly more dangerous environment for these children.

The intersection of three streets, Wilkins Ave, Selby Ave. and Ohio Ave. is already dangerous for young students walking to and from school. While a study performed by an expert would prove this point and should be undertaken, a visit on any morning would also show that it is not safe for children in its current form. Cars routinely run stop signs, drive over the speed limit, and narrowly miss pedestrians (often children) in the crosswalks. Many parents at Emerson and Saint Paul can attest to the current unsafe conditions and share multiple eyewitness accounts of terrifying close encounters and near misses. I would strongly discourage you from pointing to the number of accidents recorded to date to form an incorrect conclusion that the area is acceptable. It is not safe for children walking to and from school.

The proposed development will clearly make the currently unsafe conditions significantly worse. It is my understanding that the ingress/egress of the proposed apartment development will be onto Ohio Ave, which will be a disaster. Increased vehicle traffic from the 11 units will now enter onto a heavily foot trafficked area of young students. The drivers of these cars will be pulling onto a busy sidewalk before entering a busy street at peak hours when the young students are walking on the sidewalk. Ride sharing services, such as Uber, will be shuttling residents of the new building and will surely be distracted as they shuttle into the driveway on Ohio or hold up traffic while picking up riders from this location.

We attempted many times in 2022 to secure traffic crossing guards at this intersection. Unfortunately, the City refused our request every time and inserted multiple roadblocks to practical, common sense solutions to swiftly provide crossing guards and provide safe passage for young children trying to get to and from school.

While I understand the City's limitations with rejecting aspects of the development proposal due to the state density bonus, the City absolutely has an obligation to consider the health and safety of the community. The City has not considered the safety aspects of this proposed development and its highly unique circumstances of being located directly across the street from approximately 550 students from kindergarten to 8<sup>th</sup> grade at Saint Paul.

There are numerous safety road enhancements that should be guaranteed to the community and mandated if the City is to consider approval of this project. I encourage you to host a brainstorming meeting with the community to discuss various options which could result in a Win-Win for all parties involved. These mandated enhancements should be considered in a thoughtful manner and not rushed through for the sake of approving a development.

I know that your support or opposition to the proposed development carries substantial weight in the City's ultimate decision. For the safety of the 1,150 young students, I encourage you to oppose the proposed development and embark on a process to find a comprehensive solution to increase the safety of the intersection in question and adjacent areas frequently traveled by the students.

Thank you for your consideration.

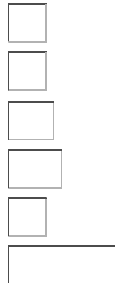
Regards,

Britten Shuford

--



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 721  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
Planning4LA.org



Pronouns: He, His, Him

**Subject:** Re: Feedback and concern re proposed building on Wilkins/Ohio  
**From:** Kimberly Bertz <[kbertz@hotmail.com](mailto:kbertz@hotmail.com)>  
**Date:** 11/18/2023, 12:06 AM  
**To:** Kevin Fulton <[kevin.fulton@lacity.org](mailto:kevin.fulton@lacity.org)>  
**CC:** "Dylan.Sittig@lacity.org" <[Dylan.Sittig@lacity.org](mailto:Dylan.Sittig@lacity.org)>, "Yaroslavsky@lacity.org" <[Yaroslavsky@lacity.org](mailto:Yaroslavsky@lacity.org)>, Andy Brown <[andyrbrown47@gmail.com](mailto:andyrbrown47@gmail.com)>

Thanks, Kevin - we appreciate your follow up. Please add Andy Brown and me to your list of interested parties as we'd like to stay involved and apprised of this project.

Best,  
Kimberly

On Nov 16, 2023, at 7:44 PM, Kevin Fulton <[kevin.fulton@lacity.org](mailto:kevin.fulton@lacity.org)> wrote:

Hi Kimberly & Andy,

Thank you for reaching out - I will add your comments to the case file. Please let me know if you would like to be added to the interested parties list to receive a copy of the eventual letter of determination.

Best,

Kevin

On Tue, Nov 14, 2023 at 11:29 PM Kimberly Bertz Brown <[kbertz@hotmail.com](mailto:kbertz@hotmail.com)> wrote:

Reference: Project case number: CPC-2023-5876-CU-DB-DRB-SPP-VHCA

To our Los Angeles representatives -

As a resident of West Los Angeles and a parent of children at St. Paul the Apostle school, I am writing to express my concerns regarding a proposed 5-story apartment complex at 10756 Wilkins Ave @ Ohio Ave (across from the main entrance to St. Paul the Apostle Church). This is already a challenging intersection from a driver and pedestrian safety perspective due to the number of directions cars can pass. Our community has serious concerns about the project's impact on safety, particularly in light of increased traffic in an area where children use crosswalks to get to school. The project would also limit street parking for school and church events.

Thank you for your consideration and putting safety first.

Best regards,  
Kimberly Bertz  
310.435.7754

--



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 721  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
Planning4LA.org



Pronouns: He, His, Him



**Subject:** Re: 10756 Wilkins Ave  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 11/20/2023, 1:54 PM  
**To:** Karrie Franchina <karriefranchina@gmail.com>

Hi Karrie,

We actually are required by the LA Municipal Code to mail a physical copy of the notice and/or determination to anyone on the interested parties list. Could you please send your physical mailing address?

Thanks,

Kevin

On Fri, Nov 17, 2023 at 11:07 AM Karrie Franchina <[karriefranchina@gmail.com](mailto:karriefranchina@gmail.com)> wrote:

Thank you, Mr. Fulton, for getting back to me so promptly.

Please add my email to attend the council meeting. My email is [karriefranchina@gmail.com](mailto:karriefranchina@gmail.com)

Sent from my iPhone

On Nov 16, 2023, at 12:55 PM, Kevin Fulton <[kevin.fulton@lacity.org](mailto:kevin.fulton@lacity.org)> wrote:

Hi Karrie,

Thank you for reaching out. I will add your comments to the case file. Please let me know if you would like to be added to the interested parties list to receive a courtesy notice before the eventual City Planning Commission hearing (the decision maker for this project) and the letter of determination. If yes, please send me your mailing address.

\*NOTE - If you attended the hearing last night and filled out a speaker card with your address, I already have that information and will add you to interested parties list.

Best,

Kevin

On Wed, Nov 15, 2023 at 9:24 PM Karrie Franchina <[karriefranchina@gmail.com](mailto:karriefranchina@gmail.com)> wrote:

Mr. Fulton,

I am writing to voice my concerns about the construction at 10756 Wilkins Ave. in Los Angeles, California. It is across the street from my church and my children's school. My children have been students at St Paul The Apostle Catholic community for the last seven years. My son and daughter currently attend the school. I have been a parishioner of this church for 15 years. Our community is very special and very appreciative of the neighborhood and support that we receive from the neighbors of our church and school. The construction proposed will be very

disruptive to our community. First of all there is limited parking proposed for within the construction of your building. The street parking is already very strained in this neighborhood. Also there have been big accidents at this intersection. One that occurred about a year ago that totaled two vehicles. Also, the city of Los Angeles will not allow us to have crossing guards at this intersection and it makes it very dangerous and a probable liability to have additional traffic crossing this intersection. Many students cross at this intersection and it is definitely dangerous, including the students from St. Paul the Apostle School as well as Emerson Public school.

Overall, I would love to see development and growth within the neighborhood, but this multi unit building will be very challenging to build in this location.

Thank you so much for listening to my concerns.

Sincerely,  
Karrie Franchina  
Sent from my iPhone

--



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 721  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
[Planning4LA.org](http://Planning4LA.org)



Pronouns: He, His, Him

--



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 721  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
[Planning4LA.org](http://Planning4LA.org)



Pronouns: He, His, Him

**Subject:** Re: Proposed Apartment Building on Wilkins Ave-Concerns

**From:** Kevin Fulton <kevin.fulton@lacity.org>

**Date:** 11/20/2023, 2:04 PM

**To:** Viola Chahin <violachahin@gmail.com>

Hello Viola,

Thank you for reaching out - I will add your comments to the case file.

Please send me your physical mailing address if you would like to be added to the interested parties list. You would receive a courtesy notice prior to the eventual City Planning Commission hearing as well as a copy of the letter of determination.

Best,

Kevin

On Fri, Nov 17, 2023 at 11:03 AM Viola Chahin <[violachahin@gmail.com](mailto:violachahin@gmail.com)> wrote:

Hi Kevin,

This is Viola, I am a parent to 2 kids at St Paul the Apostle School. and also this year Traffic and Safety Co-chair .

Our community has serious concerns regarding the proposed project - story apartment complex at 10756 Wilkins Ave, across from the main entrance to the Church and school. and about the impact this project will have on safety, particularly in light of increased traffic in an area w here children use crosswalks to get to school. This is a very busy intersection ,especially during school and church events/holidays . I would like to bring this to your attention , since this is likely to further complicate the current situation of traffic /parking and safety w ith pedestrians and children crossing.

Also wanted to bring up that our school been on the wait-list for crossing guards .

Please let us know your thoughts regarding this matter.

thank you  
Viola

--



**Kevin Fulton**

City Planning Associate

**Los Angeles City Planning**

200 N. Spring St., Room 721

Los Angeles, CA 90012

T: (213) 978-1210 |

Planning4LA.org



Pronouns: He, His, Him

**Subject:** Re: proposed project at 10756 West Wilkins Ave, Los Angeles 90024

**From:** Kevin Fulton <kevin.fulton@lacity.org>

**Date:** 11/20/2023, 1:58 PM

**To:** Regina <thomny98@gmail.com>

Hello Regina,

Thank you for reaching out. I will add your comments to the case file.

Please send me your physical mailing address if you would like to be added to the interested parties list to receive a copy of the eventual determination letter.

Best,

Kevin

On Fri, Nov 17, 2023 at 10:18 AM Regina <[thomny98@gmail.com](mailto:thomny98@gmail.com)> wrote:

TO: Kevin Fulton, City Planning Associate

Case no. ENV-2023-5877-CE

re : 10756 Wilkins Ave

I am a long-term resident of Westwood and of my home on Rochester Ave. This project on Wilkins, at 10756 Wilkins, was brought to my attention by my neighbors who live closer to the property and are concerned about this development.

I agree with many neighbors that this project will create greater danger at this intersection which is already dangerous because of the way the streets meet at Ohio Ave. The Wilkins property is on the corner where two streets, Wilkins and Selby, meet with Ohio Ave. There are cars on Selby driving south from Wilshire and UCLA, For many, Selby Ave serves as an alternate route for UCLA staff, students and faculty who want to avoid other Westwood intersections that are frequently gridlocked. Ohio Ave is also heavily traveled at some times of day as an east/west street that serves many as an alternate for Wilshire Blvd, giving access to the 405 Freeway to the west. Wilkins enters at an angle at the Selby/Ohio Ave intersection. This property on Wilkins is directly in the center of this heavily trafficked and confusing intersection.

The major danger we are concerned about involves the many children who cross Ohio Ave to get to school. St. Paul's church and elementary school is directly across the street from this Wilkins property, and Emerson Middle School is about a block away. These children will be facing an even more difficult and dangerous intersection if this building is constructed in this location. There will be 7 households on the corner instead of one. There also will be visitors to these households, deliveries to the households, and all of the activities that surround us as we live our lives, even quietly. There will be 5 more cars allowed in this building, as well as cars belonging to the visitors who frequent the households. Many of the cars will be looking for parking on our crowded streets which have restricted residential parking. It is evident that the building would create added congestion in an already difficult intersection in this neighborhood.

In addition, while this building is being created as part of a program that encourages individuals to

use public transport, this address at 10756 Wilkins isn't that close to any public transport. Residents will be walking through the neighborhood several blocks west or north just to reach a bus stop.

I have noticed when researching the developments planned for the Westwood community, that there will be many large buildings developed on Westwood Blvd. It makes much more sense to build on Westwood Blvd, a commercial street with grocery stores, banks, cafes and various bus routes. There is no reason to disturb the tranquil area of our residential neighborhoods, even if the laws now will sometimes allow it, when there is still so much commercial area to be developed.

I hope this building project on Wilkins will be discouraged and eventually not allowed for the reasons given above. If the building does proceed, I request that the residents of this building be limited to the parking offered within their building. Since this building is only being allowed because it is part of a program to reduce automobile traffic, discouraging car ownership, it would be very unfair to allow these residents to qualify for our residential parking permits so they can own more cars than the 5 allowed to park in the building. Street parking is already very crowded, just with the current residents of the neighborhood. The building residents should be expected to walk to the bus stops or use services such as Uber.

I'm sorry I was not able to attend the meeting Wednesday evening. Thank you for accepting comments from the residents that are affected by this development.

Sincerely,  
Regina Neuman



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 721  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
[Planning4LA.org](http://Planning4LA.org)



Pronouns: He, His, Him



**Subject:** Re: Proposed Apartment Building on Wilkins Ave-Concerns

**From:** Viola Chahin <violachahin@gmail.com>

**Date:** 11/21/2023, 10:29 AM

**To:** Kevin Fulton <kevin.fulton@lacity.org>

Hi Kevin

Thank you for your response .

Yes , please include me in the list , here is my address :

927 S Bundy drive , Los Angeles , CA 90049

Happy thanksgiving

Viola

On Monday, November 20, 2023, Kevin Fulton <[kevin.fulton@lacity.org](mailto:kevin.fulton@lacity.org)> wrote:

Hello Viola,

Thank you for reaching out - I will add your comments to the case file.

Please send me your physical mailing address if you would like to be added to the interested parties list. You would receive a courtesy notice prior to the eventual City Planning Commission hearing as well as a copy of the letter of determination.

Best,

Kevin

On Fri, Nov 17, 2023 at 11:03 AM Viola Chahin <[violachahin@gmail.com](mailto:violachahin@gmail.com)> wrote:

Hi Kevin,

This is Viola, I am a parent to 2 kids at St Paul the Apostle School. and also this year Traffic and Safety Co-chair .

Our community has serious concerns regarding the proposed project - story apartment complex at 10756 Wilkins Ave, across from the main entrance to the Church and school. and about the impact this project will have on safety, particularly in light of increased traffic in an area where children use crosswalks to get to school. This is a very busy intersection ,especially during school and church events/holidays . I would like to bring this to your attention , since this is likely to further complicate the current situation of traffic /parking and safety with pedestrians and children crossing.

Also wanted to bring up that our school been on the wait-list for crossing guards .

Please let us know your thoughts regarding this matter.

thank you  
Viola

--



**Kevin Fulton**

City Planning Associate

**Los Angeles City Planning**

[200 N. Spring St., Room 721](#)

[Los Angeles, CA 90012](#)

T: (213) 978-1210 |

[Planning4LA.org](#)



Pronouns: He, His, Him

**Subject:** Re: proposed project at 10756 West Wilkins Ave, Los Angeles 90024  
**From:** Regina <thomny98@gmail.com>  
**Date:** 11/21/2023, 11:56 AM  
**To:** Kevin Fulton <kevin.fulton@lacity.org>

Hello Kevin -- my address is:

10721 Rochester Ave  
Los Angeles, CA 90024

Thanks for adding me to the "interested parties" list.

Wishing you a Happy Thanksgiving  
Regina Neuman

On Mon, Nov 20, 2023 at 1:58 PM Kevin Fulton <[kevin.fulton@lacity.org](mailto:kevin.fulton@lacity.org)> wrote:

Hello Regina,

Thank you for reaching out. I will add your comments to the case file.

Please send me your physical mailing address if you would like to be added to the interested parties list to receive a copy of the eventual determination letter.

Best,

Kevin

On Fri, Nov 17, 2023 at 10:18 AM Regina <[thomny98@gmail.com](mailto:thomny98@gmail.com)> wrote:

TO: Kevin Fulton, City Planning Associate  
Case no. ENV-2023-5877-CE  
re : 10756 Wilkins Ave

I am a long-term resident of Westwood and of my home on Rochester Ave. This project on Wilkins, at 10756 Wilkins, was brought to my attention by my neighbors who live closer to the property and are concerned about this development.

I agree with many neighbors that this project will create greater danger at this intersection which is already dangerous because of the way the streets meet at Ohio Ave. The Wilkins property is on the corner where two streets, Wilkins and Selby, meet with Ohio Ave. There are cars on Selby driving south from Wilshire and UCLA, For many, Selby Ave serves as an alternate route for UCLA staff, students and faculty who want to avoid other Westwood intersections that are frequently gridlocked. Ohio Ave is also heavily traveled at some times of day as an east/west street that serves many as an alternate for Wilshire Blvd, giving access to the 405 Freeway to the west. Wilkins enters at an angle at the Selby/Ohio Ave intersection. This property on Wilkins is directly in the center of this heavily trafficked and confusing intersection.

The major danger we are concerned about involves the many children who cross Ohio Ave to get

to school. St. Paul's church and elementary school is directly across the street from this Wilkins property, and Emerson Middle School is about a block away. These children will be facing an even more difficult and dangerous intersection if this building is constructed in this location. There will be 7 households on the corner instead of one. There also will be visitors to these households, deliveries to the households, and all of the activities that surround us as we live our lives, even quietly. There will be 5 more cars allowed in this building, as well as cars belonging to the visitors who frequent the households. Many of the cars will be looking for parking on our crowded streets which have restricted residential parking. It is evident that the building would create added congestion in an already difficult intersection in this neighborhood.

In addition, while this building is being created as part of a program that encourages individuals to use public transport, this address at 10756 Wilkins isn't that close to any public transport. Residents will be walking through the neighborhood several blocks west or north just to reach a bus stop.

I have noticed when researching the developments planned for the Westwood community, that there will be many large buildings developed on Westwood Blvd. It makes much more sense to build on Westwood Blvd, a commercial street with grocery stores, banks, cafes and various bus routes. There is no reason to disturb the tranquil area of our residential neighborhoods, even if the laws now will sometimes allow it, when there is still so much commercial area to be developed.

I hope this building project on Wilkins will be discouraged and eventually not allowed for the reasons given above. If the building does proceed, I request that the residents of this building be limited to the parking offered within their building. Since this building is only being allowed because it is part of a program to reduce automobile traffic, discouraging car ownership, it would be very unfair to allow these residents to qualify for our residential parking permits so they can own more cars than the 5 allowed to park in the building. Street parking is already very crowded, just with the current residents of the neighborhood. The building residents should be expected to walk to the bus stops or use services such as Uber.

I'm sorry I was not able to attend the meeting Wednesday evening. Thank you for accepting comments from the residents that are affected by this development.

Sincerely,  
Regina Neuman



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 721  
Los Angeles, CA 90012  
T: (213) 978-1210 |

Planning4LA.org



Pronouns: He, His, Him

**Subject:** Re: 10756 Wilkins Ave  
**From:** Karrie Franchina <karriefranchina@gmail.com>  
**Date:** 11/22/2023, 12:30 AM  
**To:** Kevin Fulton <kevin.fulton@lacity.org>

1936 S Shenandoah st.  
Unit C  
Los Angeles CA 90034  
Sent from my iPhone

On Nov 20, 2023, at 1:54 PM, Kevin Fulton <kevin.fulton@lacity.org> wrote:

Hi Karrie,

We actually are required by the LA Municipal Code to mail a physical copy of the notice and/or determination to anyone on the interested parties list. Could you please send your physical mailing address?

Thanks,

Kevin

On Fri, Nov 17, 2023 at 11:07 AM Karrie Franchina <[karriefranchina@gmail.com](mailto:karriefranchina@gmail.com)> wrote:

Thank you, Mr. Fulton, for getting back to me so promptly.

Please add my email to attend the council meeting. My email is [karriefranchina@gmail.com](mailto:karriefranchina@gmail.com)

Sent from my iPhone

On Nov 16, 2023, at 12:55 PM, Kevin Fulton <[kevin.fulton@lacity.org](mailto:kevin.fulton@lacity.org)> wrote:

Hi Karrie,

Thank you for reaching out. I will add your comments to the case file. Please let me know if you would like to be added to the interested parties list to receive a courtesy notice before the eventual City Planning Commission hearing (the decision maker for this project) and the letter of determination. If yes, please send me your mailing address.

\*NOTE - If you attended the hearing last night and filled out a speaker card with your address, I already have that information and will add you to interested parties list.

Best,

Kevin



On Wed, Nov 15, 2023 at 9:24 PM Karrie Franchina <[karriefranchina@gmail.com](mailto:karriefranchina@gmail.com)> wrote:

Mr. Fulton,

I am writing to voice my concerns about the construction at 10756 Wilkins Ave. in Los Angeles, California. It is across the street from my church and my children's school. My children have been students at St Paul The Apostle Catholic community for the last seven years. My son and daughter currently attend the school. I have been a parishioner of this church for 15 years. Our community is very special and very appreciative of the neighborhood and support that we receive from the neighbors of our church and school. The construction proposed will be very disruptive to our community. First of all there is limited parking proposed for within the construction of your building. The street parking is already very strained in this neighborhood. Also there have been big accidents at this intersection. One that occurred about a year ago that totaled two vehicles. Also, the city of Los Angeles will not allow us to have crossing guards at this intersection and it makes it very dangerous and a probable liability to have additional traffic crossing this intersection. Many students cross at this intersection and it is definitely dangerous, including the students from St. Paul the Apostle School as well as Emerson Public school.

Overall, I would love to see development and growth within the neighborhood, but this multi unit building will be very challenging to build in this location.

Thank you so much for listening to my concerns.

Sincerely,

Karrie Franchina

Sent from my iPhone

--



**Kevin Fulton**

City Planning Associate

**Los Angeles City Planning**

200 N. Spring St., Room 721

Los Angeles, CA 90012

T: (213) 978-1210 |

[Planning4LA.org](http://Planning4LA.org)



Pronouns: He, His, Him

--



**Kevin Fulton**

City Planning Associate

**Los Angeles City Planning**

200 N. Spring St., Room 721

Los Angeles, CA 90012

T: (213) 978-1210 |

[Planning4LA.org](http://Planning4LA.org)



Pronouns: He, His, Him

**Subject:** Project case number: CPC-2023-5876-CU-DB-DRB-SPP-VHCA

**From:** Gregorio Casalenuovo <gregorioc3@gmail.com>

**Date:** 11/26/2023, 1:40 PM

**To:** kevin.fulton@lacity.org

Mr Fulton,

My family has been parishioners at Saint Paul the Apostle for over 30 years. Now I have a Kindergartener that attends the school. That's 3 generations that have contributed to the community surrounding the parish.

Over the years, the traffic has continued to get worse, due to people using the neighborhood streets as through streets to bypass traffic on the boulevards. It has made things unsafe for our children when going to school and the community in general.

We can't stop people from driving by, but we need to put restrictions on what is built around our community. That intersection at Wilkins and Ohio is a safety nightmare, and an apartment building there will only make things worse.

The city needs to put into considerations the livelihood of generations that attend church and send their kids to Saint Paul the Apostle, as opposed to a real estate developer that is just looking to make a quick buck. We do more for the city, the underprivileged and anyone in need that those that are building this ever will.

Thousands of families in future generations will be negatively impacted if you allow this project to break ground. for all the families that went to SPA in the past , all the current families and for those that will join us in the future.

We ask you to stop this project from moving forward and don't issue permits at any point in the future.

Sincerely,

Gregorio Casalenuovo & Family

**Subject:** PROPOSED APARTMENT COMPLEX ON WILKINS AVE  
**From:** Matt Lowe <matthew.james.lowe@gmail.com>  
**Date:** 11/27/2023, 9:24 PM  
**To:** kevin.fulton@lacity.org

Dear Kevin,

I am writing regarding the proposed 5-story apartment complex at 10756 Wilkins Ave (across from the main entrance to St Paul's Church; project case number CPC-2023-5876-CU-DB-DRB-SPP-VHCA).

Both myself and the St. Paul Apostle school community have serious concerns about the project's impact on child safety in the neighborhood, particularly in light of increased traffic in an area where many children regularly use crosswalks to get to school. It gets extremely busy with young children both in the morning at drop off and in the afternoon, for pick up, and I fear this project will unnecessarily put many children's safety at risk, and negatively impact a good school community. In addition, the project will greatly limit street parking for both school and church events.

I would kindly ask that these thoughts are considered seriously before moving forward with this proposed project in this particular location.

Yours respectfully,  
Dr Matthew J Lowe

**Subject:** 10756 Wilkins Ave  
**From:** "GODEK, GWENN" <gwenn.godek@lausd.net>  
**Date:** 11/28/2023, 3:15 PM  
**To:** "kevin.fulton@lacity.org" <kevin.fulton@lacity.org>  
**CC:** "Fernandez, Bryan" <cp-bryan.fernandez@lausd.net>

Hi Kevin~

I was just advised of the project at the subject address, which I believe is assigned to you. I work for LAUSD's Office of Environmental Health & Safety and this was put on my radar due to its proximity to Emerson Middle School. Would you please let me know where this is at in the entitlements process? Looks like it's something that has been designed to have streamlined approval. However, the District would still like the opportunity to engage with the City and developer on this project to ensure that potential impacts to Emerson MS are minimized.

Regards~  
Gwenn Godek  
CEQA Advisor | CP

LAUSD | OEHS  
333 S. Beaudry Ave, 21-225-04  
Los Angeles, CA 90017

(d) 213.241.4707  
(c) 310.936.4303  
<http://achieve.lausd.net/ceqa>



**Subject:** Re: 10756 Wilkins Ave  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 11/29/2023, 12:07 PM  
**To:** "GODEK, GWENN" <gwenn.godek@lausd.net>  
**CC:** "Fernandez, Bryan" <cp-bryan.fernandez@lausd.net>

Hello Gwenn,

The Hearing Officer hearing for this case (required for all projects where the City Planning Commission is the decision maker) took place on November 15th. The hearing was also a joint review by the Westwood Design Review Board (DRB), which requested that the applicant make design revisions and return for a second review on January 17, 2024. The applicant agreed to do this and forfeit their scheduled City Planning Commission hearing, which was supposed to take place on December 14, 2023. The City Planning Commission hearing has been rescheduled for Thursday February 8, 2024.

I can add you to our interested parties list to ensure you receive a courtesy notice before the February 8th CPC hearing as well as a copy of the letter of determination. Please send me a copy of your physical mailing address if you would like to be added to the list.

Best,

Kevin

On Tue, Nov 28, 2023 at 3:15 PM GODEK, GWENN <[gwenn.godek@lausd.net](mailto:gwenn.godek@lausd.net)> wrote:

Hi Kevin~

I was just advised of the project at the subject address, which I believe is assigned to you. I work for LAUSD's Office of Environmental Health & Safety and this was put on my radar due to its proximity to Emerson Middle School. Would you please let me know where this is at in the entitlements process? Looks like it's something that has been designed to have streamlined approval. However, the District would still like the opportunity to engage with the City and developer on this project to ensure that potential impacts to Emerson MS are minimized.

Regards~

Gwenn Godek

CEQA Advisor | CP

LAUSD | OEHS

333 S. Beaudry Ave, 21-225-04



Los Angeles, CA 90017

(d) 213.241.4707

(c) 310.936.4303

<http://achieve.lausd.net/ceqa>



--



**Kevin Fulton**

City Planning Associate

**Los Angeles City Planning**

200 N. Spring St., Room 721

Los Angeles, CA 90012

T: (213) 978-1210 |

[Planning4LA.org](http://Planning4LA.org)



Pronouns: He, His, Him

**Subject:** Re: Project case number: CPC-2023-5876-CU-DB-DRB-SPP-VHCA

**From:** Gregorio Casalenuovo <gregorioc3@gmail.com>

**Date:** 11/29/2023, 12:16 PM

**To:** Kevin Fulton <kevin.fulton@lacity.org>

Hello Kevin,

Thank you for taking the time to respond. Please add me to the mailing list.

Gregorio Casalenuovo  
426 N Harper Ave.  
Los Angeles, CA 90048

Thanks again!

Gregorio

On Wed, Nov 29, 2023 at 12:13 PM Kevin Fulton <[kevin.fulton@lacity.org](mailto:kevin.fulton@lacity.org)> wrote:

Hello Gregorio,

Thank you for reaching out - I will add your comments to the case file. Please let me know if you would like to be added to the interested parties list to receive a notice before the eventual City Planning Commission hearing (the decision maker for this project) as well as a copy of the letter of determination.

If so, please send me your physical mailing address.

Best,

Kevin

On Sun, Nov 26, 2023 at 1:40 PM Gregorio Casalenuovo <[gregorioc3@gmail.com](mailto:gregorioc3@gmail.com)> wrote:

Mr Fulton,

My family has been parishioners at Saint Paul the Apostle for over 30 years. Now I have a Kindergartener that attends the school. That's 3 generations that have contributed to the community surrounding the parish.

Over the years, the traffic has continued to get worse, due to people using the neighborhood streets as through streets to bypass traffic on the boulevards. It has made things unsafe for our children when going to school and the community in general.

We can't stop people from driving by, but we need to put restrictions on what is built around our community. That intersection at Wilkins and Ohio is a safety nightmare, and an apartment building there will only make things worse.

The city needs to put into considerations the livelihood of generations that attend church and

send their kids to Saint Paul the Apostle, as opposed to a real estate developer that is just looking to make a quick buck. We do more for the city, the underprivileged and anyone in need that those that are building this ever will.

Thousands of families in future generations will be negatively impacted if you allow this project to break ground. for all the families that went to SPA in the past , all the current families and for those that will join us in the future.

We ask you to stop this project from moving forward and don't issue permits at any point in the future.

Sincerely,

Gregorio Casalenuovo & Family

--



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 721  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
[Planning4LA.org](http://Planning4LA.org)



Pronouns: He, His, Him

**Subject:** Re: Project case number: CPC-2023-5876-CU-DB-DRB-SPP-VHCA

**From:** Kevin Fulton <kevin.fulton@lacity.org>

**Date:** 11/29/2023, 12:13 PM

**To:** Gregorio Casalenuovo <gregorioc3@gmail.com>

Hello Gregorio,

Thank you for reaching out - I will add your comments to the case file. Please let me know if you would like to be added to the interested parties list to receive a notice before the eventual City Planning Commission hearing (the decision maker for this project) as well as a copy of the letter of determination.

If so, please send me your physical mailing address.

Best,

Kevin

On Sun, Nov 26, 2023 at 1:40 PM Gregorio Casalenuovo <[gregorioc3@gmail.com](mailto:gregorioc3@gmail.com)> wrote:

Mr Fulton,

My family has been parishioners at Saint Paul the Apostle for over 30 years. Now I have a Kindergartener that attends the school. That's 3 generations that have contributed to the community surrounding the parish.

Over the years, the traffic has continued to get worse, due to people using the neighborhood streets as through streets to bypass traffic on the boulevards. It has made things unsafe for our children when going to school and the community in general.

We can't stop people from driving by, but we need to put restrictions on what is built around our community. That intersection at Wilkins and Ohio is a safety nightmare, and an apartment building there will only make things worse.

The city needs to put into considerations the livelihood of generations that attend church and send their kids to Saint Paul the Apostle, as opposed to a real estate developer that is just looking to make a quick buck. We do more for the city, the underprivileged and anyone in need that those that are building this ever will.

Thousands of families in future generations will be negatively impacted if you allow this project to break ground. for all the families that went to SPA in the past , all the current families and for those that will join us in the future.

We ask you to stop this project from moving forward and don't issue permits at any point in the future.

Sincerely,

Gregorio Casalenuovo & Family

--



**Kevin Fulton**

City Planning Associate

**Los Angeles City Planning**

200 N. Spring St., Room 721

Los Angeles, CA 90012

T: (213) 978-1210 |

[Planning4LA.org](http://Planning4LA.org)



Pronouns: He, His, Him

**Subject:** Re: PROPOSED APARTMENT COMPLEX ON WILKINS AVE  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 11/29/2023, 12:10 PM  
**To:** Matt Lowe <matthew.james.lowe@gmail.com>

Hi Dr. Lowe,

Thank you for reaching out - I will add your comments to the case file. Please let me know if you would like to be added to the interested parties list to receive a notice before the eventual City Planning Commission hearing (the decision maker for this project) as well as a copy of the letter of determination.

If so, please send me your physical mailing address.

Best,

Kevin

On Mon, Nov 27, 2023 at 9:25 PM Matt Lowe <[matthew.james.lowe@gmail.com](mailto:matthew.james.lowe@gmail.com)> wrote:

Dear Kevin,

I am writing regarding the proposed 5-story apartment complex at 10756 Wilkins Ave (across from the main entrance to St Paul's Church; project case number CPC-2023-5876-CU-DB-DRB-SPP-VHCA).

Both myself and the St. Paul Apostle school community have serious concerns about the project's impact on child safety in the neighborhood, particularly in light of increased traffic in an area where many children regularly use crosswalks to get to school. It gets extremely busy with young children both in the morning at drop off and in the afternoon, for pick up, and I fear this project will unnecessarily put many children's safety at risk, and negatively impact a good school community. In addition, the project will greatly limit street parking for both school and church events.

I would kindly ask that these thoughts are considered seriously before moving forward with this proposed project in this particular location.

Yours respectfully,  
Dr Matthew J Lowe

--



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 721



Los Angeles, CA 90012

T: (213) 978-1210 |

Planning4LA.org



Pronouns: He, His, Him

**Subject:** 10756 Wilkins Ave  
**From:** MHH <mhhambri@ol.com>  
**Date:** 12/5/2023, 3:16 PM  
**To:** kevin.fulton@lacity.org

The proposed multi family housing planned on a non-conforming, confusing intersection across from school and churches causes me serious concern. In my many, many years visiting this church and school. I have seen dangerous driving and children almost injured. Adding more cars to this cramped corner lot will undoubtedly create safety problems. There is not enough road space as it is for the cars driven to and from the existing homes, schools and churches in this area.

Thank you for your attention,

Mary Hambric

**Subject:** Re: [EXTERNAL] Re: Opposition to 10756 Wilkins Ave  
**From:** "Olah, Kelley" <Kelley.Olah@btlaw.com>  
**Date:** 12/5/2023, 6:51 PM  
**To:** Kevin Fulton <kevin.fulton@lacity.org>

Thanks, Kevin.

On Dec 5, 2023, at 6:23 PM, Kevin Fulton <kevin.fulton@lacity.org> wrote:

**Caution: This email originated from outside the Firm.**

---

Hi Kelley,

Following up to confirm that I've added you to the interested parties list.

Best,

Kevin

On Thu, Nov 16, 2023 at 4:54 PM Olah, Kelley <[Kelley.Olah@btlaw.com](mailto:Kelley.Olah@btlaw.com)> wrote:

Kelley Olah

2029 Century Park East, St. 3

LA, CA 90067

Thanks.

**From:** Kevin Fulton <[kevin.fulton@lacity.org](mailto:kevin.fulton@lacity.org)>  
**Sent:** Thursday, November 16, 2023 4:50 PM  
**To:** Olah, Kelley <[Kelley.Olah@btlaw.com](mailto:Kelley.Olah@btlaw.com)>  
**Subject:** Re: [EXTERNAL] Re: Opposition to 10756 Wilkins Ave

**Caution: This email originated from outside the Firm.**

---

Got it - can you please send me your mailing address?

On Thu, Nov 16, 2023 at 4:47 PM Olah, Kelley <[Kelley.Olah@btlaw.com](mailto:Kelley.Olah@btlaw.com)> wrote:

Yes, please.

**From:** Kevin Fulton <[kevin.fulton@lacity.org](mailto:kevin.fulton@lacity.org)>  
**Sent:** Thursday, November 16, 2023 4:46 PM  
**To:** Olah, Kelley <[Kelley.Olah@btlaw.com](mailto:Kelley.Olah@btlaw.com)>  
**Subject:** [EXTERNAL] Re: Opposition to 10756 Wilkins Ave

**Caution: This email originated from outside the Firm.**

---

Hi Kelley,

Thank you for reaching out, I will add your comments to the case file.

Please let me know if you would like to be added to the interested parties list to receive a copy of the eventual letter of determination.

Best,

Kevin

On Wed, Nov 15, 2023 at 10:14 AM Olah, Kelley <[Kelley.Olah@btlaw.com](mailto:Kelley.Olah@btlaw.com)> wrote:

Dear Mr. Fulton,

I write to voice opposition to the proposed apartment complex at 10756 Wilkins Ave.

I have two small children that attend St. Paul the Apostle.

I personally have witnessed already many near accidents at exactly the location the proposed complex's traffic will spill out onto. A simple look at google maps shows the complexity of the intersection at Wilkins and Ohio.

This project, if allowed to move forward, is certain to create an even more hazardous condition for the children and community. That area cannot handle any more congestion.

Please do not permit this project to move forward.

Thank you for your attention to this matter.

Kelley Olah  
310-975-9837

**CONFIDENTIALITY NOTICE:** This email and any attachments are for the exclusive and confidential use of the intended recipient. If you are not the intended recipient, please do not read, distribute or take action in reliance upon this message. If you have received this in error, please notify us immediately by return email and promptly delete this message and its attachments from your computer system. We do not waive attorney-client or work product privilege by the transmission of this message.

--

[<image001.jpg>](#) **Kevin Fulton**

City Planning Associate

**Los Angeles City Planning**  
200 N. Spring St., Room 721

Los Angeles, CA 90012

T: (213) 978-1210 | [Planning4LA.org](http://Planning4LA.org)

[<image002.jpg>](#)

[<image002.jpg>](#)

[<image003.jpg>](#)

[<image004.jpg>](#)

[<image002.jpg>](#)

[<image005.jpg>](#)

Pronouns: He, His, Him

**CONFIDENTIALITY NOTICE:** This email and any attachments are for the exclusive and confidential use of the intended recipient. If you are not the intended recipient, please do not read, distribute or take action in reliance upon this message. If you have received this in error, please notify us immediately by return email and promptly delete this message and its attachments from your computer system. We do not waive attorney-client or work product privilege by the transmission of this message.

--

[<image006.jpg>](#) **Kevin Fulton**

City Planning Associate

**Los Angeles City Planning**  
200 N. Spring St., Room 721

Los Angeles, CA 90012

T: (213) 978-1210 | [Planning4LA.org](http://Planning4LA.org)

[<image002.jpg>](#)

[<image002.jpg>](#)

[<image003.jpg>](#)

[<image004.jpg>](#)

[<image002.jpg>](#)

[<image005.jpg>](#)

Pronouns: He, His, Him

**CONFIDENTIALITY NOTICE:** This email and any attachments are for the exclusive and confidential use of the intended recipient. If you are not the intended recipient, please do not read, distribute or take action in reliance upon this message. If you have received this in error, please notify us immediately by return email and promptly delete this message and its attachments from your computer system. We do not waive attorney-client or work product privilege by the transmission of this message.

--



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 721  
Los Angeles, CA 90012  
T: (213) 978-1210 |

[Planning4LA.org](http://Planning4LA.org)







Pronouns: He, His, Him

**CONFIDENTIALITY NOTICE:** This email and any attachments are for the exclusive and confidential use of the intended recipient. If you are not the intended recipient, please do not read, distribute or take action in reliance upon this message. If you have received this in error, please notify us immediately by return email and promptly delete this message and its attachments from your computer system. We do not waive attorney-client or work product privilege by the transmission of this message.

— Attachments: —

---

image001.jpg	0 bytes
image002.jpg	0 bytes
image003.jpg	0 bytes
image004.jpg	0 bytes
image005.jpg	0 bytes
image006.jpg	0 bytes

**Subject:** Re: [EXTERNAL] Re: Opposition to 10756 Wilkins Ave  
**From:** Kevin Fulton <[kevin.fulton@lacity.org](mailto:kevin.fulton@lacity.org)>  
**Date:** 12/5/2023, 6:22 PM  
**To:** "Olah, Kelley" <[Kelley.Olah@btlaw.com](mailto:Kelley.Olah@btlaw.com)>

Hi Kelley,

Following up to confirm that I've added you to the interested parties list.

Best,

Kevin

On Thu, Nov 16, 2023 at 4:54 PM Olah, Kelley <[Kelley.Olah@btlaw.com](mailto:Kelley.Olah@btlaw.com)> wrote:

Kelley Olah

2029 Century Park East, St. 3

LA, CA 90067

Thanks.

**From:** Kevin Fulton <[kevin.fulton@lacity.org](mailto:kevin.fulton@lacity.org)>  
**Sent:** Thursday, November 16, 2023 4:50 PM  
**To:** Olah, Kelley <[Kelley.Olah@btlaw.com](mailto:Kelley.Olah@btlaw.com)>  
**Subject:** Re: [EXTERNAL] Re: Opposition to 10756 Wilkins Ave

**Caution: This email originated from outside the Firm.**

---

Got it - can you please send me your mailing address?

On Thu, Nov 16, 2023 at 4:47 PM Olah, Kelley <[Kelley.Olah@btlaw.com](mailto:Kelley.Olah@btlaw.com)> wrote:

Yes, please.

**From:** Kevin Fulton <[kevin.fulton@lacity.org](mailto:kevin.fulton@lacity.org)>  
**Sent:** Thursday, November 16, 2023 4:46 PM  
**To:** Olah, Kelley <[Kelley.Olah@btlaw.com](mailto:Kelley.Olah@btlaw.com)>  
**Subject:** [EXTERNAL] Re: Opposition to 10756 Wilkins Ave

**Caution: This email originated from outside the Firm.**

---

Hi Kelley,

Thank you for reaching out, I will add your comments to the case file.

Please let me know if you would like to be added to the interested parties list to receive a copy of the eventual letter of determination.

Best,

Kevin

On Wed, Nov 15, 2023 at 10:14 AM Olah, Kelley <[Kelley.Olah@btlaw.com](mailto:Kelley.Olah@btlaw.com)> wrote:

Dear Mr. Fulton,

I write to voice opposition to the proposed apartment complex at 10756 Wilkins Ave.

I have two small children that attend St. Paul the Apostle.

I personally have witnessed already many near accidents at exactly the location the proposed complex's traffic will spill out onto. A simple look at google maps shows the complexity of the intersection at Wilkins and Ohio.

This project, if allowed to move forward, is certain to create an even more hazardous condition for the children and community. That area cannot handle any more congestion.

Please do not permit this project to move forward.

Thank you for your attention to this matter.

Kelley Olah  
310-975-9837

**CONFIDENTIALITY NOTICE:** This email and any attachments are for the exclusive and confidential use of the intended recipient. If you are not the intended recipient, please do not read, distribute or take action in reliance upon this message. If you have received this in error, please notify us immediately by return email and promptly delete this

message and its attachments from your computer system. We do not waive attorney-client or work product privilege by the transmission of this message.

--

**Kevin Fulton**

City Planning Associate

**Los Angeles City Planning**

200 N. Spring St., Room 721

Los Angeles, CA 90012

T: (213) 978-1210 | [Planning4LA.org](http://Planning4LA.org)

Pronouns: He, His, Him

**CONFIDENTIALITY NOTICE:** This email and any attachments are for the exclusive and confidential use of the intended recipient. If you are not the intended recipient, please do not read, distribute or take action in reliance upon this message. If you have received this in error, please notify us immediately by return email and promptly delete this message and its attachments from your computer system. We do not waive attorney-client or work product privilege by the transmission of this message.

--

**Kevin Fulton**

City Planning Associate

**Los Angeles City Planning**

200 N. Spring St., Room 721

Los Angeles, CA 90012

T: (213) 978-1210 | [Planning4LA.org](http://Planning4LA.org)

Pronouns: He, His, Him

**CONFIDENTIALITY NOTICE:** This email and any attachments are for the exclusive and confidential use of the intended recipient. If you are not the intended recipient, please do not read, distribute or take action in reliance upon this message. If you have received this in error, please notify us immediately by return email and promptly delete this message and its attachments from your computer system. We do not waive attorney-client or work product privilege by the transmission of this message.

--



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 721  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
[Planning4LA.org](http://Planning4LA.org)



Pronouns: He, His, Him

**Subject:** Re: 10756 W. Wilkins Ave, 90024.  
**From:** Kim Masters <kim.masters@gmail.com>  
**Date:** 12/5/2023, 6:36 PM  
**To:** Kevin Fulton <kevin.fulton@lacity.org>

Thanks.

On Tue, Dec 5, 2023 at 6:25 PM Kevin Fulton <[kevin.fulton@lacity.org](mailto:kevin.fulton@lacity.org)> wrote:

Hi Kim,

Following up to confirm that I've added you to the interested parties list.

Best,

Kevin

On Tue, Nov 14, 2023 at 11:06 AM Kim Masters <[kim.masters@gmail.com](mailto:kim.masters@gmail.com)> wrote:

Yes, please.

On Nov 14, 2023, at 10:45 AM, Kevin Fulton <[kevin.fulton@lacity.org](mailto:kevin.fulton@lacity.org)> wrote:

Hi Kim,

Thank you for reaching out. I will add your comments to the case file.

Please let me know if you would like to be added to the interested parties list to receive a mailed copy of the eventual determination letter.

Best,

Kevin

On Mon, Nov 13, 2023 at 6:34 PM Kim Masters <[kim.masters@gmail.com](mailto:kim.masters@gmail.com)> wrote:

Dear Sir:

I am not able to attend the hearing on Wednesday, Nov. 14 but as a resident who lives near this proposed project, I have objections. Aside from the extraordinarily ugly design, this project would appear to increase risk at an intersection heavily traveled by schoolchildren at Saint Pauls and Emerson.

As it is, this intersection has cars coming from multiple directions and can be dangerous to cross, especially on winter evenings when it is dark by 5 PM.

The lack of adequate parking in the building also means more congestion, as residents will be circling, looking for spaces on the street. And the fact that the building is bigger than normally allowed means a greater number of residents will be driving around, trying to park their cars.

At minimum, the building should be smaller with more parking for the residents.

Sincerely,  
Kim Masters  
10736 Rochester Ave.  
310 425-8405

--



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 721  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
Planning4LA.org



Pronouns: He, His, Him

--



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 721  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
Planning4LA.org



Pronouns: He, His, Him

--

Kim Masters  
Editor at Large, Hollywood Reporter  
Host, KCRW's The Business  
(310) 415 8405 - cell  
@kimmasters



**Subject:** Re: 10756 W. Wilkins Ave, 90024.  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 12/5/2023, 6:25 PM  
**To:** Kim Masters <kim.masters@gmail.com>

Hi Kim,

Following up to confirm that I've added you to the interested parties list.

Best,

Kevin

On Tue, Nov 14, 2023 at 11:06 AM Kim Masters <[kim.masters@gmail.com](mailto:kim.masters@gmail.com)> wrote:  
Yes, please.

On Nov 14, 2023, at 10:45 AM, Kevin Fulton <[kevin.fulton@lacity.org](mailto:kevin.fulton@lacity.org)> wrote:

Hi Kim,

Thank you for reaching out. I will add your comments to the case file.

Please let me know if you would like to be added to the interested parties list to receive a mailed copy of the eventual determination letter.

Best,

Kevin

On Mon, Nov 13, 2023 at 6:34 PM Kim Masters <[kim.masters@gmail.com](mailto:kim.masters@gmail.com)> wrote:

Dear Sir:

I am not able to attend the hearing on Wednesday, Nov. 14 but as a resident who lives near this proposed project, I have objections. Aside from the extraordinarily ugly design, this project would appear to increase risk at an intersection heavily traveled by schoolchildren at Saint Pauls and Emerson.

As it is, this intersection has cars coming from multiple directions and can be dangerous to cross, especially on winter evenings when it is dark by 5 PM.

The lack of adequate parking in the building also means more congestion, as residents will be circling, looking for spaces on the street. And the fact that the building is bigger than normally allowed means a greater number of residents will be driving around, trying to park their cars. At minimum, the building should be smaller with more parking for the residents.

Sincerely,  
Kim Masters  
10736 Rochester Ave.

310 425-8405

--



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 721  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
[Planning4LA.org](http://Planning4LA.org)



Pronouns: He, His, Him

--



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 721  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
[Planning4LA.org](http://Planning4LA.org)



Pronouns: He, His, Him

**Subject:** Re: 10756 Wilkins Ave  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 12/5/2023, 6:35 PM  
**To:** MHH <mhhambric@aol.com>

Hello Mary,

Thank you for reaching out - I will add your comments to the case file. Please send me your physical mailing address if you would like to be added to the interested parties list to receive a copy of the eventual letter of determination as well as a courtesy notice before the City Planning Commission hearing.

Best,

Kevin

On Tue, Dec 5, 2023 at 3:17 PM MHH <[mhhambric@aol.com](mailto:mhhambric@aol.com)> wrote:

The proposed multi family housing planned on a non-conforming, confusing intersection across from school and churches causes me serious concern. In my many, many years visiting this church and school. I have seen dangerous driving and children almost injured. Adding more cars to this cramped corner lot will undoubtedly create safety problems. There is not enough road space as it is for the cars driven to and from the existing homes, schools and churches in this area.

Thank you for your attention,

Mary Hambric

--



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 721  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
[Planning4LA.org](http://Planning4LA.org)



Pronouns: He, His, Him

**Subject:** Re: 10756 Wilkins Ave  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 12/5/2023, 6:32 PM  
**To:** Karrie Franchina <karriefranchina@gmail.com>

Hi Karrie,

Following up to confirm that you've been added to the interested parties list.

Best,

Kevin

On Wed, Nov 22, 2023 at 12:30 AM Karrie Franchina <[karriefranchina@gmail.com](mailto:karriefranchina@gmail.com)> wrote:

1936 S Shenandoah st.  
Unit C  
Los Angeles CA 90034  
Sent from my iPhone

On Nov 20, 2023, at 1:54 PM, Kevin Fulton <[kevin.fulton@lacity.org](mailto:kevin.fulton@lacity.org)> wrote:

Hi Karrie,

We actually are required by the LA Municipal Code to mail a physical copy of the notice and/or determination to anyone on the interested parties list. Could you please send your physical mailing address?

Thanks,

Kevin

On Fri, Nov 17, 2023 at 11:07 AM Karrie Franchina <[karriefranchina@gmail.com](mailto:karriefranchina@gmail.com)> wrote:

Thank you, Mr. Fulton, for getting back to me so promptly.  
Please add my email to attend the council meeting. My email is [karriefranchina@gmail.com](mailto:karriefranchina@gmail.com)  
Sent from my iPhone

On Nov 16, 2023, at 12:55 PM, Kevin Fulton <[kevin.fulton@lacity.org](mailto:kevin.fulton@lacity.org)> wrote:

Hi Karrie,

Thank you for reaching out. I will add your comments to the case file. Please let me know if you would like to be added to the interested parties list to receive a courtesy notice before the eventual City Planning Commission hearing (the decision maker for this project) and the

letter of determination. If yes, please send me your mailing address.

\*NOTE - If you attended the hearing last night and filled out a speaker card with your address, I already have that information and will add you to interested parties list.

Best,

Kevin

On Wed, Nov 15, 2023 at 9:24 PM Karrie Franchina <[karriefranchina@gmail.com](mailto:karriefranchina@gmail.com)> wrote:

Mr. Fulton,

I am writing to voice my concerns about the construction at 10756 Wilkins Ave. in Los Angeles, California. It is across the street from my church and my children's school. My children have been students at St Paul The Apostle Catholic community for the last seven years. My son and daughter currently attend the school. I have been a parishioner of this church for 15 years. Our community is very special and very appreciative of the neighborhood and support that we receive from the neighbors of our church and school. The construction proposed will be very disruptive to our community. First of all there is limited parking proposed for within the construction of your building. The street parking is already very strained in this neighborhood. Also there have been big accidents at this intersection. One that occurred about a year ago that totaled two vehicles. Also, the city of Los Angeles will not allow us to have crossing guards at this intersection and it makes it very dangerous and a probable liability to have additional traffic crossing this intersection. Many students cross at this intersection and it is definitely dangerous, including the students from St. Paul the Apostle School as well as Emerson Public school. Overall, I would love to see development and growth within the neighborhood, but this multi unit building will be very challenging to build in this location. Thank you so much for listening to my concerns.

Sincerely,

Karrie Franchina

Sent from my iPhone

--



**Kevin Fulton**

City Planning Associate

**Los Angeles City Planning**

200 N. Spring St., Room 721

Los Angeles, CA 90012

T: (213) 978-1210 |

[Planning4LA.org](http://Planning4LA.org)



Pronouns: He, His, Him

--



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 721  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
[Planning4LA.org](http://Planning4LA.org)



Pronouns: He, His, Him

--



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 721  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
[Planning4LA.org](http://Planning4LA.org)



Pronouns: He, His, Him

**Subject:** Re: Feedback and concern re proposed building on Wilkins/Ohio  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 12/5/2023, 6:27 PM  
**To:** Kimberly Bertz <kbertz@hotmail.com>  
**CC:** "Dylan.Sittig@lacity.org" <Dylan.Sittig@lacity.org>, "Yaroslavsky@lacity.org" <Yaroslavsky@lacity.org>, Andy Brown <andyrbrown47@gmail.com>

Hi Kimberly,

Sorry for the delayed response. Regarding the interested parties list, can you please send me your physical mailing address?

Best,

Kevin

On Sat, Nov 18, 2023 at 12:06 AM Kimberly Bertz <[kbertz@hotmail.com](mailto:kbertz@hotmail.com)> wrote:

Thanks, Kevin - we appreciate your follow up. Please add Andy Brown and me to your list of interested parties as we'd like to stay involved and apprised of this project.

Best,  
Kimberly

On Nov 16, 2023, at 7:44 PM, Kevin Fulton <[kevin.fulton@lacity.org](mailto:kevin.fulton@lacity.org)> wrote:

Hi Kimberly & Andy,

Thank you for reaching out - I will add your comments to the case file. Please let me know if you would like to be added to the interested parties list to receive a copy of the eventual letter of determination.

Best,

Kevin

On Tue, Nov 14, 2023 at 11:29 PM Kimberly Bertz Brown <[kbertz@hotmail.com](mailto:kbertz@hotmail.com)> wrote:

Reference: Project case number: CPC-2023-5876-CU-DB-DRB-SPP-VHCA

To our Los Angeles representatives -

As a resident of West Los Angeles and a parent of children at St. Paul the Apostle school, I am writing to express my concerns regarding a proposed 5-story apartment complex at 10756 Wilkins Ave @ Ohio Ave (across from the main entrance to St. Paul the Apostle Church). This is already a challenging intersection from a driver and pedestrian safety perspective due to the number of directions cars can pass. Our community has serious concerns about the project's impact on safety, particularly in light of increased traffic in an area where children use crosswalks to get to school. The



project would also limit street parking for school and church events.

Thank you for your consideration and putting safety first.

Best regards,  
Kimberly Bertz  
310.435.7754

--



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 721  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
Planning4LA.org



Pronouns: He, His, Him

--



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 721  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
Planning4LA.org



Pronouns: He, His, Him

**Subject:** Re: Project case number: CPC-2023-5876-CU-DB-DRB-SPP-VHCA

**From:** Kevin Fulton <kevin.fulton@lacity.org>

**Date:** 12/5/2023, 6:34 PM

**To:** Gregorio Casalenuovo <gregorioc3@gmail.com>

No problem - following up to confirm that you've been added to the interested parties list.

Best,

Kevin

On Wed, Nov 29, 2023 at 12:16 PM Gregorio Casalenuovo <[gregorioc3@gmail.com](mailto:gregorioc3@gmail.com)> wrote:

Hello Kevin,

Thank you for taking the time to respond. Please add me to the mailing list.

Gregorio Casalenuovo

426 N Harper Ave.

Los Angeles, CA 90048

Thanks again!

Gregorio

On Wed, Nov 29, 2023 at 12:13 PM Kevin Fulton <[kevin.fulton@lacity.org](mailto:kevin.fulton@lacity.org)> wrote:

Hello Gregorio,

Thank you for reaching out - I will add your comments to the case file. Please let me know if you would like to be added to the interested parties list to receive a notice before the eventual City Planning Commission hearing (the decision maker for this project) as well as a copy of the letter of determination.

If so, please send me your physical mailing address.

Best,

Kevin

On Sun, Nov 26, 2023 at 1:40 PM Gregorio Casalenuovo <[gregorioc3@gmail.com](mailto:gregorioc3@gmail.com)> wrote:

Mr Fulton,

My family has been parishioners at Saint Paul the Apostle for over 30 years. Now I have a Kindergartener that attends the school. That's 3 generations that have contributed to the community surrounding the parish.

Over the years, the traffic has continued to get worse, due to people using the neighborhood streets as through streets to bypass traffic on the boulevards. It has made things unsafe for our

children when going to school and the community in general.

We can't stop people from driving by, but we need to put restrictions on what is built around our community. That intersection at Wilkins and Ohio is a safety nightmare, and an apartment building there will only make things worse.

The city needs to put into considerations the livelihood of generations that attend church and send their kids to Saint Paul the Apostle, as opposed to a real estate developer that is just looking to make a quick buck. We do more for the city, the underprivileged and anyone in need that those that are building this ever will.

Thousands of families in future generations will be negatively impacted if you allow this project to break ground. for all the families that went to SPA in the past , all the current families and for those that will join us in the future.

We ask you to stop this project from moving forward and don't issue permits at any point in the future.

Sincerely,

Gregorio Casalenuovo & Family

--



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 721  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
[Planning4LA.org](http://Planning4LA.org)



Pronouns: He, His, Him

--



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 721  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
[Planning4LA.org](http://Planning4LA.org)



Pronouns: He, His, Him

**Subject:** Re: Proposed Apartment Building on Wilkins Ave-Concerns

**From:** Kevin Fulton <kevin.fulton@lacity.org>

**Date:** 12/5/2023, 6:29 PM

**To:** Viola Chahin <violachahin@gmail.com>

Hi Viola,

Following up to confirm that I've added you to our interested parties list.

Best,

Kevin

On Tue, Nov 21, 2023 at 10:29 AM Viola Chahin <[violachahin@gmail.com](mailto:violachahin@gmail.com)> wrote:

Hi Kevin

Thank you for your response .

Yes , please include me in the list , here is my address :  
927 S Bundy drive , Los Angeles , CA 90049

Happy thanksgiving  
Viola

On Monday, November 20, 2023, Kevin Fulton <[kevin.fulton@lacity.org](mailto:kevin.fulton@lacity.org)> wrote:

Hello Viola,

Thank you for reaching out - I will add your comments to the case file.

Please send me your physical mailing address if you would like to be added to the interested parties list. You would receive a courtesy notice prior to the eventual City Planning Commission hearing as well as a copy of the letter of determination.

Best,

Kevin

On Fri, Nov 17, 2023 at 11:03 AM Viola Chahin <[violachahin@gmail.com](mailto:violachahin@gmail.com)> wrote:

Hi Kevin,

This is Viola, I am a parent to 2 kids at St Paul the Apostle School. and also this year Traffic and Safety Co-chair .

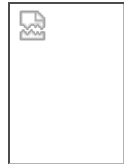
Our community has serious concerns regarding the proposed project - story apartment complex at 10756 Wilkins Ave, across from the main entrance to the Church and school. and about the impact this project will have on safety, particularly in light of increased traffic in an area where children use crosswalks to get to school. This is a very busy intersection ,especially during school and church events/holidays . I would like to bring this to your attention , since this is likely to further complicate the current situation of traffic /parking and safety with pedestrians and children crossing.

Also wanted to bring up that our school been on the wait-list for crossing guards .

Please let us know your thoughts regarding this matter.

thank you  
Viola

--



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
[200 N. Spring St., Room 721](#)  
[Los Angeles, CA 90012](#)  
T: (213) 978-1210 |  
[Planning4LA.org](#)



Pronouns: He, His, Him

--



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 721  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
[Planning4LA.org](#)



Pronouns: He, His, Him

**Subject:** Re: proposed project at 10756 West Wilkins Ave, Los Angeles 90024

**From:** Kevin Fulton <kevin.fulton@lacity.org>

**Date:** 12/5/2023, 6:30 PM

**To:** Regina <thomny98@gmail.com>

Hi Regina,

Hope you had a nice holiday as well. I'm following up to confirm that you've been added to the interested parties list.

Best,

Kevin

On Tue, Nov 21, 2023 at 11:57 AM Regina <[thomny98@gmail.com](mailto:thomny98@gmail.com)> wrote:

Hello Kevin -- my address is:

10721 Rochester Ave  
Los Angeles, CA 90024

Thanks for adding me to the "interested parties" list.

Wishing you a Happy Thanksgiving  
Regina Neuman

On Mon, Nov 20, 2023 at 1:58 PM Kevin Fulton <[kevin.fulton@lacity.org](mailto:kevin.fulton@lacity.org)> wrote:

Hello Regina,

Thank you for reaching out. I will add your comments to the case file.

Please send me your physical mailing address if you would like to be added to the interested parties list to receive a copy of the eventual determination letter.

Best,

Kevin

On Fri, Nov 17, 2023 at 10:18 AM Regina <[thomny98@gmail.com](mailto:thomny98@gmail.com)> wrote:

TO: Kevin Fulton, City Planning Associate  
Case no. ENV-2023-5877-CE  
re : 10756 Wilkins Ave

I am a long-term resident of Westwood and of my home on Rochester Ave. This project on Wilkins, at 10756 Wilkins, was brought to my attention by my neighbors who live closer to the property and are concerned about this development.

I agree with many neighbors that this project will create greater danger at this intersection

which is already dangerous because of the way the streets meet at Ohio Ave. The Wilkins property is on the corner where two streets, Wilkins and Selby, meet with Ohio Ave. There are cars on Selby driving south from Wilshire and UCLA, For many, Selby Ave serves as an alternate route for UCLA staff, students and faculty who want to avoid other Westwood intersections that are frequently gridlocked. Ohio Ave is also heavily traveled at some times of day as an east/west street that serves many as an alternate for Wilshire Blvd, giving access to the 405 Freeway to the west. Wilkins enters at an angle at the Selby/Ohio Ave intersection. This property on Wilkins is directly in the center of this heavily trafficked and confusing intersection.

The major danger we are concerned about involves the many children who cross Ohio Ave to get to school. St. Paul's church and elementary school is directly across the street from this Wilkins property, and Emerson Middle School is about a block away. These children will be facing an even more difficult and dangerous intersection if this building is constructed in this location. There will be 7 households on the corner instead of one. There also will be visitors to these households, deliveries to the households, and all of the activities that surround us as we live our lives, even quietly. There will be 5 more cars allowed in this building, as well as cars belonging to the visitors who frequent the households. Many of the cars will be looking for parking on our crowded streets which have restricted residential parking. It is evident that the building would create added congestion in an already difficult intersection in this neighborhood.

In addition, while this building is being created as part of a program that encourages individuals to use public transport, this address at 10756 Wilkins isn't that close to any public transport. Residents will be walking through the neighborhood several blocks west or north just to reach a bus stop.

I have noticed when researching the developments planned for the Westwood community, that there will be many large buildings developed on Westwood Blvd. It makes much more sense to build on Westwood Blvd, a commercial street with grocery stores, banks, cafes and various bus routes. There is no reason to disturb the tranquil area of our residential neighborhoods, even if the laws now will sometimes allow it, when there is still so much commercial area to be developed.

I hope this building project on Wilkins will be discouraged and eventually not allowed for the reasons given above. If the building does proceed, I request that the residents of this building be limited to the parking offered within their building. Since this building is only being allowed because it is part of a program to reduce automobile traffic, discouraging car ownership, it would be very unfair to allow these residents to qualify for our residential parking permits so they can own more cars than the 5 allowed to park in the building. Street parking is already very crowded, just with the current residents of the neighborhood. The building residents should be expected to walk to the bus stops or use services such as Uber.

I'm sorry I was not able to attend the meeting Wednesday evening. Thank you for accepting comments from the residents that are affected by this development.

Sincerely,  
Regina Neuman



--



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 721  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
[Planning4LA.org](http://Planning4LA.org)



Pronouns: He, His, Him

--



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 721  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
[Planning4LA.org](http://Planning4LA.org)



Pronouns: He, His, Him

**Subject:** Re: 10756 Wilkins Ave  
**From:** Karrie Franchina <karriefranchina@gmail.com>  
**Date:** 12/6/2023, 6:35 AM  
**To:** Kevin Fulton <kevin.fulton@lacity.org>

Thank you  
Sent from my iPhone

On Dec 5, 2023, at 6:32 PM, Kevin Fulton <kevin.fulton@lacity.org> wrote:

Hi Karrie,

Following up to confirm that you've been added to the interested parties list.

Best,

Kevin

On Wed, Nov 22, 2023 at 12:30 AM Karrie Franchina <[karriefranchina@gmail.com](mailto:karriefranchina@gmail.com)> wrote:

1936 S Shenandoah st.  
Unit C  
Los Angeles CA 90034  
Sent from my iPhone

On Nov 20, 2023, at 1:54 PM, Kevin Fulton <[kevin.fulton@lacity.org](mailto:kevin.fulton@lacity.org)> wrote:

Hi Karrie,

We actually are required by the LA Municipal Code to mail a physical copy of the notice and/or determination to anyone on the interested parties list. Could you please send your physical mailing address?

Thanks,

Kevin

On Fri, Nov 17, 2023 at 11:07 AM Karrie Franchina <[karriefranchina@gmail.com](mailto:karriefranchina@gmail.com)> wrote:

Thank you, Mr. Fulton, for getting back to me so promptly.  
Please add my email to attend the council meeting. My email is [Karriefranchina@gmail.com](mailto:Karriefranchina@gmail.com)  
Sent from my iPhone

On Nov 16, 2023, at 12:55 PM, Kevin Fulton <[kevin.fulton@lacity.org](mailto:kevin.fulton@lacity.org)> wrote:

Hi Karrie,

Thank you for reaching out. I will add your comments to the case file. Please let me know if you would like to be added to the interested parties list to receive a courtesy notice before the eventual City Planning Commission hearing (the decision maker for this project) and the letter of determination. If yes, please send me your mailing address.

\*NOTE - If you attended the hearing last night and filled out a speaker card with your address, I already have that information and will add you to interested parties list.

Best,

Kevin

On Wed, Nov 15, 2023 at 9:24 PM Karrie Franchina <[karriefranchina@gmail.com](mailto:karriefranchina@gmail.com)> wrote:

Mr. Fulton,

I am writing to voice my concerns about the construction at 10756 Wilkins Ave. in Los Angeles, California. It is across the street from my church and my children's school. My children have been students at St Paul The Apostle Catholic community for the last seven years. My son and daughter currently attend the school. I have been a parishioner of this church for 15 years. Our community is very special and very appreciative of the neighborhood and support that we receive from the neighbors of our church and school. The construction proposed will be very disruptive to our community. First of all there is limited parking proposed for within the construction of your building. The street parking is already very strained in this neighborhood. Also there have been big accidents at this intersection. One that occurred about a year ago that totaled two vehicles. Also, the city of Los Angeles will not allow us to have crossing guards at this intersection and it makes it very dangerous and a probable liability to have additional traffic crossing this intersection. Many students cross at this intersection and it is definitely dangerous, including the students from St. Paul the Apostle School as well as Emerson Public school.

Overall, I would love to see development and growth within the neighborhood, but this multi unit building will be very challenging to build in this location.

Thank you so much for listening to my concerns.

Sincerely,

Karrie Franchina

Sent from my iPhone

--



**Kevin Fulton**  
 City Planning Associate  
**Los Angeles City Planning**  
 200 N. Spring St., Room 721  
 Los Angeles, CA 90012  
 T: (213) 978-1210 |  
 Planning4LA.org



Pronouns: He, His, Him



**Kevin Fulton**  
 City Planning Associate  
**Los Angeles City Planning**  
 200 N. Spring St., Room 721  
 Los Angeles, CA 90012  
 T: (213) 978-1210 |  
 Planning4LA.org



Pronouns: He, His, Him



**Kevin Fulton**  
 City Planning Associate  
**Los Angeles City Planning**  
 200 N. Spring St., Room 721  
 Los Angeles, CA 90012  
 T: (213) 978-1210 |  
 Planning4LA.org



Pronouns: He, His, Him

**Subject:** Re: Proposed Apartment Building on Wilkins Ave-Concerns

**From:** Viola Chahin <violachahin@gmail.com>

**Date:** 12/6/2023, 1:21 PM

**To:** Kevin Fulton <kevin.fulton@lacity.org>

Thank you Kevin

Best

Viola

On Tuesday, December 5, 2023, Kevin Fulton <[kevin.fulton@lacity.org](mailto:kevin.fulton@lacity.org)> wrote:

Hi Viola,

Following up to confirm that I've added you to our interested parties list.

Best,

Kevin

On Tue, Nov 21, 2023 at 10:29 AM Viola Chahin <[violachahin@gmail.com](mailto:violachahin@gmail.com)> wrote:

Hi Kevin

Thank you for your response .

Yes , please include me in the list , here is my address :

[927 S Bundy drive , Los Angeles , CA 90049](#)

Happy thanksgiving

Viola

On Monday, November 20, 2023, Kevin Fulton <[kevin.fulton@lacity.org](mailto:kevin.fulton@lacity.org)> wrote:

Hello Viola,

Thank you for reaching out - I will add your comments to the case file.

Please send me your physical mailing address if you would like to be added to the interested parties list. You would receive a courtesy notice prior to the eventual City Planning Commission hearing as well as a copy of the letter of determination.

Best,

Kevin

On Fri, Nov 17, 2023 at 11:03 AM Viola Chahin <[violachahin@gmail.com](mailto:violachahin@gmail.com)> wrote:

Hi Kevin,

This is Viola, I am a parent to 2 kids at St Paul the Apostle School. and also this year Traffic and

Safety Co-chair .

Our community has serious concerns regarding the proposed project - story apartment complex at 10756 Wilkins Ave, across from the main entrance to the Church and school. and about the impact this project will have on safety, particularly in light of increased traffic in an area where children use crosswalks to get to school. This is a very busy intersection ,especially during school and church events/holidays . I would like to bring this to your attention , since this is likely to further complicate the current situation of traffic /parking and safety with pedestrians and children crossing.

Also wanted to bring up that our school been on the wait-list for crossing guards .

Please let us know your thoughts regarding this matter.

thank you  
Viola

--



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
[200 N. Spring St., Room 721](#)  
[Los Angeles, CA 90012](#)  
T: (213) 978-1210 |  
[Planning4LA.org](#)



Pronouns: He, His, Him

--



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
[200 N. Spring St., Room 721](#)  
[Los Angeles, CA 90012](#)  
T: (213) 978-1210 |  
[Planning4LA.org](#)



Pronouns: He, His, Him

**Subject:** Project case number: CPC-2023-5876-CU-DB-DRB-SPP-VHCA

**From:** Jessica Olson <jessica@wrenamber.com>

**Date:** 12/7/2023, 1:42 PM

**To:** kevin.fulton@lacity.org

Hello Mr. Fulton,

I am reaching out regarding the proposed new large 5-story apartment complex at 10756 Wilkins Ave (across from the main entrance of our church, St. Paul the Apostle. Myself, and our community have serious concerns about the project's impact on safety, particularly considering increased traffic in an area where our children use crosswalks to get to school. This will impact and increase traffic on an already very congested and extremely busy street Ohio Ave. The project will also limit street parking for school and church events. Our school and church has DK-8th grade students and hundred of families. I am also extremely worried about the safety, privacy and visibility of our children when on the playground, which will absolutely be visible from the higher apartment units.

This neighborhood, specifically the location directly across from our church and school is not the place to build larger apartment units. These type of building should be locations on the larger streets that already have those types of buildings: Westwood Blvd, Wilshire Blvd, Santa Monica etc.

Thank you for your understanding and for taking deep consideration into whether this proposed complex is in an appropriate area.

Blessings,





**Subject:** Re: Feedback and concern re proposed building on Wilkins/Ohio  
**From:** Kimberly Bertz Brown <[kbertz@hotmail.com](mailto:kbertz@hotmail.com)>  
**Date:** 12/7/2023, 11:11 PM  
**To:** Kevin Fulton <[kevin.fulton@lacity.org](mailto:kevin.fulton@lacity.org)>  
**CC:** "Dylan.Sittig@lacity.org" <[Dylan.Sittig@lacity.org](mailto:Dylan.Sittig@lacity.org)>, "Yaroslavsky@lacity.org" <[Yaroslavsky@lacity.org](mailto:Yaroslavsky@lacity.org)>, Andy Brown <[andyrbrown47@gmail.com](mailto:andyrbrown47@gmail.com)>

Hi Kevin - sure thing. Andy & I are at:

Bertz/Brown  
344 Dalkeith Ave  
Los Angeles, CA 90049

Thanks - and happy holidays,  
Kimberly

On Dec 5, 2023, at 6:27 PM, Kevin Fulton <[kevin.fulton@lacity.org](mailto:kevin.fulton@lacity.org)> wrote:

Hi Kimberly,

Sorry for the delayed response. Regarding the interested parties list, can you please send me your physical mailing address?

Best,

Kevin

On Sat, Nov 18, 2023 at 12:06 AM Kimberly Bertz <[kbertz@hotmail.com](mailto:kbertz@hotmail.com)> wrote:

Thanks, Kevin - we appreciate your follow up. Please add Andy Brown and me to your list of interested parties as we'd like to stay involved and apprised of this project.

Best,  
Kimberly

On Nov 16, 2023, at 7:44 PM, Kevin Fulton <[kevin.fulton@lacity.org](mailto:kevin.fulton@lacity.org)> wrote:

Hi Kimberly & Andy,

Thank you for reaching out - I will add your comments to the case file. Please let me know if you would like to be added to the interested parties list to receive a copy of the eventual letter of determination.

Best,

Kevin

On Tue, Nov 14, 2023 at 11:29 PM Kimberly Bertz Brown <[kbertz@hotmail.com](mailto:kbertz@hotmail.com)> wrote:

Reference: Project case number: CPC-2023-5876-CU-DB-DRB-SPP-VHCA

To our Los Angeles representatives -

As a resident of West Los Angeles and a parent of children at St. Paul the Apostle school, I am writing to express my concerns regarding a proposed 5-story apartment complex at 10756 Wilkins Ave @ Ohio Ave (across from the main entrance to St. Paul the Apostle Church). This is already a challenging intersection from a driver and pedestrian safety perspective due to the number of directions cars can pass. Our community has serious concerns about the project's impact on safety, particularly in light of increased traffic in an area where children use crosswalks to get to school. The project would also limit street parking for school and church events.

Thank you for your consideration and putting safety first.

Best regards,  
Kimberly Bertz  
310.435.7754

--



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 721  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
Planning4LA.org



Pronouns: He, His, Him



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 721

Los Angeles, CA 90012

T: (213) 978-1210 |

[Planning4LA.org](http://Planning4LA.org)



Pronouns: He, His, Him

**Subject:** Re: Project case number: CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Jessica Olson <jessica@wrenamber.com>  
**Date:** 12/8/2023, 8:55 PM  
**To:** Kevin Fulton <kevin.fulton@lacity.org>

Yes please. Thank you very much.

1205 S. La Jolla Ave.  
Los Angeles, CA 90035



On Dec 8, 2023, at 12:41 PM, Kevin Fulton <[kevin.fulton@lacity.org](mailto:kevin.fulton@lacity.org)> wrote:

Hi Jessica,

Thank you for reaching out - I will add your comments to the case file. Please let me know if you would like to be added to the interested parties list to receive a copy of the eventual letter of determination.

If so, please send me your mailing address.

Best,

Kevin

On Thu, Dec 7, 2023 at 1:42 PM Jessica Olson <[jessica@wrenamber.com](mailto:jessica@wrenamber.com)> wrote:

Hello Mr. Fulton,

I am reaching out regarding the proposed new large 5-story apartment complex at 10756 Wilkins Ave (across from the main entrance of our church, St. Paul the Apostle. Myself, and our community have serious concerns about the project's impact on safety, particularly considering increased traffic in an area where our children use crosswalks to get to school. This will impact and increase traffic on an already very congested and extremely busy street Ohio Ave. The project will also limit street parking for school and church events. Our school and church has DK-8th grade students and hundred of families. I am also extremely worried about the safety, privacy and visibility of our children when on the playground, which will absolutely be visible from the higher apartment units.

This neighborhood, specifically the location directly across from our church and school is not the place to build larger apartment units. These type of building should be locations on the larger streets that already have those types of buildings: Westwood Blvd, Wilshire Blvd, Santa Monica etc.

Thank you for your understanding and for taking deep consideration into whether this proposed complex is in an appropriate area.

Blessings,

<Jessica Olson Wren Amber Clothing signature.jpg>

--



**Kevin Fulton**

City Planning Associate

**Los Angeles City Planning**

200 N. Spring St., Room 721

Los Angeles, CA 90012

T: (213) 978-1210 |

[Planning4LA.org](http://Planning4LA.org)



Pronouns: He, His, Him

**Subject:** Re: Project case number: CPC-2023-5876-CU-DB-DRB-SPP-VHCA

**From:** Kevin Fulton <kevin.fulton@lacity.org>

**Date:** 12/8/2023, 12:41 PM

**To:** Jessica Olson <jessica@wrenamber.com>

Hi Jessica,

Thank you for reaching out - I will add your comments to the case file. Please let me know if you would like to be added to the interested parties list to receive a copy of the eventual letter of determination.

If so, please send me your mailing address.

Best,

Kevin

On Thu, Dec 7, 2023 at 1:42 PM Jessica Olson <[jessica@wrenamber.com](mailto:jessica@wrenamber.com)> wrote:

Hello Mr. Fulton,

I am reaching out regarding the proposed new large 5-story apartment complex at 10756 Wilkins Ave (across from the main entrance of our church, St. Paul the Apostle. Myself, and our community have serious concerns about the project's impact on safety, particularly considering increased traffic in an area where our children use crosswalks to get to school. This will impact and increase traffic on an already very congested and extremely busy street Ohio Ave. The project will also limit street parking for school and church events. Our school and church has DK-8th grade students and hundred of families. I am also extremely worried about the safety, privacy and visibility of our children when on the playground, which will absolutely be visible from the higher apartment units.

This neighborhood, specifically the location directly across from our church and school is not the place to build larger apartment units. These type of building should be locations on the larger streets that already have those types of buildings: Westwood Blvd, Wilshire Blvd, Santa Monica etc.

Thank you for your understanding and for taking deep consideration into whether this proposed complex is in an appropriate area.

Blessings,



--



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 721  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
Planning4LA.org



Pronouns: He, His, Him



**Subject:** Re: Feedback and concern re proposed building on Wilkins/Ohio  
**From:** Kevin Fulton <[kevin.fulton@lacity.org](mailto:kevin.fulton@lacity.org)>  
**Date:** 12/11/2023, 6:15 PM  
**To:** Kimberly Bertz Brown <[kbertz@hotmail.com](mailto:kbertz@hotmail.com)>  
**CC:** Andy Brown <[andyrbrown47@gmail.com](mailto:andyrbrown47@gmail.com)>

Got it - replying to confirm that you have been added to the interested parties list.

On Thu, Dec 7, 2023 at 11:11 PM Kimberly Bertz Brown <[kbertz@hotmail.com](mailto:kbertz@hotmail.com)> wrote:

Hi Kevin - sure thing. Andy & I are at:

Bertz/Brown  
344 Dalkeith Ave  
Los Angeles, CA 90049

Thanks - and happy holidays,  
Kimberly

On Dec 5, 2023, at 6:27 PM, Kevin Fulton <[kevin.fulton@lacity.org](mailto:kevin.fulton@lacity.org)> wrote:

Hi Kimberly,

Sorry for the delayed response. Regarding the interested parties list, can you please send me your physical mailing address?

Best,

Kevin

On Sat, Nov 18, 2023 at 12:06 AM Kimberly Bertz <[kbertz@hotmail.com](mailto:kbertz@hotmail.com)> wrote:

Thanks, Kevin - we appreciate your follow up. Please add Andy Brown and me to your list of interested parties as we'd like to stay involved and apprised of this project.

Best,  
Kimberly

On Nov 16, 2023, at 7:44 PM, Kevin Fulton <[kevin.fulton@lacity.org](mailto:kevin.fulton@lacity.org)> wrote:

Hi Kimberly & Andy,

Thank you for reaching out - I will add your comments to the case file. Please let me know if you would like to be added to the interested parties list to receive a copy of the eventual letter of determination.

Best,

Kevin

On Tue, Nov 14, 2023 at 11:29 PM Kimberly Bertz Brown <[kbertz@hotmail.com](mailto:kbertz@hotmail.com)> wrote:

Reference: Project case number: CPC-2023-5876-CU-DB-DRB-SPP-VHCA

To our Los Angeles representatives -

As a resident of West Los Angeles and a parent of children at St. Paul the Apostle school, I am writing to express my concerns regarding a proposed 5-story apartment complex at 10756 Wilkins Ave @ Ohio Ave (across from the main entrance to St. Paul the Apostle Church). This is already a challenging intersection from a driver and pedestrian safety perspective due to the number of directions cars can pass. Our community has serious concerns about the project's impact on safety, particularly in light of increased traffic in an area where children use crosswalks to get to school. The project would also limit street parking for school and church events.

Thank you for your consideration and putting safety first.

Best regards,  
Kimberly Bertz  
310.435.7754

--



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 721  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
[Planning4LA.org](http://Planning4LA.org)



Pronouns: He, His, Him

--



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 721  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
Planning4LA.org



Pronouns: He, His, Him

--



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 721  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
Planning4LA.org



Pronouns: He, His, Him

**Subject:** Re: Project case number: CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 12/11/2023, 6:16 PM  
**To:** Jessica Olson <jessica@wrenamber.com>

No problem - replying to confirm that you've been added to the interested parties list.

Best,

Kevin

On Fri, Dec 8, 2023 at 8:55 PM Jessica Olson <[jessica@wrenamber.com](mailto:jessica@wrenamber.com)> wrote:

Yes please. Thank you very much.

1205 S. La Jolla Ave.  
Los Angeles, CA 90035



On Dec 8, 2023, at 12:41 PM, Kevin Fulton <[kevin.fulton@lacity.org](mailto:kevin.fulton@lacity.org)> wrote:

Hi Jessica,

Thank you for reaching out - I will add your comments to the case file. Please let me know if you would like to be added to the interested parties list to receive a copy of the eventual letter of determination.

If so, please send me your mailing address.

Best,

Kevin

On Thu, Dec 7, 2023 at 1:42 PM Jessica Olson <[jessica@wrenamber.com](mailto:jessica@wrenamber.com)> wrote:

Hello Mr. Fulton,

I am reaching out regarding the proposed new large 5-story apartment complex at 10756 Wilkins Ave (across from the main entrance of our church, St. Paul the Apostle. Myself, and our

community have serious concerns about the project's impact on safety, particularly considering increased traffic in an area where our children use crosswalks to get to school. This will impact and increase traffic on an already very congested and extremely busy street Ohio Ave. The project will also limit street parking for school and church events. Our school and church has DK-8th grade students and hundred of families. I am also extremely worried about the safety, privacy and visibility of our children when on the playground, which will absolutely be visible from the higher apartment units.

This neighborhood, specifically the location directly across from our church and school is not the place to build larger apartment units. These type of building should be locations on the larger streets that already have those types of buildings: Westwood Blvd, Wilshire Blvd, Santa Monica etc.

Thank you for your understanding and for taking deep consideration into whether this proposed complex is in an appropriate area.

Blessings,

<Jessica Olson Wren Amber Clothing signature.jpg>

--



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 721  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
[Planning4LA.org](http://Planning4LA.org)



Pronouns: He, His, Him

--



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 721  
Los Angeles, CA 90012  
T: (213) 978-1210 |

Planning4LA.org



Pronouns: He, His, Him

**Subject:** CPC-2023-5876-CU-DB-DRB-SPP-VHCA (10756 Wilkens Ave)  
**From:** "John M. Bowman" <JBowman@elkinskalt.com>  
**Date:** 12/27/2023, 3:28 PM  
**To:** "Kevin.Fulton@lacity.org" <Kevin.Fulton@lacity.org>

Hi Kevin,

Has the above-referenced case been scheduled for consideration by the CPC? If so, please let me know the date (or tentative date) for the CPC meeting.

Also, I understand that a hearing on this case was held on November 15, 2023. To the extent that you received any written communications from the public concerning this case, are those communications available on-line? If not, please let me know how I can obtain copies. Same questions relative to any recording or transcript of the hearing.

Thank you.

**John M. Bowman**

[jbowman@elkinskalt.com](mailto:jbowman@elkinskalt.com)

Direct Dial: (310) 746-4409 | Cell: (310) 713-3001 | Fax: (310) 746-4489 | [Download VCard](#)

Elkins Kalt Weintraub Reuben Gartside LLP

10345 W. Olympic Boulevard, Los Angeles, CA 90064

[www.elkinskalt.com](http://www.elkinskalt.com)



CONFIDENTIALITY NOTICE: This e-mail message and any attachments are confidential and may be attorney-client privileged. Dissemination, distribution or copying of this message or attachments without proper authorization is strictly prohibited. If you are not the intended recipient, please notify Elkins Kalt Weintraub Reuben Gartside LLP immediately by telephone or by e-mail, and permanently delete the original, and destroy all copies, of this message and all attachments.



**Subject:** Fwd: CPC-2023-5876-CU-DB-DRB-SPP-VHCA (10756 Wilkens Ave)  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 12/27/2023, 3:33 PM  
**To:** Juliet Oh <Juliet.Oh@lacity.org>

FYI

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

**From:** John M. Bowman <[JBowman@elkinskalt.com](mailto:JBowman@elkinskalt.com)>  
**Date:** Wed, Dec 27, 2023 at 3:29 PM  
**Subject:** CPC-2023-5876-CU-DB-DRB-SPP-VHCA (10756 Wilkens Ave)  
**To:** [Kevin.Fulton@lacity.org](mailto:Kevin.Fulton@lacity.org) <[Kevin.Fulton@lacity.org](mailto:Kevin.Fulton@lacity.org)>

Hi Kevin,

Has the above-referenced case been scheduled for consideration by the CPC? If so, please let me know the date (or tentative date) for the CPC meeting.

Also, I understand that a hearing on this case was held on November 15, 2023. To the extent that you received any written communications from the public concerning this case, are those communications available on-line? If not, please let me know how I can obtain copies. Same questions relative to any recording or transcript of the hearing.

Thank you.

**John M. Bowman**

[jbowman@elkinskalt.com](mailto:jbowman@elkinskalt.com)

Direct Dial: (310) 746-4409 | Cell: (310) 713-3001 | Fax: (310) 746-4489 | [Download VCard](#)

Elkins Kalt Weintraub Reuben Gartside LLP

10345 W. Olympic Boulevard, Los Angeles, CA 90064

[www.elkinskalt.com](http://www.elkinskalt.com)



CONFIDENTIALITY NOTICE: This e-mail message and any attachments are confidential and may be attorney-client privileged. Dissemination, distribution or copying of this message or attachments without proper authorization is strictly prohibited. If you are not the intended recipient, please notify Elkins Kalt

Weintraub Reuben Gartside LLP immediately by telephone or by e-mail, and permanently delete the original, and destroy all copies, of this message and all attachments.

--



**Kevin Fulton**

City Planning Associate

**Los Angeles City Planning**

200 N. Spring St., Room 721

Los Angeles, CA 90012

T: (213) 978-1210 |

[Planning4LA.org](http://Planning4LA.org)



Pronouns: He, His, Him

**Subject:** RE: CPC-2023-5876-CU-DB-DRB-SPP-VHCA (10756 Wilkens Ave)  
**From:** "John M. Bowman" <JBowman@elkinskalt.com>  
**Date:** 1/2/2024, 3:15 PM  
**To:** Kevin Fulton <kevin.fulton@lacity.org>  
**CC:** Bryan Walker <bryan.walker@lacity.org>, Eugenio Guzman <eugenio.guzman@lacity.org>

Will do. Thanks Kevin.

**John M. Bowman**

[jbowman@elkinskalt.com](mailto:jbowman@elkinskalt.com)

Direct Dial: (310) 746-4409 | Cell: (310) 713-3001 | Fax: (310) 746-4489 | [Download VCard](#)

Elkins Kalt Weintraub Reuben Gartside LLP

10345 W. Olympic Boulevard, Los Angeles, CA 90064

[www.elkinskalt.com](http://www.elkinskalt.com)



CONFIDENTIALITY NOTICE: This e-mail message and any attachments are confidential and may be attorney-client privileged. Dissemination, distribution or copying of this message or attachments without proper authorization is strictly prohibited. If you are not the intended recipient, please notify Elkins Kalt Weintraub Reuben Gartside LLP immediately by telephone or by e-mail, and permanently delete the original, and destroy all copies, of this message and all attachments.

---

**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Sent:** Tuesday, January 2, 2024 3:13 PM  
**To:** John M. Bowman <JBowman@elkinskalt.com>  
**Cc:** Bryan Walker <bryan.walker@lacity.org>; Eugenio Guzman <eugenio.guzman@lacity.org>  
**Subject:** Re: CPC-2023-5876-CU-DB-DRB-SPP-VHCA (10756 Wilkens Ave)

**---EXTERNAL EMAIL: Do not click links or attachments unless you recognize the sender and know the content is safe---**

---

Hi John,

Following up on our conversation last week. Please coordinate with our admin team cc'd here (Bryan Walker & Eugenio Guzman) to set up a time to view this case file. Our office is located in Room 721 of City Hall.

Best,

Kevin

On Wed, Dec 27, 2023 at 3:29 PM John M. Bowman <[JBowman@elkinskalt.com](mailto:JBowman@elkinskalt.com)> wrote:

Hi Kevin,

Has the above-referenced case been scheduled for consideration by the CPC? If so, please let me know the date (or tentative date) for the CPC meeting.

Also, I understand that a hearing on this case was held on November 15, 2023. To the extent that you received any written communications from the public concerning this case, are those communications available on-line? If not, please let me know how I can obtain copies. Same questions relative to any recording or transcript of the hearing.

Thank you.

**John M. Bowman**

[jbowman@elkinskalt.com](mailto:jbowman@elkinskalt.com)

Direct Dial: (310) 746-4409 | Cell: (310) 713-3001 | Fax: (310) 746-4489 | [Download VCard](#)

Elkins Kalt Weintraub Reuben Gartside LLP

10345 W. Olympic Boulevard, Los Angeles, CA 90064

[www.elkinskalt.com](http://www.elkinskalt.com)



CONFIDENTIALITY NOTICE: This e-mail message and any attachments are confidential and may be attorney-client privileged. Dissemination, distribution or copying of this message or attachments without proper authorization is strictly prohibited. If you are not the intended recipient, please notify Elkins Kalt Weintraub Reuben Gartside LLP immediately by telephone or by e-mail, and permanently delete the original, and destroy all copies, of this message and all attachments.



**Kevin Fulton**

City Planning Associate

**Los Angeles City Planning**

200 N. Spring St., Room 721

Los Angeles, CA 90012

T: (213) 978-1210 | [Planning4LA.org](http://Planning4LA.org)



Pronouns: He, His, Him

**Subject:** Re: CPC-2023-5876-CU-DB-DRB-SPP-VHCA (10756 Wilkens Ave)

**From:** Kevin Fulton <kevin.fulton@lacity.org>

**Date:** 1/2/2024, 3:13 PM

**To:** "John M. Bowman" <JBowman@elkinskalt.com>

**CC:** Bryan Walker <bryan.walker@lacity.org>, Eugenio Guzman <eugenio.guzman@lacity.org>

Hi John,

Following up on our conversation last week. Please coordinate with our admin team cc'd here (Bryan Walker & Eugenio Guzman) to set up a time to view this case file. Our office is located in Room 721 of City Hall.

Best,

Kevin

On Wed, Dec 27, 2023 at 3:29 PM John M. Bowman <[JBowman@elkinskalt.com](mailto:JBowman@elkinskalt.com)> wrote:

Hi Kevin,

Has the above-referenced case been scheduled for consideration by the CPC? If so, please let me know the date (or tentative date) for the CPC meeting.

Also, I understand that a hearing on this case was held on November 15, 2023. To the extent that you received any written communications from the public concerning this case, are those communications available on-line? If not, please let me know how I can obtain copies. Same questions relative to any recording or transcript of the hearing.

Thank you.

**John M. Bowman**

[jbowman@elkinskalt.com](mailto:jbowman@elkinskalt.com)

Direct Dial: (310) 746-4409 | Cell: (310) 713-3001 | Fax: (310) 746-4489 | [Download VCard](#)

Elkins Kalt Weintraub Reubens LLP

10345 W. Olympic Boulevard, Los Angeles, CA 90064

[www.elkinskalt.com](http://www.elkinskalt.com)



CONFIDENTIALITY NOTICE: This e-mail message and any attachments are confidential and may be attorney-client privileged. Dissemination, distribution or copying of this message or attachments without proper authorization is strictly prohibited. If you are not the intended recipient, please notify Elkins Kalt Weintraub Reuben Gartside LLP immediately by telephone or by e-mail, and permanently delete the original, and destroy all copies, of this message and all attachments.



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 721  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
[Planning4LA.org](http://Planning4LA.org)



Pronouns: He, His, Him

**Subject:** Re: Letter in Opposition of Proposed Development at 10756 West Wilkins Ave, Los Angeles  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 1/17/2024, 3:48 PM  
**To:** Britten Shuford <brittenshuford@gmail.com>

Hi Britten,

I'm not aware if they have already approved the driveway/access plan. However, I know the developer/their team are working with LADOT and the Bureau of Engineering (BOE) to finalize and confirm the driveway location/access plan. Our staff recommendation report would also include any recommended conditions from either LADOT and/or BOE.

Best,

Kevin

On Wed, Jan 17, 2024 at 1:37 PM Britten Shuford <[brittenshuford@gmail.com](mailto:brittenshuford@gmail.com)> wrote:

Dear Kevin,

We have a meeting confirmed with Councilwoman Yaraslavsky's office next week to discuss our strong opposition to this proposed development. Saint Paul the Apostle has engaged legal counsel with land use expertise and also formed a committee to focus on the proposed development. As we briefly discussed, an overarching goal of ours is to create safe streets at the subject intersection for the young children walking to and from school.

I had one quick question. Has LADOT weighed in on the driveway location on Ohio Ave, which we understand the City recognizes as the Connector Street? We understand that the LADOT typically wants the driveway to be on the less traveled street, which in this case is Wilkens.

Thanks in advance.

Regards,

Britten

On Tue, Nov 14, 2023 at 9:28 PM Britten Shuford <[brittenshuford@gmail.com](mailto:brittenshuford@gmail.com)> wrote:

Dear Kevin,

As a follow up to our conversation this afternoon, I am writing to voice my strong opposition to the proposed development at 10756 West Wilkens Ave, Los Angeles because it will create a major safety hazard to the approximately 1,150 students who attend Saint Paul the Apostle School (located directly across the street) and Ralph Waldo Emerson Community Charter Middle School.

I am a constituent in the subject district and a parent of a 2<sup>nd</sup> grade student at Saint Paul the Apostle school,



An extremely important stakeholder group in this matter are the children who attend Saint Paul and Emerson. Their safety should be the top priority of the City of Los Angeles and the Council Office. The proposed development stands to create a significantly more dangerous environment for these children.

The intersection of three streets, Wilkins Ave, Selby Ave. and Ohio Ave. is already dangerous for young students walking to and from school. While a study performed by an expert would prove this point and should be undertaken, a visit on any morning would also show that it is not safe for children in its current form. Cars routinely run stop signs, drive over the speed limit, and narrowly miss pedestrians (often children) in the crosswalks. Many parents at Emerson and Saint Paul can attest to the current unsafe conditions and share multiple eyewitness accounts of terrifying close encounters and near misses. I would strongly discourage you from pointing to the number of accidents recorded to date to form an incorrect conclusion that the area is acceptable. It is not safe for children walking to and from school.

The proposed development will clearly make the currently unsafe conditions significantly worse. It is my understanding that the ingress/egress of the proposed apartment development will be onto Ohio Ave, which will be a disaster. Increased vehicle traffic from the 11 units will now enter onto a heavily foot trafficked area of young students. The drivers of these cars will be pulling onto a busy sidewalk before entering a busy street at peak hours when the young students are walking on the sidewalk. Ride sharing services, such as Uber, will be shuttling residents of the new building and will surely be distracted as they shuttle into the driveway on Ohio or hold up traffic while picking up riders from this location.

We attempted many times in 2022 to secure traffic crossing guards at this intersection. Unfortunately, the City refused our request every time and inserted multiple roadblocks to practical, common sense solutions to swiftly provide crossing guards and provide safe passage for young children trying to get to and from school.

While I understand the City's limitations with rejecting aspects of the development proposal due to the state density bonus, the City absolutely has an obligation to consider the health and safety of the community. The City has not considered the safety aspects of this proposed development and its highly unique circumstances of being located directly across the street from approximately 550 students from kindergarten to 8<sup>th</sup> grade at Saint Paul.

There are numerous safety road enhancements that should be guaranteed to the community and mandated if the City is to consider approval of this project. I encourage you to host a brainstorming meeting with the community to discuss various options which could result in a Win-Win for all parties involved. These mandated enhancements should be considered in a thoughtful manner and not rushed through for the sake of approving a development.

I know that your support or opposition to the proposed development carries substantial weight in the City's ultimate decision. For the safety of the 1,150 young students, I encourage you to oppose the proposed development and embark on a process to find a comprehensive solution to increase the safety of the intersection in question and adjacent areas frequently traveled by the students.

Thank you for your consideration.

Regards,

Britten Shuford

--



**Kevin Fulton**

City Planning Associate

**Los Angeles City Planning**

200 N. Spring St., Room 721

Los Angeles, CA 90012

T: (213) 978-1210 |

[Planning4LA.org](http://Planning4LA.org)



Pronouns: He, His, Him

**Subject:** Re: Letter in Opposition of Proposed Development at 10756 West Wilkins Ave, Los Angeles  
**From:** Britten Shuford <brittenshuford@gmail.com>  
**Date:** 1/17/2024, 1:36 PM  
**To:** kevin.fulton@lacity.org

Dear Kevin,

We have a meeting confirmed with Councilwoman Yaraslavsky's office next week to discuss our strong opposition to this proposed development. Saint Paul the Apostle has engaged legal counsel with land use expertise and also formed a committee to focus on the proposed development. As we briefly discussed, an overarching goal of ours is to create safe streets at the subject intersection for the young children walking to and from school.

I had one quick question. Has LADOT weighed in on the driveway location on Ohio Ave, which we understand the City recognizes as the Connector Street? We understand that the LADOT typically wants the driveway to be on the less traveled street, which in this case is Wilkens.

Thanks in advance.

Regards,

Britten

On Tue, Nov 14, 2023 at 9:28 PM Britten Shuford <[brittenshuford@gmail.com](mailto:brittenshuford@gmail.com)> wrote:

Dear Kevin,

As a follow up to our conversation this afternoon, I am writing to voice my strong opposition to the proposed development at 10756 West Wilkens Ave, Los Angeles because it will create a major safety hazard to the approximately 1,150 students who attend Saint Paul the Apostle School (located directly across the street) and Ralph Waldo Emerson Community Charter Middle School.

I am a constituent in the subject district and a parent of a 2<sup>nd</sup> grade student at Saint Paul the Apostle school,

An extremely important stakeholder group in this matter are the children who attend Saint Paul and Emerson. Their safety should be the top priority of the City of Los Angeles and the Council Office. The proposed development stands to create a significantly more dangerous environment for these children.

The intersection of three streets, Wilkins Ave, Selby Ave. and Ohio Ave. is already dangerous for young students walking to and from school. While a study performed by an expert would prove this point and should be undertaken, a visit on any morning would also show that it is not safe for children in its current form. Cars routinely run stop signs, drive over the speed limit, and narrowly miss pedestrians (often children) in the crosswalks. Many parents at Emerson and Saint Paul can attest to the current unsafe conditions and share multiple eyewitness accounts of terrifying close encounters and near misses. I would strongly discourage you from pointing to the number of accidents recorded to date to form an incorrect conclusion that the area is acceptable. It is not safe for children walking to and from school.

The proposed development will clearly make the currently unsafe conditions significantly worse. It is my understanding that the ingress/egress of the proposed apartment development will be onto Ohio Ave, which will be a disaster. Increased vehicle traffic from the 11 units will now enter onto a heavily foot trafficked area of young students. The drivers of these cars will be pulling onto a busy sidewalk before entering a busy street at peak hours when the young students are walking on the sidewalk. Ride sharing services, such as Uber, will be shuttling residents of the new building and will surely be distracted as they shuttle into the driveway on Ohio or hold up traffic while picking up riders from this location.

We attempted many times in 2022 to secure traffic crossing guards at this intersection. Unfortunately, the City refused our request every time and inserted multiple roadblocks to practical, common sense solutions to swiftly provide crossing guards and provide safe passage for young children trying to get to and from school.

While I understand the City's limitations with rejecting aspects of the development proposal due to the state density bonus, the City absolutely has an obligation to consider the health and safety of the community. The City has not considered the safety aspects of this proposed development and its highly unique circumstances of being located directly across the street from approximately 550 students from kindergarten to 8<sup>th</sup> grade at Saint Paul.

There are numerous safety road enhancements that should be guaranteed to the community and mandated if the City is to consider approval of this project. I encourage you to host a brainstorming meeting with the community to discuss various options which could result in a Win-Win for all parties involved. These mandated enhancements should be considered in a thoughtful manner and not rushed through for the sake of approving a development.

I know that your support or opposition to the proposed development carries substantial weight in the City's ultimate decision. For the safety of the 1,150 young students, I encourage you to oppose the proposed development and embark on a process to find a comprehensive solution to increase the safety of the intersection in question and adjacent areas frequently traveled by the students.

Thank you for your consideration.

Regards,

Britten Shuford

**Subject:** Re: Wilkins development and a terrible intersection near St. Paul the Apostle School  
**From:** Christy Souhrada <christy.souhrada@gmail.com>  
**Date:** 1/22/2024, 1:25 PM  
**To:** dylan.sittig@lacity.org, patricia.macias@lacity.org, kevin.fulton@lacity.org

I forgot to mention that the project case number is CPC-2023-5876-CU-DB-DRB-SPP-VHCA. Also, the copy of this email to Dylan Sittig bounced back to me, so if one of you could forward this to him, that would be appreciated.

Thank you,  
Christy

On Mon, Jan 22, 2024 at 1:18 PM Christy Souhrada <[christy.souhrada@gmail.com](mailto:christy.souhrada@gmail.com)> wrote:

Hello,

I am a parent of two children at St. Paul the Apostle School and I am alarmed to hear that the city is considering permitting the building of a 5-story apartment complex right near the school, which already has serious traffic congestion issues AND on a terribly designed and dangerous intersection that has already seen multiple accidents, some narrowly missing school children.

This irregular "K"-shaped intersection where Ohio, Wilkins, and Selby meet has been a problem for years, with little done by the city to make it safer. Many parents park on Wilkins and Selby and then cross Ohio at this intersection to walk their children into school and then walk them back through that same intersection when they pick them up in the afternoon.

Please keep that in mind as you read the email chain below where I am telling various city employees how dangerous this intersection is and how it needs a stop light and they say that a stoplight is denied. This was FOUR YEARS AGO. The city has known for at least four years how dangerous this intersection is and cannot spare the money to put in a stop light to regulate it, but is now going to plop an entire 5-story apartment complex at the intersection, which will only increase traffic, compounding the already dangerous problem.

This is an important safety issue involving our children so please do not ignore this email. Please do read the entire email chain below which describes in detail just some of the dangerous problems at that intersection - an intersection that numerous school children walk across on a daily basis. Allowing an apartment building at this intersection would be both irresponsible and dangerous.

Please do not hesitate to let me know if you have any questions or need any additional information.

Thank you for your time and effort.

Christy Souhrada

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

**From:** Christy Souhrada <[christy.souhrada@gmail.com](mailto:christy.souhrada@gmail.com)>  
**Date:** Tue, Mar 10, 2020 at 1:18 PM  
**Subject:** Re: Traffic Accident and Need for Traffic Light on Ohio/Wilkins/Selby  
**To:** Jasmine Shamolian <[jasmine.shamolian@lacity.org](mailto:jasmine.shamolian@lacity.org)>  
**Cc:** Jay Greenstein <[jay.greenstein@lacity.org](mailto:jay.greenstein@lacity.org)>, Debbie Dyer Harris <[debbie.dyerharris@lacity.org](mailto:debbie.dyerharris@lacity.org)>

Hi Jasmine,

Thank you for letting me know about the improvements. I appreciate you keeping me informed.

Christy

On Tue, Mar 10, 2020 at 10:06 AM Jasmine Shamolian <[jasmine.shamolian@lacity.org](mailto:jasmine.shamolian@lacity.org)> wrote:

Hi Christy,

LADOT has informed us of the below updates regarding traffic safety improvements at the intersection of Ohio/Wilkins/Selby continue.

Here's a quick summary of the work orders that were approved:

- 1) Installing STOP and STOP AHEAD pavement markings for approaches on Wilkins Avenue, Selby Avenue, and Ohio Avenue.
- 2) Installing STOP AHEAD signs at necessary locations on Wilkins Avenue and Selby Avenue.

The purpose is to make all approaches consistent in regards to their signs and pavement markings.

**Please note that we do not have a timeline as of now on these improvements, I will let you know as soon as we do.**

Thanks.

Jasmine

On Fri, Jan 24, 2020 at 8:33 AM Christy Souhrada <[christy.souhrada@gmail.com](mailto:christy.souhrada@gmail.com)> wrote:

Hi Jasmine and Jay,

I hope your holidays went well. Unfortunately, the problems at the intersection of Ohio/Wilkins/Selby continue. This past weekend it appears a car ran into the stop sign on the corner between Selby and Wilkins. From the look of the stop sign, they must have hit it with significant force. Here are [some photos](#).

As I mentioned in my earlier email, this is a dangerous intersection that has had recurring problems, and which is used by many many children during the school day. Just this morning as I was walking back from dropping my son off, multiple cars entered the intersection and sat in the middle of the intersection just shy of the crosswalk while parents and children were in the crosswalk - the poor crossing guard looked like she was trying to hold back a tide of cars as a crowd of parents and children crossed.

As someone who crosses in these crosswalks daily, it seems as if no one from the city is paying attention to the dangers at this intersection: there no apparent police presence and no improvements in safety there despite multiple accidents.

I did not get a response to my last email to you, but hopefully there is some progress on making this intersection safer. Has anyone submitted a request for installation of those flashing pedestrian lights? Would that be an option? Also, would you or Jay be able to provide me with the DOT criteria for traffic light installation?

I look forward to hearing from you.

Thanks,  
Christy





On Wed, Dec 18, 2019 at 2:01 PM Christy Souhrada <[christy.souhrada@gmail.com](mailto:christy.souhrada@gmail.com)> wrote:

Hi Jasmine,

Thank you for the information. I am glad to hear this intersection is on your radar. Has anyone submitted a request for installation of those flashing pedestrian lights? Would that be an option?

Also, would you or Jay be able to provide me with the DOT criteria for traffic light installation?

Thank you,  
Christy

On Mon, Dec 16, 2019 at 11:53 AM Jasmine Shamolian <[jasmine.shamolian@lacity.org](mailto:jasmine.shamolian@lacity.org)> wrote:

Hi Christy,

Thank you for reaching out. I have worked with the Church on how to make the streets in the area more safe and have submitted a couple requests through LADOT.

These requests include:

1. Changing the current parking restrictions on Selby Ave from the 15 min parking zone to a passenger loading zone 6:30-9



and 1:30-4 with 2 Hour parking from 9-1:30

2. Upgrading and updating all pedestrian crosswalks at the intersection of Ohio Ave & Selby Ave, Ohio Ave & Wilkins Ave, and Holman Ave & Selby Ave.
3. Ensuring all school advance warning signs are visible and installed according to our department's regulations.
4. Installing flashing lights on stop signs at Ohio Ave & Selby Ave.

Unfortunately, LADOT could not approve the 4th item, as they do not generally install flashing lights on stop signs.

If you have any other specific requests I am happy to discuss and submit the requests to LADOT.

Please let me know if you have any questions.

Best,

Jasmine

On Thu, Dec 12, 2019 at 7:11 PM Christy Souhrada <[christy.souhrada@gmail.com](mailto:christy.souhrada@gmail.com)> wrote:

Hi Jay,

Thank you for your quick response and for looping in Jasmine so she can give us some background on this issue.

Would you be able to send me a link to the Department of Transportation criteria you referred to in your e-mail? I know you indicate that there may be some hurdles to getting a light and speed bumps, but what about clear and very prominent signage alerting drivers that this is a school zone? That seems like something which could be done quite quickly.

Also, I wanted to clarify that the concerns I and other parents have about this intersection is not in any way limited to the accident yesterday. This is *not* a usually-safe intersection that happened to have a bad accident. This is a chronically *unsafe* intersection and the horrific accident simply focused a lot of people's attention on the issue.

First, the intersection itself has a very unusual layout that causes confusion. As an example, when a car approaches the intersection traveling west on Ohio with their right-turn signal on (or conversely traveling east with the left-turn signal on), the other drivers in the intersection - and pedestrians - can't tell if they intend to turn onto Selby or Wilkins.

In addition, that intersection becomes a focal point of frustration and anger among drivers. Drivers often roll through the stop signs; sometimes they speed through. I have seen cars inch into the crosswalks to try to crowd out the pedestrians. Impatient drivers also enter the intersection while people are crossing on the other side and then sit in the middle of the intersection just shy of the crosswalk apparently to be first in line to pass once the crosswalk clears. At pick-up time I have seen cars back up on Ohio as parents and students are trying to cross and multiple drivers begin to honk, not understanding that the line of cars is not moving because so many people are using the crosswalks. At drop-off and pick-up, with traffic slowed and backed-up because the flow of pedestrians and cars is not being regulated, drivers become frustrated and impatient and it shows in their driving. The result is that the times when the most children are present are also the times when drivers are most likely to drive dangerously. This is a chronic, on-going problem.

Further, I have been told by other parents that, in the past, police presence at the intersection has been increased, but it does not last. So while a beefed up police presence may be a good interim solution, it will not fix the underlying problem, which is an inadequately-regulated confusingly-shaped intersection.

Thank you for your attention to this matter and I look forward to working with you further to ensure the safety of everyone at that intersection and around the school generally.

Christy

On Thu, Dec 12, 2019 at 5:01 PM Jay Greenstein <[jay.greenstein@lacity.org](mailto:jay.greenstein@lacity.org)> wrote:

Thank you Christine for your message. I have also looped in our Westwood Field Deputy Jasmine Shamolian who has worked on traffic safety concerns for the streets adjacent to the church and the school. Jasmine can explain what has been looked at to address these concerns. I can tell you that it is unlikely that the Department of Transportation criteria would allow for a recommendation of the installation of a traffic signal in this mostly residential area. The installation of speed humps may be an option here, but will likely require the approval of the majority of the residents of a specific block. It appears from your description that the accident your described may have been caused by a driver under the influence, otherwise impaired or just reckless. I can work with Jasmine to see if we have made any recent requests to LAPD West Bureau Traffic Division for enforcement attention to these intersections. Thank you again for raising these concerns.

On Thu, Dec 12, 2019 at 3:56 PM Debbie Dyer Harris <[debbie.dynerharris@lacity.org](mailto:debbie.dynerharris@lacity.org)> wrote:

Hello Christy, thank you so much for letting us know of the terrible accident near your child's school yesterday. It sounds incredibly scary, and I am so sorry it occurred. I am copying our transportation deputy, Jay Greenstein. Jay has a lot of experience with these types of requests and this area, and will be able to advise what options there are to improve safety at that intersection.

Debbie

On Thu, Dec 12, 2019 at 3:49 PM Christy Souhrada <[christy.souhrada@gmail.com](mailto:christy.souhrada@gmail.com)> wrote:

Hello Ms. Dyer Harris,

I was given your name by Officer Rick Ballesteros with the LAPD West Los Angeles Division as someone who can help get a traffic light installed at the intersection of Ohio, Wilkins, and Selby. My child attends St. Paul the Apostle School in Westwood, right next to that intersection, and we were there yesterday afternoon, when a Lincoln Navigator traveling at an extremely high rate of speed hit multiple cars. My child and I walked through the crosswalk there probably 30 seconds before the Lincoln Navigator barreled through it after hitting at least one car (maybe more) on Wilkins and then continued on to hit additional cars on Ohio. The Navigator came to a stop only when it flipped onto its side. It is a miracle no one was killed.

Even before yesterday's massive accident, I noticed that intersection was dangerously chaotic. It is especially precarious around drop off and pick up at the school when huge crowds of parents and children are crossing in those crosswalks. I have seen cars getting impatient with pedestrians, trying to crowd them, or just not paying attention. It is obvious that intersection needs a traffic light to regulate the flow of pedestrians and cars. The clear direction a traffic light provides to drivers and pedestrians would help prevent drivers from getting impatient, frustrated, or simply confused because of the unusual layout of that intersection.

I am emailing you because I wanted to find out how to go about getting a traffic light installed at that intersection. Additionally, I think we need signs marking it as a school zone and possibly some speed bumps as well.

You can contact me at this email address or by phone at 310-207-1888. I look forward to hearing from you.

Thank you,  
Christine Souhrada



**Debbie Dyer Harris**  
District Director  
Councilmember Paul Koretz, Fifth District  
[6380 Wilshire Boulevard, Suite 800 Los Angeles, California 90048](https://www.lacity.org/6380-Wilshire-Boulevard-Suite-800-Los-Angeles-California-90048)  
(323) 866-1828  
Email: [debbie.dyerharris@lacity.org](mailto:debbie.dyerharris@lacity.org)



**Jay Greenstein**  
Chief Field &  
Transportation Deputy  
Councilmember Paul  
Koretz, Fifth District  
  
6380 Wilshire Boulevard,  
Suite 800  
  
Los Angeles, California  
90048  
(323) 866-1828  
Email: [jay.greenstein@lacity.org](mailto:jay.greenstein@lacity.org)



**Jasmine Shamolian**  
Field & Policy Deputy  
Councilmember Paul Koretz, Fifth  
District  
[6380 Wilshire Boulevard, Suite  
800  
Los Angeles, CA 90048](https://www.lacity.org/6380-Wilshire-Boulevard-Suite-800-Los-Angeles-CA-90048)  
(323) 866-1828  
Email: [jasmine.shamolian@lacity.org](mailto:jasmine.shamolian@lacity.org)

Keep up with us on social media:



If you would like to sign up to receive the Fifth Council District e-newsletter, click [here](#).

**Download the City of Los Angeles MyLA311 app for smartphones!**



MyLA311 links Angelenos with the services and information they need to enjoy their city, beautify their community and stay connected with their local government. With MyLA311, City of Los Angeles information and services are just a few taps away.



**Jasmine Shamolian**  
Field & Policy Deputy  
Councilmember Paul Koretz, Fifth District  
[6380 Wilshire Boulevard, Suite 800](#)  
[Los Angeles, CA 90048](#)  
(323) 866-1828  
Email: [jasmine.shamolian@lacity.org](mailto:jasmine.shamolian@lacity.org)

Keep up with us on social media:



If you would like to sign up to receive the Fifth Council District e-newsletter, click [here](#).

**Download the City of Los Angeles MyLA311 app for smartphones!**



MyLA311 links Angelenos with the services and information they need to enjoy their city, beautify their community and stay connected with their local government. With MyLA311, City of Los Angeles information and services are just a few taps away.

**\*\*\*PLEASE NOTE: All e-mail correspondence with the office of Councilmember Paul Koretz (including any attachments), along with any associated personal identifying information, is considered a public record under the California Public Records Act and may be subject to public disclosure under the Act.\*\*\***

**Subject:** Wilkins development and a terrible intersection near St. Paul the Apostle School  
**From:** Christy Souhrada <christy.souhrada@gmail.com>  
**Date:** 1/22/2024, 1:18 PM  
**To:** dylan.sittig@lacity.org, patricia.macias@lacity.org, kevin.fulton@lacity.org

Hello,

I am a parent of two children at St. Paul the Apostle School and I am alarmed to hear that the city is considering permitting the building of a 5-story apartment complex right near the school, which already has serious traffic congestion issues AND on an terribly designed and dangerous intersection that has already seen multiple accidents, some narrowly missing school children.

This irregular "K"-shaped intersection where Ohio, Wilkins, and Selby meet has been a problem for years, with little done by the city to make it safer. Many parents park on Wilkins and Selby and then cross Ohio at this intersection to walk their children into school and then walk them back through that same intersection when they pick them up in the afternoon.

Please keep that in mind as you read the email chain below where I am telling various city employees how dangerous this intersection is and how it needs a stop light and they say that a stoplight is denied. This was FOUR YEARS AGO. The city has known for at least four years how dangerous this intersection is and cannot spare the money to put in a stop light to regulate it, but is now going to plop an entire 5-story apartment complex at the intersection, which will only increase traffic, compounding the already dangerous problem.

This is an important safety issue involving our children so please do not ignore this email. Please do read the entire email chain below which describes in detail just some of the dangerous problems at that intersection - an intersection that numerous school children walk across on a daily basis. Allowing an apartment building at this intersection would be both irresponsible and dangerous.

Please do not hesitate to let me know if you have any questions or need any additional information.

Thank you for your time and effort.

Christy Souhrada

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

**From:** Christy Souhrada <christy.souhrada@gmail.com>  
**Date:** Tue, Mar 10, 2020 at 1:18 PM  
**Subject:** Re: Traffic Accident and Need for Traffic Light on Ohio/Wilkins/Selby  
**To:** Jasmine Shamolian <jasmine.shamolian@lacity.org>  
**Cc:** Jay Greenstein <jay.greenstein@lacity.org>, Debbie Dyer Harris <debbie.dyerharris@lacity.org>

Hi Jasmine,

Thank you for letting me know about the improvements. I appreciate you keeping me informed.

Christy

On Tue, Mar 10, 2020 at 10:06 AM Jasmine Shamolian <jasmine.shamolian@lacity.org> wrote:

Hi Christy,

LADOT has informed us of the below updates regarding traffic safety improvements at the intersection of Ohio/Wilkins/Selby continue.

Here's a quick summary of the work orders that were approved:

- 1) Installing STOP and STOP AHEAD pavement markings for approaches on Wilkins Avenue, Selby Avenue, and Ohio Avenue.
- 2) Installing STOP AHEAD signs at necessary locations on Wilkins Avenue and Selby Avenue.

The purpose is to make all approaches consistent in regards to their signs and pavement markings.

**Please note that we do not have a timeline as of now on these improvements, I will let you know as soon as we do.**

Thanks.

Jasmine

On Fri, Jan 24, 2020 at 8:33 AM Christy Souhrada <christy.souhrada@gmail.com> wrote:

Hi Jasmine and Jay,

I hope your holidays went well. Unfortunately, the problems at the intersection of Ohio/Wilkins/Selby continue. This past weekend it appears a car ran into the stop sign on the corner between Selby and Wilkins. From the look of the stop sign, they must have hit it with significant force.

Here are [some photos](#).

As I mentioned in my earlier email, this is a dangerous intersection that has had recurring problems, and which is used by many many children during the school day. Just this morning as I was walking back from dropping my son off, multiple cars entered the intersection and sat in the middle of the intersection just shy of the crosswalk while parents and children were in the crosswalk - the poor crossing guard looked like she was trying to hold back a tide of cars as a crowd of parents and children crossed.

As someone who crosses in these crosswalks daily, it seems as if no one from the city is paying attention to the dangers at this intersection: there no apparent police presence and no improvements in safety there despite multiple accidents.

I did not get a response to my last email to you, but hopefully there is some progress on making this intersection safer. Has anyone submitted a request for installation of those flashing pedestrian lights? Would that be an option? Also, would you or Jay be able to provide me with the DOT criteria for traffic light installation?

I look forward to hearing from you.

Thanks,  
Christy





On Wed, Dec 18, 2019 at 2:01 PM Christy Souhrada <[christy.souhrada@gmail.com](mailto:christy.souhrada@gmail.com)> wrote:

Hi Jasmine,

Thank you for the information. I am glad to hear this intersection is on your radar. Has anyone submitted a request for installation of those flashing pedestrian lights? Would that be an option?

Also, would you or Jay be able to provide me with the DOT criteria for traffic light installation?

Thank you,  
Christy

On Mon, Dec 16, 2019 at 11:53 AM Jasmine Shamolian <[jasmine.shamolian@lacity.org](mailto:jasmine.shamolian@lacity.org)> wrote:

Hi Christy,

Thank you for reaching out. I have worked with the Church on how to make the streets in the area more safe and have submitted a couple requests through LADOT.

These requests include:

1. Changing the current parking restrictions on Selby Ave from the 15 min parking zone to a passenger loading zone 6:30-9 and 1:30-4 with 2 Hour parking from 9-1:30
2. Upgrading and updating all pedestrian crosswalks at the intersection of Ohio Ave & Selby Ave, Ohio Ave & Wilkins Ave, and Holman Ave & Selby Ave.
3. Ensuring all school advance warning signs are visible and installed according to our department's regulations.
4. Installing flashing lights on stop signs at Ohio Ave & Selby Ave.

Unfortunately, LADOT could not approve the 4th item, as they do not generally install flashing lights on stop signs.

If you have any other specific requests I am happy to discuss and submit the requests to LADOT.

Please let me know if you have any questions.

Best,

Jasmine

On Thu, Dec 12, 2019 at 7:11 PM Christy Souhrada <[christy.souhrada@gmail.com](mailto:christy.souhrada@gmail.com)> wrote:

Hi Jay,

Thank you for your quick response and for looping in Jasmine so she can give us some background on this issue.

Would you be able to send me a link to the Department of Transportation criteria you referred to in your e-mail? I know you indicate that there may be some hurdles to getting a light and speed bumps, but what about clear and very prominent signage alerting drivers that this



is a school zone? That seems like something which could be done quite quickly.

Also, I wanted to clarify that the concerns I and other parents have about this intersection is not in any way limited to the accident yesterday. This is *not* a usually-safe intersection that happened to have a bad accident. This is a chronically *unsafe* intersection and the horrific accident simply focused a lot of people's attention on the issue.

First, the intersection itself has a very unusual layout that causes confusion. As an example, when a car approaches the intersection traveling west on Ohio with their right-turn signal on (or conversely traveling east with the left-turn signal on), the other drivers in the intersection - and pedestrians - can't tell if they intend to turn onto Selby or Wilkins.

In addition, that intersection becomes a focal point of frustration and anger among drivers. Drivers often roll through the stop signs; sometimes they speed through. I have seen cars inch into the crosswalks to try to crowd out the pedestrians. Impatient drivers also enter the intersection while people are crossing on the other side and then sit in the middle of the intersection just shy of the crosswalk apparently to be first in line to pass once the crosswalk clears. At pick-up time I have seen cars back up on Ohio as parents and students are trying to cross and multiple drivers begin to honk, not understanding that the line of cars is not moving because so many people are using the crosswalks. At drop-off and pick-up, with traffic slowed and backed-up because the flow of pedestrians and cars is not being regulated, drivers become frustrated and impatient and it shows in their driving. The result is that the times when the most children are present are also the times when drivers are most likely to drive dangerously. This is a chronic, on-going problem.

Further, I have been told by other parents that, in the past, police presence at the intersection has been increased, but it does not last. So while a beefed up police presence may be a good interim solution, it will not fix the underlying problem, which is an inadequately-regulated confusingly-shaped intersection.

Thank you for your attention to this matter and I look forward to working with you further to ensure the safety of everyone at that intersection and around the school generally.

Christy

On Thu, Dec 12, 2019 at 5:01 PM Jay Greenstein <[jay.greenstein@lacity.org](mailto:jay.greenstein@lacity.org)> wrote:

Thank you Christine for your message. I have also looped in our Westwood Field Deputy Jasmine Shamolian who has worked on traffic safety concerns for the streets adjacent to the church and the school. Jasmine can explain what has been looked at to address these concerns. I can tell you that it is unlikely that the Department of Transportation criteria would allow for a recommendation of the installation of a traffic signal in this mostly residential area. The installation of speed humps may be an option here, but will likely require the approval of the majority of the residents of a specific block. It appears from your description that the accident you described may have been caused by a driver under the influence, otherwise impaired or just reckless. I can work with Jasmine to see if we have made any recent requests to LAPD West Bureau Traffic Division for enforcement attention to these intersections. Thank you again for raising these concerns.

On Thu, Dec 12, 2019 at 3:56 PM Debbie Dyer Harris <[debbie.dynerharris@lacity.org](mailto:debbie.dynerharris@lacity.org)> wrote:

Hello Christy, thank you so much for letting us know of the terrible accident near your child's school yesterday. It sounds incredibly scary, and I am so sorry it occurred. I am copying our transportation deputy, Jay Greenstein. Jay has a lot of experience with these types of requests and this area, and will be able to advise what options there are to improve safety at that intersection.

Debbie

On Thu, Dec 12, 2019 at 3:49 PM Christy Souhrada <[christy.souhrada@gmail.com](mailto:christy.souhrada@gmail.com)> wrote:

Hello Ms. Dyer Harris,

I was given your name by Officer Rick Ballesteros with the LAPD West Los Angeles Division as someone who can help get a traffic light installed at the intersection of Ohio, Wilkins, and Selby. My child attends St. Paul the Apostle School in Westwood, right next to that intersection, and we were there yesterday afternoon, when a Lincoln Navigator traveling at an extremely high rate of speed hit multiple cars. My child and I walked through the crosswalk there probably 30 seconds before the Lincoln Navigator barreled through it after hitting at least one car (maybe more) on Wilkins and then continued on to hit additional cars on Ohio. The Navigator came to a stop only when it flipped onto its side. It is a miracle no one was killed.

Even before yesterday's massive accident, I noticed that intersection was dangerously chaotic. It is especially precarious around drop off and pick up at the school when huge crowds of parents and children are crossing in those crosswalks. I have seen cars getting impatient with pedestrians, trying to crowd them, or just not paying attention. It is obvious that intersection needs a traffic light to regulate the flow of pedestrians and cars. The clear direction a traffic light provides to drivers and pedestrians would help prevent drivers from getting impatient, frustrated, or simply confused because of the unusual layout of that intersection.

I am emailing you because I wanted to find out how to go about getting a traffic light installed at that intersection. Additionally, I think we need signs marking it as a school zone and possibly some speed bumps as well.

You can contact me at this email address or by phone at 310-207-1888. I look forward to hearing from you.



Thank you,  
Christine Souhrada



**Debbie Dyner Harris**  
District Director  
Councilmember Paul Koretz, Fifth District  
[6380 Wilshire Boulevard, Suite 800 Los Angeles, California 90048](#)  
(323) 866-1828  
Email: [debbie.dynerharris@lacity.org](mailto:debbie.dynerharris@lacity.org)



**Jay Greenstein**  
Chief Field &  
Transportation Deputy  
Councilmember Paul  
Koretz, Fifth District  
  
6380 Wilshire Boulevard,  
Suite 800  
  
Los Angeles, California  
90048  
(323) 866-1828  
Email: [jay.greenstein@lacity.org](mailto:jay.greenstein@lacity.org)



**Jasmine Shamolian**  
Field & Policy Deputy  
Councilmember Paul Koretz, Fifth  
District  
[6380 Wilshire Boulevard, Suite  
800  
Los Angeles, CA 90048](#)  
(323) 866-1828  
Email: [jasmine.shamolian@lacity.org](mailto:jasmine.shamolian@lacity.org)

Keep up with us on social media:



If you would like to sign up to receive  
the Fifth Council District e-newsletter,  
click [here](#).

**Download the City of Los Angeles MyLA311 app  
for smartphones!**



MyLA311 links Angelenos with the services and  
information they need to enjoy their city, beautify  
their community and stay connected with their local  
government. With MyLA311, City of Los Angeles  
information and services are just a few taps away.



**Jasmine Shamolian**  
Field & Policy Deputy  
Councilmember Paul Koretz, Fifth  
District  
[6380 Wilshire Boulevard, Suite  
800](#)

[Los Angeles, CA 90048](#)

(323) 866-1828

Email: [jasmine.shamolian@lacity.org](mailto:jasmine.shamolian@lacity.org)

Keep up with us on social media:



If you would like to sign up to receive the Fifth Council District e-newsletter, click [here](#).

**Download the City of Los Angeles MyLA311 app for smartphones!**



MyLA311 links Angelenos with the services and information they need to enjoy their city, beautify their community and stay connected with their local government. With MyLA311, City of Los Angeles information and services are just a few taps away.

**\*\*\*PLEASE NOTE: All e-mail correspondence with the office of Councilmember Paul Koretz (including any attachments), along with any associated personal identifying information, is considered a public record under the California Public Records Act and may be subject to public disclosure under the Act.\*\*\***

**Subject:** Re: Wilkins development and a terrible intersection near St. Paul the Apostle School

**From:** Kevin Fulton <kevin.fulton@lacity.org>

**Date:** 1/24/2024, 5:22 PM

**To:** Christy Souhrada <christy.souhrada@gmail.com>

Hi Christy,

Dylan no longer works for Councilmember Yaroslavy. Their new Planning Deputy is Jennifer Torres ([jenny.torres@lacity.org](mailto:jenny.torres@lacity.org)).

Regarding the project - while it is 5 stories, the building will only have 11 units and 6 on-site parking spaces. The City Planning Commission (the actual decision maker) hearing for that project will be on Thursday April 11, 2024 at LA City Hall. This will be hybrid in person/zoom hearing so you could also join via Zoom Webinar. Please let me know if you would like to be added to the interested parties list to receive a reminder hearing notice a few weeks before that hearing and a copy of the eventual letter of determination. If so, please send your physical mailing address.

I have also included some information below that I've shared with a few other parents who have contacted me. This is based on research I've done into traffic calming measures, knowledge of city processes, and personal experience as someone that regularly walks and rides my bike in the city.

I read through the entirety of the email thread you included. It is not surprising that LADOT/other relevant agencies would not be receptive because their profession has been/is mostly concerned with enabling the fast movement of cars. This is why the Bureau of Engineering is requiring the 10756 Wilkins Ave project to dedicate 3 feet of land on Ohio Ave so this street can eventually be widened to 40 feet in conformance with the City's Mobility Plan. However, this won't actually happen until the rest of the dwellings on this block of Ohio Ave are redeveloped - so likely decades in the future.

It appears some very modest paint curb extensions/plastic bollards have already been installed at the intersection. My experience living downtown has shown that drivers do not respect plastic bollards. To be frank, you really need something that forces drivers to slow down out of fear that the object would damage their car or that narrows the street in a meaningful way. For instance, those painted curb extensions would undoubtedly be more effective if the space was filled with large concrete planters or an actual extension of the curb.

Here's a picture of concrete planters that have been installed on Broadway outside of Grand Central Market for reference.



Some other potential options can be found in p.147-149 & 167 of the [City's Complete Streets Guide](#).

Personally, I think speed bumps would be the most effective & easiest to implement given current city processes. LADOT has an application process to request speed bumps ([link here](#)). They aren't currently accepting applications, but have a link to sign up for their newsletter which would presumably alert you to a new application period. An advantage of speed bumps is that they would likely only involve LADOT rather than LADOT and several other city departments responsible for city streets/sidewalks. In contrast, a new, flashing pedestrian crossing sign or street lights would likely involve LADOT, the Bureau of Street Services, Bureau of Engineering, Bureau of Street Lighting, and potentially LADWP. Ideally you want both speed bumps AND a flashing ped sign/street light, but the former would probably be easier to implement.

Support from CD 5 is essential to make this happen. It's also important that they hear not only from you, but a critical mass of other parents at the school, parishioners, neighbors, etc. Would also be ideal if your school's PTA (I assume there is one) could involve parents from Emerson Middle School as well. You have clearly been at this for a while and I'm sure the lack of progress is very frustrating. However, I would encourage you to be persistent because plenty of city streets have speed bumps and there is no reason this intersection can't have them.

Please let me know if you have any questions.

Best,

Kevin

On Mon, Jan 22, 2024 at 1:25 PM Christy Souhrada <[christy.souhrada@gmail.com](mailto:christy.souhrada@gmail.com)> wrote:

I forgot to mention that the project case number is CPC-2023-5876-CU-DB-DRB-SPP-VHCA. Also, the copy of this email to Dylan Sittig bounced back to me, so if one of you could forward this to him, that would be appreciated.

Thank you,  
Christy

On Mon, Jan 22, 2024 at 1:18 PM Christy Souhrada <[christy.souhrada@gmail.com](mailto:christy.souhrada@gmail.com)> wrote:

Hello,

I am a parent of two children at St. Paul the Apostle School and I am alarmed to hear that the city is considering permitting the building of a 5-story

apartment complex right near the school, which already has serious traffic congestion issues AND on a terribly designed and dangerous intersection that has already seen multiple accidents, some narrowly missing school children.

This irregular "K"-shaped intersection where Ohio, Wilkins, and Selby meet has been a problem for years, with little done by the city to make it safer. Many parents park on Wilkins and Selby and then cross Ohio at this intersection to walk their children into school and then walk them back through that same intersection when they pick them up in the afternoon.

Please keep that in mind as you read the email chain below where I am telling various city employees how dangerous this intersection is and how it needs a stop light and they say that a stoplight is denied. This was FOUR YEARS AGO. The city has known for at least four years how dangerous this intersection is and cannot spare the money to put in a stop light to regulate it, but is now going to plop an entire 5-story apartment complex at the intersection, which will only increase traffic, compounding the already dangerous problem.

This is an important safety issue involving our children so please do not ignore this email. Please do read the entire email chain below which describes in detail just some of the dangerous problems at that intersection - an intersection that numerous school children walk across on a daily basis. Allowing an apartment building at this intersection would be both irresponsible and dangerous.

Please do not hesitate to let me know if you have any questions or need any additional information.

Thank you for your time and effort.

Christy Souhrada

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

From: **Christy Souhrada** <[christy.souhrada@gmail.com](mailto:christy.souhrada@gmail.com)>

Date: Tue, Mar 10, 2020 at 1:18 PM

Subject: Re: Traffic Accident and Need for Traffic Light on Ohio/Wilkins/Selby

To: Jasmine Shamolian <[jasmine.shamolian@lacity.org](mailto:jasmine.shamolian@lacity.org)>

Cc: Jay Greenstein <[jay.greenstein@lacity.org](mailto:jay.greenstein@lacity.org)>, Debbie Dyer Harris <[debbie.dyerharris@lacity.org](mailto:debbie.dyerharris@lacity.org)>

Hi Jasmine,

Thank you for letting me know about the improvements. I appreciate you keeping me informed.

Christy

On Tue, Mar 10, 2020 at 10:06 AM Jasmine Shamolian <[jasmine.shamolian@lacity.org](mailto:jasmine.shamolian@lacity.org)> wrote:

Hi Christy,

LADOT has informed us of the below updates regarding traffic safety improvements at the intersection of Ohio/Wilkins/Selby continue.

Here's a quick summary of the work orders that were approved:

- 1) Installing STOP and STOP AHEAD pavement markings for approaches on Wilkins Avenue, Selby Avenue, and Ohio Avenue.
- 2) Installing STOP AHEAD signs at necessary locations on Wilkins Avenue and Selby Avenue.

The purpose is to make all approaches consistent in regards to their signs and pavement markings.

**Please note that we do not have a timeline as of now on these improvements, I will let you know as soon as we do.**

Thanks.

Jasmine

On Fri, Jan 24, 2020 at 8:33 AM Christy Souhrada <[christy.souhrada@gmail.com](mailto:christy.souhrada@gmail.com)> wrote:

Hi Jasmine and Jay,

I hope your holidays went well. Unfortunately, the problems at the intersection of Ohio/Wilkins/Selby continue. This past weekend it appears a car ran into the stop sign on the corner between Selby and Wilkins. From the look of the stop sign, they must have hit it with significant force.

Here are [some photos](#).

As I mentioned in my earlier email, this is a dangerous intersection that has had recurring problems, and which is used by many many children during the school day. Just this morning as I was walking back from dropping my son off, multiple cars entered the intersection and sat in the middle of the intersection just shy of the crosswalk while parents and children were in the crosswalk - the poor crossing guard looked like she was trying to hold back a tide of cars as a crowd of parents and children crossed.

As someone who crosses in these crosswalks daily, it seems as if no one from the city is paying attention to the dangers at this intersection: there no apparent police presence and no improvements in safety there despite multiple accidents.

I did not get a response to my last email to you, but hopefully there is some progress on making this intersection safer. Has anyone submitted a

request for installation of those flashing pedestrian lights? Would that be an option? Also, would you or Jay be able to provide me with the DOT criteria for traffic light installation?

I look forward to hearing from you.

Thanks,  
Christy





On Wed, Dec 18, 2019 at 2:01 PM Christy Souhrada <[christy.souhrada@gmail.com](mailto:christy.souhrada@gmail.com)> wrote:  
Hi Jasmine,

Thank you for the information. I am glad to hear this intersection is on your radar. Has anyone submitted a request for installation of those flashing pedestrian lights? Would that be an option?

Also, would you or Jay be able to provide me with the DOT criteria for traffic light installation?

Thank you,  
Christy

On Mon, Dec 16, 2019 at 11:53 AM Jasmine Shamolian <[jasmine.shamolian@lacity.org](mailto:jasmine.shamolian@lacity.org)> wrote:  
Hi Christy,

Thank you for reaching out. I have worked with the Church on how to make the streets in the area more safe and have submitted a couple requests through LADOT.

These requests include:

1. Changing the current parking restrictions on Selby Ave from the 15 min parking zone to a passenger loading zone 6:30-9 and 1:30-4 with 2 Hour parking from 9-1:30
2. Upgrading and updating all pedestrian crosswalks at the intersection of Ohio Ave & Selby Ave, Ohio Ave & Wilkins Ave, and Holman Ave & Selby Ave.
3. Ensuring all school advance warning signs are visible and installed according to our department's regulations.
4. Installing flashing lights on stop signs at Ohio Ave & Selby Ave.

Unfortunately, LADOT could not approve the 4th item, as they do not generally install flashing lights on stop signs.

If you have any other specific requests I am happy to discuss and submit the requests to LADOT.

Please let me know if you have any questions.

Best,

Jasmine

On Thu, Dec 12, 2019 at 7:11 PM Christy Souhrada <[christy.souhrada@gmail.com](mailto:christy.souhrada@gmail.com)> wrote:  
Hi Jay,

Thank you for your quick response and for looping in Jasmine so she can give us some background on this issue.

Would you be able to send me a link to the Department of Transportation criteria you referred to in your e-mail? I know you indicate that there may be some hurdles to getting a light and speed bumps, but what about clear and very prominent signage alerting drivers that this is a school zone? That seems like something which could be done quite quickly.



Also, I wanted to clarify that the concerns I and other parents have about this intersection is not in any way limited to the accident yesterday. This is *not* a usually-safe intersection that happened to have a bad accident. This is a chronically *unsafe* intersection and the horrific accident simply focused a lot of people's attention on the issue.

First, the intersection itself has a very unusual layout that causes confusion. As an example, when a car approaches the intersection traveling west on Ohio with their right-turn signal on (or conversely traveling east with the left-turn signal on), the other drivers in the intersection - and pedestrians - can't tell if they intend to turn onto Selby or Wilkins.

In addition, that intersection becomes a focal point of frustration and anger among drivers. Drivers often roll through the stop signs; sometimes they speed through. I have seen cars inch into the crosswalks to try to crowd out the pedestrians. Impatient drivers also enter the intersection while people are crossing on the other side and then sit in the middle of the intersection just shy of the crosswalk apparently to be first in line to pass once the crosswalk clears. At pick-up time I have seen cars back up on Ohio as parents and students are trying to cross and multiple drivers begin to honk, not understanding that the line of cars is not moving because so many people are using the crosswalks. At drop-off and pick-up, with traffic slowed and backed-up because the flow of pedestrians and cars is not being regulated, drivers become frustrated and impatient and it shows in their driving. The result is that the times when the most children are present are also the times when drivers are most likely to drive dangerously. This is a chronic, on-going problem.

Further, I have been told by other parents that, in the past, police presence at the intersection has been increased, but it does not last. So while a beefed up police presence may be a good interim solution, it will not fix the underlying problem, which is an inadequately-regulated confusingly-shaped intersection.

Thank you for your attention to this matter and I look forward to working with you further to ensure the safety of everyone at that intersection and around the school generally.

Christy

On Thu, Dec 12, 2019 at 5:01 PM Jay Greenstein <[jay.greenstein@lacity.org](mailto:jay.greenstein@lacity.org)> wrote:

Thank you Christine for your message. I have also looped in our Westwood Field Deputy Jasmine Shamolian who has worked on traffic safety concerns for the streets adjacent to the church and the school. Jasmine can explain what has been looked at to address these concerns. I can tell you that it is unlikely that the Department of Transportation criteria would allow for a recommendation of the installation of a traffic signal in this mostly residential area. The installation of speed humps may be an option here, but will likely require the approval of the majority of the residents of a specific block. It appears from your description that the accident you described may have been caused by a driver under the influence, otherwise impaired or just reckless. I can work with Jasmine to see if we have made any recent requests to LAPD West Bureau Traffic Division for enforcement attention to these intersections. Thank you again for raising these concerns.

On Thu, Dec 12, 2019 at 3:56 PM Debbie Dyer Harris <[debbie.dynerharris@lacity.org](mailto:debbie.dynerharris@lacity.org)> wrote:

Hello Christy, thank you so much for letting us know of the terrible accident near your child's school yesterday. It sounds incredibly scary, and I am so sorry it occurred. I am copying our transportation deputy, Jay Greenstein. Jay has a lot of experience with these types of requests and this area, and will be able to advise what options there are to improve safety at that intersection.

Debbie

On Thu, Dec 12, 2019 at 3:49 PM Christy Souhrada <[christy.souhrada@gmail.com](mailto:christy.souhrada@gmail.com)> wrote:

Hello Ms. Dyer Harris,

I was given your name by Officer Rick Ballesteros with the LAPD West Los Angeles Division as someone who can help get a traffic light installed at the intersection of Ohio, Wilkins, and Selby. My child attends St. Paul the Apostle School in Westwood, right next to that intersection, and we were there yesterday afternoon, when a Lincoln Navigator traveling at an extremely high rate of speed hit multiple cars. My child and I walked through the crosswalk there probably 30 seconds before the Lincoln Navigator barreled through it after hitting at least one car (maybe more) on Wilkins and then continued on to hit additional cars on Ohio. The Navigator came to a stop only when it flipped onto its side. It is a miracle no one was killed.

Even before yesterday's massive accident, I noticed that intersection was dangerously chaotic. It is especially precarious around drop off and pick up at the school when huge crowds of parents and children are crossing in those crosswalks. I have seen cars getting impatient with pedestrians, trying to crowd them, or just not paying attention. It is obvious that intersection needs a traffic light to regulate the flow of pedestrians and cars. The clear direction a traffic light provides to drivers and pedestrians would help prevent drivers from getting impatient, frustrated, or simply confused because of the unusual layout of that intersection.

I am emailing you because I wanted to find out how to go about getting a traffic light installed at that intersection. Additionally, I think we need signs marking it as a school zone and possibly some speed bumps as well.

You can contact me at this email address or by phone at 310-207-1888. I look forward to hearing from you.

Thank you,  
Christine Souhrada





**Debbie Dyer Harris**  
District Director  
Councilmember Paul Koretz, Fifth District  
[6380 Wilshire Boulevard, Suite 800, Los Angeles, California 90048](#)  
(323) 866-1828  
Email: [debbie.dyerharris@lacity.org](mailto:debbie.dyerharris@lacity.org)



**Jay Greenstein**  
Chief Field &  
Transportation Deputy  
Councilmember Paul  
Koretz, Fifth District  
  
6380 Wilshire Boulevard,  
Suite 800  
  
Los Angeles, California  
90048  
(323) 866-1828  
Email: [jay.greenstein@lacity.org](mailto:jay.greenstein@lacity.org)



**Jasmine Shamolian**  
Field & Policy Deputy  
Councilmember Paul Koretz, Fifth  
District  
[6380 Wilshire Boulevard, Suite  
800  
Los Angeles, CA 90048](#)  
(323) 866-1828  
Email: [jasmine.shamolian@lacity.org](mailto:jasmine.shamolian@lacity.org)

Keep up with us on social media:



If you would like to sign up to receive  
the Fifth Council District e-newsletter,  
click [here](#).

**Download the City of Los Angeles MyLA311 app  
for smartphones!**



MyLA311 links Angelenos with the services and  
information they need to enjoy their city, beautify  
their community and stay connected with their local  
government. With MyLA311, City of Los Angeles  
information and services are just a few taps away.



**Jasmine Shamolian**  
Field & Policy Deputy  
Councilmember Paul Koretz, Fifth  
District  
[6380 Wilshire Boulevard, Suite  
800  
Los Angeles, CA 90048](#)  
(323) 866-1828  
Email: [jasmine.shamolian@lacity.org](mailto:jasmine.shamolian@lacity.org)

Keep up with us on social media:



If you would like to sign up to receive the Fifth Council District e-newsletter, click [here](#).

**Download the City of Los Angeles MyLA311 app for smartphones!**



MyLA311 links Angelenos with the services and information they need to enjoy their city, beautify their community and stay connected with their local government. With MyLA311, City of Los Angeles information and services are just a few taps away.

**\*\*\*PLEASE NOTE: All e-mail correspondence with the office of Councilmember Paul Koretz (including any attachments), along with any associated personal identifying information, is considered a public record under the California Public Records Act and may be subject to public disclosure under the Act.\*\*\***



**Kevin Fulton**

City Planning Associate

**Los Angeles City Planning**

200 N. Spring St., Room 750

Los Angeles, CA 90012

T: (213) 978-1210 |

Planning4LA.org



**Subject:** Re: Letter in Opposition of Proposed Development at 10756 West Wilkins Ave, Los Angeles  
**From:** Britten Shuford <brittenshuford@gmail.com>  
**Date:** 1/31/2024, 1:05 PM  
**To:** Kevin Fulton <kevin.fulton@lacity.org>  
**CC:** Michael Woods <mikewilliamwoods@gmail.com>

Hi Kevin,

I hope this finds you well.

Do you happen to know the status of the traffic study the developer hired a traffic consultant to produce? At the DRB hearing, the developer apparently shared that he initiated a traffic study but it was not completed yet (at that time).

We plan to engage a traffic consultant/expert to perform a peer review of the traffic study and want to be sure we have sufficient time to do so.

Thanks.

Britt

On Wed, Jan 17, 2024 at 3:48 PM Kevin Fulton <[kevin.fulton@lacity.org](mailto:kevin.fulton@lacity.org)> wrote:

Hi Britten,

I'm not aware if they have already approved the driveway/access plan. However, I know the developer/their team are working with LADOT and the Bureau of Engineering (BOE) to finalize and confirm the driveway location/access plan. Our staff recommendation report would also include any recommended conditions from either LADOT and/or BOE.

Best,

Kevin

On Wed, Jan 17, 2024 at 1:37 PM Britten Shuford <[brittenshuford@gmail.com](mailto:brittenshuford@gmail.com)> wrote:

Dear Kevin,

We have a meeting confirmed with Councilwoman Yaraslavsky's office next week to discuss our strong opposition to this proposed development. Saint Paul the Apostle has engaged legal counsel with land use expertise and also formed a committee to focus on the proposed development. As we briefly discussed, an overarching goal of ours is to create safe streets at the subject intersection for the young children walking to and from school.

I had one quick question. Has LADOT weighed in on the driveway location on Ohio Ave, which we understand the City recognizes as the Connector Street? We understand that the LADOT typically

wants the driveway to be on the less traveled street, which in this case is Wilkens.

Thanks in advance.

Regards,

Britten

On Tue, Nov 14, 2023 at 9:28 PM Britten Shuford <[brittenshuford@gmail.com](mailto:brittenshuford@gmail.com)> wrote:

Dear Kevin,

As a follow up to our conversation this afternoon, I am writing to voice my strong opposition to the proposed development at 10756 West Wilkens Ave, Los Angeles because it will create a major safety hazard to the approximately 1,150 students who attend Saint Paul the Apostle School (located directly across the street) and Ralph Waldo Emerson Community Charter Middle School.

I am a constituent in the subject district and a parent of a 2<sup>nd</sup> grade student at Saint Paul the Apostle school,

An extremely important stakeholder group in this matter are the children who attend Saint Paul and Emerson. Their safety should be the top priority of the City of Los Angeles and the Council Office. The proposed development stands to create a significantly more dangerous environment for these children.

The intersection of three streets, Wilkins Ave, Selby Ave. and Ohio Ave. is already dangerous for young students walking to and from school. While a study performed by an expert would prove this point and should be undertaken, a visit on any morning would also show that it is not safe for children in its current form. Cars routinely run stop signs, drive over the speed limit, and narrowly miss pedestrians (often children) in the crosswalks. Many parents at Emerson and Saint Paul can attest to the current unsafe conditions and share multiple eyewitness accounts of terrifying close encounters and near misses. I would strongly discourage you from pointing to the number of accidents recorded to date to form an incorrect conclusion that the area is acceptable. It is not safe for children walking to and from school.

The proposed development will clearly make the currently unsafe conditions significantly worse. It is my understanding that the ingress/egress of the proposed apartment development will be onto Ohio Ave, which will be a disaster. Increased vehicle traffic from the 11 units will now enter onto a heavily foot trafficked area of young students. The drivers of these cars will be pulling onto a busy sidewalk before entering a busy street at peak hours when the young students are walking on the sidewalk. Ride sharing services, such as Uber, will be shuttling residents of the new building and will surely be distracted as they shuttle into the driveway on Ohio or hold up traffic while picking up riders from this location.

We attempted many times in 2022 to secure traffic crossing guards at this intersection. Unfortunately, the City refused our request every time and inserted multiple roadblocks to practical, common sense solutions to swiftly provide crossing guards and provide safe passage for young children trying to get to and from school.

While I understand the City's limitations with rejecting aspects of the development proposal due to the state density bonus, the City absolutely has an obligation to

consider the health and safety of the community. The City has not considered the safety aspects of this proposed development and its highly unique circumstances of being located directly across the street from approximately 550 students from kindergarten to 8<sup>th</sup> grade at Saint Paul.

There are numerous safety road enhancements that should be guaranteed to the community and mandated if the City is to consider approval of this project. I encourage you to host a brainstorming meeting with the community to discuss various options which could result in a Win-Win for all parties involved. These mandated enhancements should be considered in a thoughtful manner and not rushed through for the sake of approving a development.

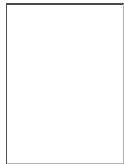
I know that your support or opposition to the proposed development carries substantial weight in the City's ultimate decision. For the safety of the 1,150 young students, I encourage you to oppose the proposed development and embark on a process to find a comprehensive solution to increase the safety of the intersection in question and adjacent areas frequently traveled by the students.

Thank you for your consideration.

Regards,

Britten Shuford

--



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 721  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
Planning4LA.org



Pronouns: He, His, Him

**Subject:** Re: Letter in Opposition of Proposed Development at 10756 West Wilkins Ave, Los Angeles  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 2/1/2024, 11:36 AM  
**To:** Britten Shuford <brittenshuford@gmail.com>  
**CC:** Michael Woods <mikewilliamwoods@gmail.com>

Hi Britten,

I haven't received a traffic study yet, but followed up with the development team on that matter this morning. I'll let you know once I have an update.

Best,

Kevin

On Wed, Jan 31, 2024 at 1:05 PM Britten Shuford <[brittenshuford@gmail.com](mailto:brittenshuford@gmail.com)> wrote:

Hi Kevin,

I hope this finds you well.

Do you happen to know the status of the traffic study the developer hired a traffic consultant to produce? At the DRB hearing, the developer apparently shared that he initiated a traffic study but it was not completed yet (at that time).

We plan to engage a traffic consultant/expert to perform a peer review of the traffic study and want to be sure we have sufficient time to do so.

Thanks.

Britt

On Wed, Jan 17, 2024 at 3:48 PM Kevin Fulton <[kevin.fulton@lacity.org](mailto:kevin.fulton@lacity.org)> wrote:

Hi Britten,

I'm not aware if they have already approved the driveway/access plan. However, I know the developer/their team are working with LADOT and the Bureau of Engineering (BOE) to finalize and confirm the driveway location/access plan. Our staff recommendation report would also include any recommended conditions from either LADOT and/or BOE.

Best,

Kevin

On Wed, Jan 17, 2024 at 1:37 PM Britten Shuford <[brittenshuford@gmail.com](mailto:brittenshuford@gmail.com)> wrote:

Dear Kevin,

We have a meeting confirmed with Councilwoman Yaraslavsky's office next week to discuss our strong opposition to this proposed development. Saint Paul the Apostle has engaged legal counsel with land use expertise and also formed a committee to focus on the proposed development. As we briefly discussed, an overarching goal of ours is to create safe streets at the subject intersection for the young children walking to and from school.

I had one quick question. Has LADOT weighed in on the driveway location on Ohio Ave, which we understand the City recognizes as the Connector Street? We understand that the LADOT typically wants the driveway to be on the less traveled street, which in this case is Wilkens.

Thanks in advance.

Regards,

Britten

On Tue, Nov 14, 2023 at 9:28 PM Britten Shuford <[brittenshuford@gmail.com](mailto:brittenshuford@gmail.com)> wrote:

Dear Kevin,

As a follow up to our conversation this afternoon, I am writing to voice my strong opposition to the proposed development at 10756 West Wilkens Ave, Los Angeles because it will create a major safety hazard to the approximately 1,150 students who attend Saint Paul the Apostle School (located directly across the street) and Ralph Waldo Emerson Community Charter Middle School.

I am a constituent in the subject district and a parent of a 2<sup>nd</sup> grade student at Saint Paul the Apostle school,

An extremely important stakeholder group in this matter are the children who attend Saint Paul and Emerson. Their safety should be the top priority of the City of Los Angeles and the Council Office. The proposed development stands to create a significantly more dangerous environment for these children.

The intersection of three streets, Wilkins Ave, Selby Ave. and Ohio Ave. is already dangerous for young students walking to and from school. While a study performed by an expert would prove this point and should be undertaken, a visit on any morning would also show that it is not safe for children in its current form. Cars routinely run stop signs, drive over the speed limit, and narrowly miss pedestrians (often children) in the crosswalks. Many parents at Emerson and Saint Paul can attest to the current unsafe conditions and share multiple eyewitness accounts of terrifying close encounters and near misses. I would strongly discourage you from pointing to the number of accidents recorded to date to form an incorrect conclusion that the area is acceptable. It is not safe for children walking to and from school.

The proposed development will clearly make the currently unsafe conditions significantly worse. It is my understanding that the ingress/egress of the proposed apartment development will be onto Ohio Ave, which will be a disaster. Increased vehicle traffic from the 11 units will now enter onto a heavily foot trafficked area of



young students. The drivers of these cars will be pulling onto a busy sidewalk before entering a busy street at peak hours when the young students are walking on the sidewalk. Ride sharing services, such as Uber, will be shuttling residents of the new building and will surely be distracted as they shuttle into the driveway on Ohio or hold up traffic while picking up riders from this location.

We attempted many times in 2022 to secure traffic crossing guards at this intersection. Unfortunately, the City refused our request every time and inserted multiple roadblocks to practical, common sense solutions to swiftly provide crossing guards and provide safe passage for young children trying to get to and from school.

While I understand the City's limitations with rejecting aspects of the development proposal due to the state density bonus, the City absolutely has an obligation to consider the health and safety of the community. The City has not considered the safety aspects of this proposed development and its highly unique circumstances of being located directly across the street from approximately 550 students from kindergarten to 8<sup>th</sup> grade at Saint Paul.

There are numerous safety road enhancements that should be guaranteed to the community and mandated if the City is to consider approval of this project. I encourage you to host a brainstorming meeting with the community to discuss various options which could result in a Win-Win for all parties involved. These mandated enhancements should be considered in a thoughtful manner and not rushed through for the sake of approving a development.

I know that your support or opposition to the proposed development carries substantial weight in the City's ultimate decision. For the safety of the 1,150 young students, I encourage you to oppose the proposed development and embark on a process to find a comprehensive solution to increase the safety of the intersection in question and adjacent areas frequently traveled by the students.

Thank you for your consideration.

Regards,

Britten Shuford

--



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 721  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
[Planning4LA.org](http://Planning4LA.org)



Pronouns: He, His, Him

--



**Kevin Fulton**

City Planning Associate

**Los Angeles City Planning**

200 N. Spring St., Room 750

Los Angeles, CA 90012

T: (213) 978-1210 |

[Planning4LA.org](http://Planning4LA.org)



**Subject:** Re: Letter in Opposition of Proposed Development at 10756 West Wilkins Ave, Los Angeles  
**From:** Britten Shuford <brittenshuford@gmail.com>  
**Date:** 2/9/2024, 11:15 AM  
**To:** Kevin Fulton <kevin.fulton@lacity.org>  
**CC:** Michael Woods <mikewilliamwoods@gmail.com>

Hi Kevin,  
Do you happen to have any updates on the status of the traffic study? Thanks.

Britt

On Thu, Feb 1, 2024 at 11:36 AM Kevin Fulton <[kevin.fulton@lacity.org](mailto:kevin.fulton@lacity.org)> wrote:

Hi Britten,

I haven't received a traffic study yet, but followed up with the development team on that matter this morning. I'll let you know once I have an update.

Best,

Kevin

On Wed, Jan 31, 2024 at 1:05 PM Britten Shuford <[brittenshuford@gmail.com](mailto:brittenshuford@gmail.com)> wrote:

Hi Kevin,

I hope this finds you well.

Do you happen to know the status of the traffic study the developer hired a traffic consultant to produce? At the DRB hearing, the developer apparently shared that he initiated a traffic study but it was not completed yet (at that time).

We plan to engage a traffic consultant/expert to perform a peer review of the traffic study and want to be sure we have sufficient time to do so.

Thanks.

Britt

On Wed, Jan 17, 2024 at 3:48 PM Kevin Fulton <[kevin.fulton@lacity.org](mailto:kevin.fulton@lacity.org)> wrote:

Hi Britten,

I'm not aware if they have already approved the driveway/access plan. However, I know the developer/their team are working with LADOT and the Bureau of Engineering (BOE) to finalize and confirm the driveway location/access plan. Our staff recommendation report would also include any recommended conditions from either LADOT and/or BOE.

Best,

Kevin

On Wed, Jan 17, 2024 at 1:37 PM Britten Shuford <[brittenshuford@gmail.com](mailto:brittenshuford@gmail.com)> wrote:

Dear Kevin,

We have a meeting confirmed with Councilwoman Yaraslavsky's office next week to discuss our strong opposition to this proposed development. Saint Paul the Apostle has engaged legal counsel with land use expertise and also formed a committee to focus on the proposed development. As we briefly discussed, an overarching goal of ours is to create safe streets at the subject intersection for the young children walking to and from school.

I had one quick question. Has LADOT weighed in on the driveway location on Ohio Ave, which we understand the City recognizes as the Connector Street? We understand that the LADOT typically wants the driveway to be on the less traveled street, which in this case is Wilkens.

Thanks in advance.

Regards,

Britten

On Tue, Nov 14, 2023 at 9:28 PM Britten Shuford <[brittenshuford@gmail.com](mailto:brittenshuford@gmail.com)> wrote:

Dear Kevin,

As a follow up to our conversation this afternoon, I am writing to voice my strong opposition to the proposed development at 10756 West Wilkens Ave, Los Angeles because it will create a major safety hazard to the approximately 1,150 students who attend Saint Paul the Apostle School (located directly across the street) and Ralph Waldo Emerson Community Charter Middle School.

I am a constituent in the subject district and a parent of a 2<sup>nd</sup> grade student at Saint Paul the Apostle school,

An extremely important stakeholder group in this matter are the children who attend Saint Paul and Emerson. Their safety should be the top priority of the City of Los Angeles and the Council Office. The proposed development stands to create a significantly more dangerous environment for these children.

The intersection of three streets, Wilkins Ave, Selby Ave. and Ohio Ave. is already dangerous for young students walking to and from school. While a study performed by an expert would prove this point and should be undertaken, a visit on any morning would also show that it is not safe for children in its current form. Cars routinely run stop signs, drive over the speed limit, and narrowly miss pedestrians (often children) in the crosswalks. Many parents at Emerson and Saint Paul can attest to the current unsafe conditions and share multiple

eyewitness accounts of terrifying close encounters and near misses. I would strongly discourage you from pointing to the number of accidents recorded to date to form an incorrect conclusion that the area is acceptable. It is not safe for children walking to and from school.

The proposed development will clearly make the currently unsafe conditions significantly worse. It is my understanding that the ingress/egress of the proposed apartment development will be onto Ohio Ave, which will be a disaster. Increased vehicle traffic from the 11 units will now enter onto a heavily foot trafficked area of young students. The drivers of these cars will be pulling onto a busy sidewalk before entering a busy street at peak hours when the young students are walking on the sidewalk. Ride sharing services, such as Uber, will be shuttling residents of the new building and will surely be distracted as they shuttle into the driveway on Ohio or hold up traffic while picking up riders from this location.

We attempted many times in 2022 to secure traffic crossing guards at this intersection. Unfortunately, the City refused our request every time and inserted multiple roadblocks to practical, common sense solutions to swiftly provide crossing guards and provide safe passage for young children trying to get to and from school.

While I understand the City's limitations with rejecting aspects of the development proposal due to the state density bonus, the City absolutely has an obligation to consider the health and safety of the community. The City has not considered the safety aspects of this proposed development and its highly unique circumstances of being located directly across the street from approximately 550 students from kindergarten to 8<sup>th</sup> grade at Saint Paul.

There are numerous safety road enhancements that should be guaranteed to the community and mandated if the City is to consider approval of this project. I encourage you to host a brainstorming meeting with the community to discuss various options which could result in a Win-Win for all parties involved. These mandated enhancements should be considered in a thoughtful manner and not rushed through for the sake of approving a development.

I know that your support or opposition to the proposed development carries substantial weight in the City's ultimate decision. For the safety of the 1,150 young students, I encourage you to oppose the proposed development and embark on a process to find a comprehensive solution to increase the safety of the intersection in question and adjacent areas frequently traveled by the students.

Thank you for your consideration.

Regards,

Britten Shuford

--



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 721  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
Planning4LA.org



Pronouns: He, His, Him

--



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 750  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
Planning4LA.org



**Subject:** Re: Letter in Opposition of Proposed Development at 10756 West Wilkins Ave, Los Angeles  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 2/12/2024, 5:49 PM  
**To:** Britten Shuford <brittenshuford@gmail.com>  
**CC:** Michael Woods <mikewilliamwoods@gmail.com>

Hi Britten,

I haven't heard anything from the development team yet. I would suggest reaching out to them since this is a study they did voluntarily - not one they were required them to do.

Best,

Kevin

On Fri, Feb 9, 2024 at 11:15 AM Britten Shuford <[brittenshuford@gmail.com](mailto:brittenshuford@gmail.com)> wrote:

Hi Kevin,

Do you happen to have any updates on the status of the traffic study? Thanks.

Britt

On Thu, Feb 1, 2024 at 11:36 AM Kevin Fulton <[kevin.fulton@lacity.org](mailto:kevin.fulton@lacity.org)> wrote:

Hi Britten,

I haven't received a traffic study yet, but followed up with the development team on that matter this morning. I'll let you know once I have an update.

Best,

Kevin

On Wed, Jan 31, 2024 at 1:05 PM Britten Shuford <[brittenshuford@gmail.com](mailto:brittenshuford@gmail.com)> wrote:

Hi Kevin,

I hope this finds you well.

Do you happen to know the status of the traffic study the developer hired a traffic consultant to produce? At the DRB hearing, the developer apparently shared that he initiated a traffic study but it was not completed yet (at that time).

We plan to engage a traffic consultant/expert to perform a peer review of the traffic study and want to be sure we have sufficient time to do so.

Thanks.

Britt



On Wed, Jan 17, 2024 at 3:48 PM Kevin Fulton <[kevin.fulton@lacity.org](mailto:kevin.fulton@lacity.org)> wrote:

Hi Britten,

I'm not aware if they have already approved the driveway/access plan. However, I know the developer/their team are working with LADOT and the Bureau of Engineering (BOE) to finalize and confirm the driveway location/access plan. Our staff recommendation report would also include any recommended conditions from either LADOT and/or BOE.

Best,

Kevin

On Wed, Jan 17, 2024 at 1:37 PM Britten Shuford <[brittenshuford@gmail.com](mailto:brittenshuford@gmail.com)> wrote:

Dear Kevin,

We have a meeting confirmed with Councilwoman Yaraslavsky's office next week to discuss our strong opposition to this proposed development. Saint Paul the Apostle has engaged legal counsel with land use expertise and also formed a committee to focus on the proposed development. As we briefly discussed, an overarching goal of ours is to create safe streets at the subject intersection for the young children walking to and from school.

I had one quick question. Has LADOT weighed in on the driveway location on Ohio Ave, which we understand the City recognizes as the Connector Street? We understand that the LADOT typically wants the driveway to be on the less traveled street, which in this case is Wilkens.

Thanks in advance.

Regards,

Britten

On Tue, Nov 14, 2023 at 9:28 PM Britten Shuford <[brittenshuford@gmail.com](mailto:brittenshuford@gmail.com)> wrote:

Dear Kevin,

As a follow up to our conversation this afternoon, I am writing to voice my strong opposition to the proposed development at 10756 West Wilkens Ave, Los Angeles because it will create a major safety hazard to the approximately 1,150 students who attend Saint Paul the Apostle School (located directly across the street) and Ralph Waldo Emerson Community Charter Middle School.

I am a constituent in the subject district and a parent of a 2<sup>nd</sup> grade student at

Saint Paul the Apostle school,

An extremely important stakeholder group in this matter are the children who attend Saint Paul and Emerson. Their safety should be the top priority of the City of Los Angeles and the Council Office. The proposed development stands to create a significantly more dangerous environment for these children.

The intersection of three streets, Wilkins Ave, Selby Ave. and Ohio Ave. is already dangerous for young students walking to and from school. While a study performed by an expert would prove this point and should be undertaken, a visit on any morning would also show that it is not safe for children in its current form. Cars routinely run stop signs, drive over the speed limit, and narrowly miss pedestrians (often children) in the crosswalks. Many parents at Emerson and Saint Paul can attest to the current unsafe conditions and share multiple eyewitness accounts of terrifying close encounters and near misses. I would strongly discourage you from pointing to the number of accidents recorded to date to form an incorrect conclusion that the area is acceptable. It is not safe for children walking to and from school.

The proposed development will clearly make the currently unsafe conditions significantly worse. It is my understanding that the ingress/egress of the proposed apartment development will be onto Ohio Ave, which will be a disaster. Increased vehicle traffic from the 11 units will now enter onto a heavily foot trafficked area of young students. The drivers of these cars will be pulling onto a busy sidewalk before entering a busy street at peak hours when the young students are walking on the sidewalk. Ride sharing services, such as Uber, will be shuttling residents of the new building and will surely be distracted as they shuttle into the driveway on Ohio or hold up traffic while picking up riders from this location.

We attempted many times in 2022 to secure traffic crossing guards at this intersection. Unfortunately, the City refused our request every time and inserted multiple roadblocks to practical, common sense solutions to swiftly provide crossing guards and provide safe passage for young children trying to get to and from school.

While I understand the City's limitations with rejecting aspects of the development proposal due to the state density bonus, the City absolutely has an obligation to consider the health and safety of the community. The City has not considered the safety aspects of this proposed development and its highly unique circumstances of being located directly across the street from approximately 550 students from kindergarten to 8<sup>th</sup> grade at Saint Paul.

There are numerous safety road enhancements that should be guaranteed to the community and mandated if the City is to consider approval of this project. I encourage you to host a brainstorming meeting with the community to discuss various options which could result in a Win-Win for all parties involved. These mandated enhancements should be considered in a thoughtful manner and not rushed through for the sake of approving a development.

I know that your support or opposition to the proposed development carries substantial weight in the City's ultimate decision. For the safety of the 1,150 young students, I encourage you to oppose the proposed development and embark on a process to find a comprehensive solution to increase the safety of the intersection in question and adjacent areas frequently traveled by the

students.

Thank you for your consideration.

Regards,

Britten Shuford

--

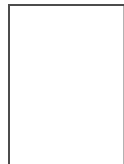


**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 721  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
Planning4LA.org



Pronouns: He, His, Him

--



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 750  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
Planning4LA.org



--



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 750  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
Planning4LA.org



**Subject:** Re: 10756 Wilkins Ave  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 2/15/2024, 9:28 AM  
**To:** "GODEK, GWENN" <gwenn.godek@lausd.net>  
**CC:** "Fernandez, Bryan" <cp-bryan.fernandez@lausd.net>

Hi Gwenn,

The 2/8/24 hearing for this project was delayed to April 11, 2024 so you are not too late. I'll add you to the interested parties list.

You'll receive a notice around 2 weeks before the hearing date and a copy of the eventual determination.

Best,

Kevin

On Thu, Feb 15, 2024 at 8:57 AM GODEK, GWENN <[gwenn.godek@lausd.net](mailto:gwenn.godek@lausd.net)> wrote:

Hi Kevin-

I just realized I never sent you my mailing address. I may be too late, but here it is:

Gwenn Godek

LAUSD | OEHS

333 S. Beaudry Ave,

21<sup>st</sup> Floor

Los Angeles, CA 90017

Would you please let me know whether this item was heard at the 02/08/24 Commission meeting?  
Thanks!

Regards,

*Gwenn Godek*

CEQA Advisor | CP

LAUSD | OEHS

(d) 213.241.4707

(c) 310.936.4303

<http://achieve.lausd.net/ceqa>



---

**From:** Kevin Fulton <[kevin.fulton@lacity.org](mailto:kevin.fulton@lacity.org)>  
**Sent:** Wednesday, November 29, 2023 12:07 PM  
**To:** GODEK, GWENN <[gwenn.godek@lausd.net](mailto:gwenn.godek@lausd.net)>  
**Cc:** Fernandez, Bryan <[cp-bryan.fernandez@lausd.net](mailto:cp-bryan.fernandez@lausd.net)>  
**Subject:** Re: 10756 Wilkins Ave

**CAUTION: EXTERNAL EMAIL**

Hello Gwenn,

The Hearing Officer hearing for this case (required for all projects where the City Planning Commission is the decision maker) took place on November 15th. The hearing was also a joint review by the Westwood Design Review Board (DRB), which requested that the applicant make design revisions and return for a second review on January 17, 2024. The applicant agreed to do this and forfeit their scheduled City Planning Commission hearing, which was supposed to take place on December 14, 2023. The City Planning Commission hearing has been rescheduled for Thursday February 8, 2024.

I can add you to our interested parties list to ensure you receive a courtesy notice before the

February 8th CPC hearing as well as a copy of the letter of determination. Please send me a copy of your physical mailing address if you would like to be added to the list.

Best,

Kevin

On Tue, Nov 28, 2023 at 3:15 PM GODEK, GWENN <[gwenn.godek@lausd.net](mailto:gwenn.godek@lausd.net)> wrote:

Hi Kevin~

I was just advised of the project at the subject address, which I believe is assigned to you. I work for LAUSD's Office of Environmental Health & Safety and this was put on my radar due to its proximity to Emerson Middle School. Would you please let me know where this is at in the entitlements process? Looks like it's something that has been designed to have streamlined approval. However, the District would still like the opportunity to engage with the City and developer on this project to ensure that potential impacts to Emerson MS are minimized.

Regards~

Gwenn Godek

CEQA Advisor | CP

LAUSD | OEHS

333 S. Beaudry Ave, 21-225-04

Los Angeles, CA 90017

(d) 213.241.4707

(c) 310.936.4303

<http://achieve.lausd.net/ceqa>



--



**Kevin Fulton**

City Planning Associate

**Los Angeles City Planning**

200 N. Spring St., Room 721

Los Angeles, CA 90012

T: (213) 978-1210 | [Planning4LA.org](http://Planning4LA.org)



Pronouns: He, His, Him

--



**Kevin Fulton**

City Planning Associate

**Los Angeles City Planning**

200 N. Spring St., Room 750

Los Angeles, CA 90012

T: (213) 978-1210 |

[Planning4LA.org](http://Planning4LA.org)





**Subject:** RE: 10756 Wilkins Ave  
**From:** "GODEK, GWENN" <gwenn.godek@lausd.net>  
**Date:** 2/15/2024, 8:57 AM  
**To:** Kevin Fulton <kevin.fulton@lacity.org>  
**CC:** "Fernandez, Bryan" <cp-bryan.fernandez@lausd.net>

Hi Kevin-

I just realized I never sent you my mailing address. I may be too late, but here it is:

Gwenn Godek  
LAUSD | OEHS  
333 S. Beaudry Ave,  
21<sup>st</sup> Floor  
Los Angeles, CA 90017

Would you please let me know whether this item was heard at the 02/08/24 Commission meeting?  
Thanks!

Regards,  
*Gwenn Godek*  
CEQA Advisor | CP  
LAUSD | OEHS  
(d) 213.241.4707  
(c) 310.936.4303  
<http://achieve.lausd.net/ceqa>



---

**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Sent:** Wednesday, November 29, 2023 12:07 PM  
**To:** GODEK, GWENN <gwenn.godek@lausd.net>  
**Cc:** Fernandez, Bryan <cp-bryan.fernandez@lausd.net>  
**Subject:** Re: 10756 Wilkins Ave

**CAUTION: EXTERNAL EMAIL**

Hello Gwenn,

The Hearing Officer hearing for this case (required for all projects where the City Planning Commission is the decision maker) took place on November 15th. The hearing was also a joint review by the Westwood Design Review Board (DRB), which requested that the applicant make design revisions and return for a second review on January 17, 2024. The applicant agreed to do this and forfeit their scheduled City Planning Commission hearing, which was supposed to take place on December 14, 2023. The City Planning Commission hearing has been rescheduled for Thursday February

8, 2024.

I can add you to our interested parties list to ensure you receive a courtesy notice before the February 8th CPC hearing as well as a copy of the letter of determination. Please send me a copy of your physical mailing address if you would like to be added to the list.

Best,

Kevin

On Tue, Nov 28, 2023 at 3:15 PM GODEK, GWENN <[gwenn.godek@lausd.net](mailto:gwenn.godek@lausd.net)> wrote:

Hi Kevin~

I was just advised of the project at the subject address, which I believe is assigned to you. I work for LAUSD's Office of Environmental Health & Safety and this was put on my radar due to its proximity to Emerson Middle School. Would you please let me know where this is at in the entitlements process? Looks like it's something that has been designed to have streamlined approval. However, the District would still like the opportunity to engage with the City and developer on this project to ensure that potential impacts to Emerson MS are minimized.

Regards~  
Gwenn Godek  
CEQA Advisor | CP

LAUSD | OEHS  
333 S. Beaudry Ave, 21-225-04  
Los Angeles, CA 90017

(d) 213.241.4707  
(c) 310.936.4303  
<http://achieve.lausd.net/ceqa>



**Kevin Fulton**

City Planning Associate

**Los Angeles City Planning**

200 N. Spring St., Room 721

Los Angeles, CA 90012

T: (213) 978-1210 | [Planning4LA.org](http://Planning4LA.org)



Pronouns: He, His, Him

**Subject:** Re: Letter in Opposition of Proposed Development at 10756 West Wilkins Ave, Los Angeles  
**From:** Britten Shuford <brittenshuford@gmail.com>  
**Date:** 2/22/2024, 10:54 AM  
**To:** Kevin Fulton <kevin.fulton@lacity.org>

Hi Kevin,

Given the developer proactively announced at the DRB hearing that he would do a traffic study, we took him at his word that he would follow through. Could you please confirm the key upcoming hearing dates related to this project?

Regards,

Britten

On Mon, Feb 12, 2024 at 5:50 PM Kevin Fulton <[kevin.fulton@lacity.org](mailto:kevin.fulton@lacity.org)> wrote:

Hi Britten,

I haven't heard anything from the development team yet. I would suggest reaching out to them since this is a study they did voluntarily - not one they were required them to do.

Best,

Kevin

On Fri, Feb 9, 2024 at 11:15 AM Britten Shuford <[brittenshuford@gmail.com](mailto:brittenshuford@gmail.com)> wrote:

Hi Kevin,

Do you happen to have any updates on the status of the traffic study? Thanks.

Britt

On Thu, Feb 1, 2024 at 11:36 AM Kevin Fulton <[kevin.fulton@lacity.org](mailto:kevin.fulton@lacity.org)> wrote:

Hi Britten,

I haven't received a traffic study yet, but followed up with the development team on that matter this morning. I'll let you know once I have an update.

Best,

Kevin

On Wed, Jan 31, 2024 at 1:05 PM Britten Shuford <[brittenshuford@gmail.com](mailto:brittenshuford@gmail.com)> wrote:

Hi Kevin,

I hope this finds you well.

Do you happen to know the status of the traffic study the developer hired a traffic consultant to produce? At the DRB hearing, the developer apparently shared that he initiated a traffic study but it was not completed yet (at that time).

We plan to engage a traffic consultant/expert to perform a peer review of the traffic study and want to be sure we have sufficient time to do so.

Thanks.

Britt

On Wed, Jan 17, 2024 at 3:48 PM Kevin Fulton <[kevin.fulton@lacity.org](mailto:kevin.fulton@lacity.org)> wrote:

Hi Britten,

I'm not aware if they have already approved the driveway/access plan. However, I know the developer/their team are working with LADOT and the Bureau of Engineering (BOE) to finalize and confirm the driveway location/access plan. Our staff recommendation report would also include any recommended conditions from either LADOT and/or BOE.

Best,

Kevin

On Wed, Jan 17, 2024 at 1:37 PM Britten Shuford <[brittenshuford@gmail.com](mailto:brittenshuford@gmail.com)> wrote:

Dear Kevin,

We have a meeting confirmed with Councilwoman Yaroslavsky's office next week to discuss our strong opposition to this proposed development. Saint Paul the Apostle has engaged legal counsel with land use expertise and also formed a committee to focus on the proposed development. As we briefly discussed, an overarching goal of ours is to create safe streets at the subject intersection for the young children walking to and from school.

I had one quick question. Has LADOT weighed in on the driveway location on Ohio Ave, which we understand the City recognizes as the Connector Street? We understand that the LADOT typically wants the driveway to be on the less traveled street, which in this case is Wilkens.

Thanks in advance.

Regards,

Britten

On Tue, Nov 14, 2023 at 9:28 PM Britten Shuford <[brittenshuford@gmail.com](mailto:brittenshuford@gmail.com)> wrote:

Dear Kevin,

As a follow up to our conversation this afternoon, I am writing to voice my strong opposition to the proposed development at 10756 West Wilkens Ave, Los Angeles because it will create a major safety hazard to the approximately 1,150 students who attend Saint Paul the Apostle School (located directly across the street) and Ralph Waldo Emerson Community Charter Middle School.

I am a constituent in the subject district and a parent of a 2<sup>nd</sup> grade student at Saint Paul the Apostle school,

An extremely important stakeholder group in this matter are the children who attend Saint Paul and Emerson. Their safety should be the top priority of the City of Los Angeles and the Council Office. The proposed development stands to create a significantly more dangerous environment for these children.

The intersection of three streets, Wilkins Ave, Selby Ave. and Ohio Ave. is already dangerous for young students walking to and from school. While a study performed by an expert would prove this point and should be undertaken, a visit on any morning would also show that it is not safe for children in its current form. Cars routinely run stop signs, drive over the speed limit, and narrowly miss pedestrians (often children) in the crosswalks. Many parents at Emerson and Saint Paul can attest to the current unsafe conditions and share multiple eyewitness accounts of terrifying close encounters and near misses. I would strongly discourage you from pointing to the number of accidents recorded to date to form an incorrect conclusion that the area is acceptable. It is not safe for children walking to and from school.

The proposed development will clearly make the currently unsafe conditions significantly worse. It is my understanding that the ingress/egress of the proposed apartment development will be onto Ohio Ave, which will be a disaster. Increased vehicle traffic from the 11 units will now enter onto a heavily foot trafficked area of young students. The drivers of these cars will be pulling onto a busy sidewalk before entering a busy street at peak hours when the young students are walking on the sidewalk. Ride sharing services, such as Uber, will be shuttling residents of the new building and will surely be distracted as they shuttle into the driveway on Ohio or hold up traffic while picking up riders from this location.

We attempted many times in 2022 to secure traffic crossing guards at this intersection. Unfortunately, the City refused our request every time and inserted multiple roadblocks to practical, common sense solutions to swiftly provide crossing guards and provide safe passage for young children trying to get to and from school.

While I understand the City's limitations with rejecting aspects of the development proposal due to the state density bonus, the City absolutely has an obligation to consider the health and safety of the community. The City has not considered the safety aspects of this proposed development and its highly unique circumstances of being located directly across the street from approximately 550 students from kindergarten to 8<sup>th</sup> grade at Saint Paul.

There are numerous safety road enhancements that should be guaranteed to the community and mandated if the City is to consider approval of this project. I encourage you to host a brainstorming meeting with the community to discuss various options which could result in a Win-Win for all parties involved. These mandated enhancements should be considered in a thoughtful manner and not rushed through for the sake of approving a development.

I know that your support or opposition to the proposed development carries substantial weight in the City's ultimate decision. For the safety of the 1,150 young students, I encourage you to oppose the proposed development and embark on a process to find a comprehensive solution to increase the safety of the intersection in question and adjacent areas frequently traveled by the students.

Thank you for your consideration.

Regards,

Britten Shuford

--



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 721  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
Planning4LA.org



Pronouns: He, His, Him

--



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 750  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
Planning4LA.org



--





**Kevin Fulton**

City Planning Associate

**Los Angeles City Planning**

200 N. Spring St., Room 750

Los Angeles, CA 90012

T: (213) 978-1210 |

[Planning4LA.org](http://Planning4LA.org)



**Subject:** Re: Letter in Opposition of Proposed Development at 10756 West Wilkins Ave, Los Angeles  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 2/23/2024, 9:23 AM  
**To:** Britten Shuford <brittenshuford@gmail.com>

Second DRB hearing is on March 20th and the CPC hearing is on April 11th.

On Thu, Feb 22, 2024, 10:54 AM Britten Shuford <[brittenshuford@gmail.com](mailto:brittenshuford@gmail.com)> wrote:

Hi Kevin,

Given the developer proactively announced at the DRB hearing that he would do a traffic study, we took him at his word that he would follow through. Could you please confirm the key upcoming hearing dates related to this project?

Regards,

Britten

On Mon, Feb 12, 2024 at 5:50 PM Kevin Fulton <[kevin.fulton@lacity.org](mailto:kevin.fulton@lacity.org)> wrote:

Hi Britten,

I haven't heard anything from the development team yet. I would suggest reaching out to them since this is a study they did voluntarily - not one they were required them to do.

Best,

Kevin

On Fri, Feb 9, 2024 at 11:15 AM Britten Shuford <[brittenshuford@gmail.com](mailto:brittenshuford@gmail.com)> wrote:

Hi Kevin,

Do you happen to have any updates on the status of the traffic study? Thanks.

Britt

On Thu, Feb 1, 2024 at 11:36 AM Kevin Fulton <[kevin.fulton@lacity.org](mailto:kevin.fulton@lacity.org)> wrote:

Hi Britten,

I haven't received a traffic study yet, but followed up with the development team on that matter this morning. I'll let you know once I have an update.

Best,

Kevin

On Wed, Jan 31, 2024 at 1:05 PM Britten Shuford <[brittenshuford@gmail.com](mailto:brittenshuford@gmail.com)> wrote:

Hi Kevin,

I hope this finds you well.

Do you happen to know the status of the traffic study the developer hired a traffic consultant to produce? At the DRB hearing, the developer apparently shared that he initiated a traffic study but it was not completed yet (at that time).

We plan to engage a traffic consultant/expert to perform a peer review of the traffic study and want to be sure we have sufficient time to do so.

Thanks.

Britt

On Wed, Jan 17, 2024 at 3:48 PM Kevin Fulton <[kevin.fulton@lacity.org](mailto:kevin.fulton@lacity.org)> wrote:

Hi Britten,

I'm not aware if they have already approved the driveway/access plan. However, I know the developer/their team are working with LADOT and the Bureau of Engineering (BOE) to finalize and confirm the driveway location/access plan. Our staff recommendation report would also include any recommended conditions from either LADOT and/or BOE.

Best,

Kevin

On Wed, Jan 17, 2024 at 1:37 PM Britten Shuford <[brittenshuford@gmail.com](mailto:brittenshuford@gmail.com)> wrote:

Dear Kevin,

We have a meeting confirmed with Councilwoman Yaraslavsky's office next week to discuss our strong opposition to this proposed development. Saint Paul the Apostle has engaged legal counsel with land use expertise and also formed a committee to focus on the proposed development. As we briefly discussed, an overarching goal of ours is to create safe streets at the subject intersection for the young children walking to and from school.

I had one quick question. Has LADOT weighed in on the driveway location on Ohio Ave, which we understand the City recognizes as the Connector Street? We understand that the LADOT typically wants the driveway to be on the less traveled street, which in this case is Wilkens.

Thanks in advance.

Regards,

Britten

On Tue, Nov 14, 2023 at 9:28 PM Britten Shuford <[brittenshuford@gmail.com](mailto:brittenshuford@gmail.com)> wrote:  
Dear Kevin,

As a follow up to our conversation this afternoon, I am writing to voice my strong opposition to the proposed development at 10756 West Wilkens Ave, Los Angeles because it will create a major safety hazard to the approximately 1,150 students who attend Saint Paul the Apostle School (located directly across the street) and Ralph Waldo Emerson Community Charter Middle School.

I am a constituent in the subject district and a parent of a 2<sup>nd</sup> grade student at Saint Paul the Apostle school,

An extremely important stakeholder group in this matter are the children who attend Saint Paul and Emerson. Their safety should be the top priority of the City of Los Angeles and the Council Office. The proposed development stands to create a significantly more dangerous environment for these children.

The intersection of three streets, Wilkins Ave, Selby Ave. and Ohio Ave. is already dangerous for young students walking to and from school. While a study performed by an expert would prove this point and should be undertaken, a visit on any morning would also show that it is not safe for children in its current form. Cars routinely run stop signs, drive over the speed limit, and narrowly miss pedestrians (often children) in the crosswalks. Many parents at Emerson and Saint Paul can attest to the current unsafe conditions and share multiple eyewitness accounts of terrifying close encounters and near misses. I would strongly discourage you from pointing to the number of accidents recorded to date to form an incorrect conclusion that the area is acceptable. It is not safe for children walking to and from school.

The proposed development will clearly make the currently unsafe conditions significantly worse. It is my understanding that the ingress/egress of the proposed apartment development will be onto Ohio Ave, which will be a disaster. Increased vehicle traffic from the 11 units will now enter onto a heavily foot trafficked area of young students. The drivers of these cars will be pulling onto a busy sidewalk before entering a busy street at peak hours when the young students are walking on the sidewalk. Ride sharing services, such as Uber, will be shuttling residents of the new building and will surely be distracted as they shuttle into the driveway on Ohio or hold up traffic while picking up riders from this location.

We attempted many times in 2022 to secure traffic crossing guards at this intersection. Unfortunately, the City refused our request every time and inserted multiple roadblocks to practical, common sense solutions to swiftly provide crossing guards and provide safe passage for young children trying to get to and from school.

While I understand the City's limitations with rejecting aspects of the

development proposal due to the state density bonus, the City absolutely has an obligation to consider the health and safety of the community. The City has not considered the safety aspects of this proposed development and its highly unique circumstances of being located directly across the street from approximately 550 students from kindergarten to 8<sup>th</sup> grade at Saint Paul.

There are numerous safety road enhancements that should be guaranteed to the community and mandated if the City is to consider approval of this project. I encourage you to host a brainstorming meeting with the community to discuss various options which could result in a Win-Win for all parties involved. These mandated enhancements should be considered in a thoughtful manner and not rushed through for the sake of approving a development.

I know that your support or opposition to the proposed development carries substantial weight in the City's ultimate decision. For the safety of the 1,150 young students, I encourage you to oppose the proposed development and embark on a process to find a comprehensive solution to increase the safety of the intersection in question and adjacent areas frequently traveled by the students.

Thank you for your consideration.

Regards,

Britten Shuford

--

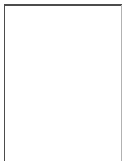


**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 721  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
[Planning4LA.org](http://Planning4LA.org)



Pronouns: He, His, Him

--

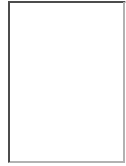


**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 750  
Los Angeles, CA 90012  
T: (213) 978-1210 |

Planning4LA.org



--



**Kevin Fulton**

City Planning Associate

**Los Angeles City Planning**

200 N. Spring St., Room 750

Los Angeles, CA 90012

T: (213) 978-1210 |

Planning4LA.org



**Subject:** Re: Letter in Opposition of Proposed Development at 10756 West Wilkins Ave, Los Angeles  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 3/7/2024, 5:32 PM  
**To:** Britten Shuford <brittenshuford@gmail.com>

Hi Britten,

I wanted to flag that LADOT is opening up their speed hump application program on March 21st. Here's a link to the relevant webpage: <https://ladot.lacity.gov/projects/safety-programs/speed-humps>

Best,

Kevin

On Fri, Feb 23, 2024 at 9:23 AM Kevin Fulton <[kevin.fulton@lacity.org](mailto:kevin.fulton@lacity.org)> wrote:  
Second DRB hearing is on March 20th and the CPC hearing is on April 11th.

On Thu, Feb 22, 2024, 10:54 AM Britten Shuford <[brittenshuford@gmail.com](mailto:brittenshuford@gmail.com)> wrote:  
Hi Kevin,

Given the developer proactively announced at the DRB hearing that he would do a traffic study, we took him at his word that he would follow through. Could you please confirm the key upcoming hearing dates related to this project?

Regards,

Britten

On Mon, Feb 12, 2024 at 5:50 PM Kevin Fulton <[kevin.fulton@lacity.org](mailto:kevin.fulton@lacity.org)> wrote:  
Hi Britten,

I haven't heard anything from the development team yet. I would suggest reaching out to them since this is a study they did voluntarily - not one they were required them to do.

Best,

Kevin

On Fri, Feb 9, 2024 at 11:15 AM Britten Shuford <[brittenshuford@gmail.com](mailto:brittenshuford@gmail.com)> wrote:  
Hi Kevin,  
Do you happen to have any updates on the status of the traffic study? Thanks.

Britt

On Thu, Feb 1, 2024 at 11:36 AM Kevin Fulton <[kevin.fulton@lacity.org](mailto:kevin.fulton@lacity.org)> wrote:  
Hi Britten,



I haven't received a traffic study yet, but followed up with the development team on that matter this morning. I'll let you know once I have an update.

Best,

Kevin

On Wed, Jan 31, 2024 at 1:05 PM Britten Shuford <[brittenshuford@gmail.com](mailto:brittenshuford@gmail.com)> wrote:

Hi Kevin,

I hope this finds you well.

Do you happen to know the status of the traffic study the developer hired a traffic consultant to produce? At the DRB hearing, the developer apparently shared that he initiated a traffic study but it was not completed yet (at that time).

We plan to engage a traffic consultant/expert to perform a peer review of the traffic study and want to be sure we have sufficient time to do so.

Thanks.

Britt

On Wed, Jan 17, 2024 at 3:48 PM Kevin Fulton <[kevin.fulton@lacity.org](mailto:kevin.fulton@lacity.org)> wrote:

Hi Britten,

I'm not aware if they have already approved the driveway/access plan. However, I know the developer/their team are working with LADOT and the Bureau of Engineering (BOE) to finalize and confirm the driveway location/access plan. Our staff recommendation report would also include any recommended conditions from either LADOT and/or BOE.

Best,

Kevin

On Wed, Jan 17, 2024 at 1:37 PM Britten Shuford <[brittenshuford@gmail.com](mailto:brittenshuford@gmail.com)> wrote:

Dear Kevin,

We have a meeting confirmed with Councilwoman Yaraslavsky's office next week to discuss our strong opposition to this proposed development. Saint Paul the Apostle has engaged legal counsel with land use expertise and also formed a committee to focus on the proposed development. As we briefly discussed, an overarching goal of ours is to create safe streets at the subject intersection for the young children

walking to and from school.

I had one quick question. Has LADOT weighed in on the driveway location on Ohio Ave, which we understand the City recognizes as the Connector Street? We understand that the LADOT typically wants the driveway to be on the less traveled street, which in this case is Wilkens.

Thanks in advance.

Regards,

Britten

On Tue, Nov 14, 2023 at 9:28 PM Britten Shuford <[brittenshuford@gmail.com](mailto:brittenshuford@gmail.com)> wrote:

Dear Kevin,

As a follow up to our conversation this afternoon, I am writing to voice my strong opposition to the proposed development at 10756 West Wilkens Ave, Los Angeles because it will create a major safety hazard to the approximately 1,150 students who attend Saint Paul the Apostle School (located directly across the street) and Ralph Waldo Emerson Community Charter Middle School.

I am a constituent in the subject district and a parent of a 2<sup>nd</sup> grade student at Saint Paul the Apostle school,

An extremely important stakeholder group in this matter are the children who attend Saint Paul and Emerson. Their safety should be the top priority of the City of Los Angeles and the Council Office. The proposed development stands to create a significantly more dangerous environment for these children.

The intersection of three streets, Wilkins Ave, Selby Ave. and Ohio Ave. is already dangerous for young students walking to and from school. While a study performed by an expert would prove this point and should be undertaken, a visit on any morning would also show that it is not safe for children in its current form. Cars routinely run stop signs, drive over the speed limit, and narrowly miss pedestrians (often children) in the crosswalks. Many parents at Emerson and Saint Paul can attest to the current unsafe conditions and share multiple eyewitness accounts of terrifying close encounters and near misses. I would strongly discourage you from pointing to the number of accidents recorded to date to form an incorrect conclusion that the area is acceptable. It is not safe for children walking to and from school.

The proposed development will clearly make the currently unsafe conditions significantly worse. It is my understanding that the ingress/egress of the proposed apartment development will be onto Ohio Ave, which will be a disaster. Increased vehicle traffic from the 11 units will now enter onto a heavily foot trafficked area of young students. The

drivers of these cars will be pulling onto a busy sidewalk before entering a busy street at peak hours when the young students are walking on the sidewalk. Ride sharing services, such as Uber, will be shuttling residents of the new building and will surely be distracted as they shuttle into the driveway on Ohio or hold up traffic while picking up riders from this location.

We attempted many times in 2022 to secure traffic crossing guards at this intersection. Unfortunately, the City refused our request every time and inserted multiple roadblocks to practical, common sense solutions to swiftly provide crossing guards and provide safe passage for young children trying to get to and from school.

While I understand the City's limitations with rejecting aspects of the development proposal due to the state density bonus, the City absolutely has an obligation to consider the health and safety of the community. The City has not considered the safety aspects of this proposed development and its highly unique circumstances of being located directly across the street from approximately 550 students from kindergarten to 8<sup>th</sup> grade at Saint Paul.

There are numerous safety road enhancements that should be guaranteed to the community and mandated if the City is to consider approval of this project. I encourage you to host a brainstorming meeting with the community to discuss various options which could result in a Win-Win for all parties involved. These mandated enhancements should be considered in a thoughtful manner and not rushed through for the sake of approving a development.

I know that your support or opposition to the proposed development carries substantial weight in the City's ultimate decision. For the safety of the 1,150 young students, I encourage you to oppose the proposed development and embark on a process to find a comprehensive solution to increase the safety of the intersection in question and adjacent areas frequently traveled by the students.

Thank you for your consideration.

Regards,

Britten Shuford

--



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 721  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
Planning4LA.org

Pronouns: He, His, Him

--



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 750  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
Planning4LA.org

--



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 750  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
Planning4LA.org

--



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 750  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
Planning4LA.org

**Subject:** Re: Letter in Opposition of Proposed Development at 10756 West Wilkins Ave, Los Angeles  
**From:** Britten Shuford <brittenshuford@gmail.com>  
**Date:** 3/11/2024, 6:32 AM  
**To:** Kevin Fulton <kevin.fulton@lacity.org>

Thank you, Kevin. I will look into this.

Britt

On Thu, Mar 7, 2024 at 5:32 PM Kevin Fulton <[kevin.fulton@lacity.org](mailto:kevin.fulton@lacity.org)> wrote:

Hi Britten,

I wanted to flag that LADOT is opening up their speed hump application program on March 21st. Here's a link to the relevant webpage: <https://ladot.lacity.gov/projects/safety-programs/speed-humps>

Best,

Kevin

On Fri, Feb 23, 2024 at 9:23 AM Kevin Fulton <[kevin.fulton@lacity.org](mailto:kevin.fulton@lacity.org)> wrote:

Second DRB hearing is on March 20th and the CPC hearing is on April 11th.

On Thu, Feb 22, 2024, 10:54 AM Britten Shuford <[brittenshuford@gmail.com](mailto:brittenshuford@gmail.com)> wrote:

Hi Kevin,

Given the developer proactively announced at the DRB hearing that he would do a traffic study, we took him at his word that he would follow through. Could you please confirm the key upcoming hearing dates related to this project?

Regards,

Britten

On Mon, Feb 12, 2024 at 5:50 PM Kevin Fulton <[kevin.fulton@lacity.org](mailto:kevin.fulton@lacity.org)> wrote:

Hi Britten,

I haven't heard anything from the development team yet. I would suggest reaching out to them since this is a study they did voluntarily - not one they were required them to do.

Best,

Kevin

On Fri, Feb 9, 2024 at 11:15 AM Britten Shuford <[brittenshuford@gmail.com](mailto:brittenshuford@gmail.com)> wrote:

Hi Kevin,

Do you happen to have any updates on the status of the traffic study? Thanks.

Britt

On Thu, Feb 1, 2024 at 11:36 AM Kevin Fulton <[kevin.fulton@lacity.org](mailto:kevin.fulton@lacity.org)> wrote:

Hi Britten,

I haven't received a traffic study yet, but followed up with the development team on that matter this morning. I'll let you know once I have an update.

Best,

Kevin

On Wed, Jan 31, 2024 at 1:05 PM Britten Shuford <[brittenshuford@gmail.com](mailto:brittenshuford@gmail.com)> wrote:

Hi Kevin,

I hope this finds you well.

Do you happen to know the status of the traffic study the developer hired a traffic consultant to produce? At the DRB hearing, the developer apparently shared that he initiated a traffic study but it was not completed yet (at that time).

We plan to engage a traffic consultant/expert to perform a peer review of the traffic study and want to be sure we have sufficient time to do so.

Thanks.

Britt

On Wed, Jan 17, 2024 at 3:48 PM Kevin Fulton <[kevin.fulton@lacity.org](mailto:kevin.fulton@lacity.org)> wrote:

Hi Britten,

I'm not aware if they have already approved the driveway/access plan. However, I know the developer/their team are working with LADOT and the Bureau of Engineering (BOE) to finalize and confirm the driveway location/access plan. Our staff recommendation report would also include any recommended conditions from either LADOT and/or BOE.

Best,

Kevin

On Wed, Jan 17, 2024 at 1:37 PM Britten Shuford <[brittenshuford@gmail.com](mailto:brittenshuford@gmail.com)>

wrote:

Dear Kevin,

We have a meeting confirmed with Councilwoman Yaroslavsky's office next week to discuss our strong opposition to this proposed development. Saint Paul the Apostle has engaged legal counsel with land use expertise and also formed a committee to focus on the proposed development. As we briefly discussed, an overarching goal of ours is to create safe streets at the subject intersection for the young children walking to and from school.

I had one quick question. Has LADOT weighed in on the driveway location on Ohio Ave, which we understand the City recognizes as the Connector Street? We understand that the LADOT typically wants the driveway to be on the less traveled street, which in this case is Wilkens.

Thanks in advance.

Regards,

Britten

On Tue, Nov 14, 2023 at 9:28 PM Britten Shuford <[brittenshuford@gmail.com](mailto:brittenshuford@gmail.com)> wrote:

Dear Kevin,

As a follow up to our conversation this afternoon, I am writing to voice my strong opposition to the proposed development at 10756 West Wilkens Ave, Los Angeles because it will create a major safety hazard to the approximately 1,150 students who attend Saint Paul the Apostle School (located directly across the street) and Ralph Waldo Emerson Community Charter Middle School.

I am a constituent in the subject district and a parent of a 2<sup>nd</sup> grade student at Saint Paul the Apostle school,

An extremely important stakeholder group in this matter are the children who attend Saint Paul and Emerson. Their safety should be the top priority of the City of Los Angeles and the Council Office. The proposed development stands to create a significantly more dangerous environment for these children.

The intersection of three streets, Wilkins Ave, Selby Ave. and Ohio Ave. is already dangerous for young students walking to and from school. While a study performed by an expert would prove this point and should be undertaken, a visit on any morning would also show that it is not safe for children in its current form. Cars routinely run stop signs, drive over the speed limit, and narrowly miss pedestrians (often children) in the crosswalks. Many parents at Emerson and Saint Paul can attest to the current unsafe conditions and share multiple eyewitness accounts of terrifying close encounters and near misses. I



would strongly discourage you from pointing to the number of accidents recorded to date to form an incorrect conclusion that the area is acceptable. It is not safe for children walking to and from school.

The proposed development will clearly make the currently unsafe conditions significantly worse. It is my understanding that the ingress/egress of the proposed apartment development will be onto Ohio Ave, which will be a disaster. Increased vehicle traffic from the 11 units will now enter onto a heavily foot trafficked area of young students. The drivers of these cars will be pulling onto a busy sidewalk before entering a busy street at peak hours when the young students are walking on the sidewalk. Ride sharing services, such as Uber, will be shuttling residents of the new building and will surely be distracted as they shuttle into the driveway on Ohio or hold up traffic while picking up riders from this location.

We attempted many times in 2022 to secure traffic crossing guards at this intersection. Unfortunately, the City refused our request every time and inserted multiple roadblocks to practical, common sense solutions to swiftly provide crossing guards and provide safe passage for young children trying to get to and from school.

While I understand the City's limitations with rejecting aspects of the development proposal due to the state density bonus, the City absolutely has an obligation to consider the health and safety of the community. The City has not considered the safety aspects of this proposed development and its highly unique circumstances of being located directly across the street from approximately 550 students from kindergarten to 8<sup>th</sup> grade at Saint Paul.

There are numerous safety road enhancements that should be guaranteed to the community and mandated if the City is to consider approval of this project. I encourage you to host a brainstorming meeting with the community to discuss various options which could result in a Win-Win for all parties involved. These mandated enhancements should be considered in a thoughtful manner and not rushed through for the sake of approving a development.

I know that your support or opposition to the proposed development carries substantial weight in the City's ultimate decision. For the safety of the 1,150 young students, I encourage you to oppose the proposed development and embark on a process to find a comprehensive solution to increase the safety of the intersection in question and adjacent areas frequently traveled by the students.

Thank you for your consideration.

Regards,

Britten Shuford

--



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 721  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
Planning4LA.org

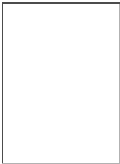
Pronouns: He, His, Him

--



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 750  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
Planning4LA.org

--



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 750  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
Planning4LA.org

--



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 750  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
Planning4LA.org



**Subject:** Outcome of Wilkins Hearing

**From:** Stephen Resnick <saresnick@gmail.com>

**Date:** 3/21/2024, 8:02 AM

**To:** Jackson Olson <jackson.olson@lacity.org>, Kevin Fulton <kevin.fulton@lacity.org>

Hi Jackson and Kevin,

As the hearing for 10756 Wilkins seemed to not be moving to a conclusion, I could no longer stay. However, when I returned home I signed in and 45 minutes later it was still in progress.

Could you please tell me why, when the hearing seeming was about to conclude, it continued for so long? What was the final outcome?

Also, I've attended DRB hearings for quite some time. But while observing last night's hearing I'm just stumped at what I thought was a rather straightforward process of DRB hearings with votes or not (and projects just moving on) and I would appreciate your help in this regard. I thought that, without a vote, this would simply move to CPC without a vote for them to consider. But you encouraged a determination. And then, there was that 1 minute recess that appeared to turn into a meeting. I would really appreciate your help in understanding this process. Thanks.

Steve

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Paulina Silluzio <psilluzio@icloud.com>  
**Date:** 3/26/2024, 5:17 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Regards  
Paulina Silluzio

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** ELOISE LOPEZ METCALFE <elm@ucla.edu>  
**Date:** 3/26/2024, 8:44 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.



The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Eloise Lopez Metcalfe, Ph. D  
President,  
UCLA Health Auxiliary  
c (310)612-4088

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Rodrigo Pastori Lara <rpastorilara@gmail.com>  
**Date:** 3/26/2024, 7:43 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, allen.zipper@lacity.org, gary.gero@lacity.org, jenny.torres@lacity.org, kristen.pawling@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A

negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Rodrigo Lara

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Mary Ann Akkaraju <maryann1978@yahoo.com>  
**Date:** 3/26/2024, 9:14 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Mary Ann Akkaraju  
Sent from my iPhone

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Janet Kelley <janetkelley0911@gmail.com>  
**Date:** 3/26/2024, 7:56 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Sent from my iPhone



**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Jad Adham <jadadham@mac.com>  
**Date:** 3/26/2024, 7:48 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Jad Adham

Sent from my iPhone

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Jill Jadon <jilljadon@gmail.com>  
**Date:** 3/26/2024, 6:36 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I live in your district. I'm in one of your current constituents.

In addition, I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will

be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Cara Cartusciello <cara0808@gmail.com>  
**Date:** 3/26/2024, 8:28 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Cara Cartusciello

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Joel Murray <joelmurray9@gmail.com>  
**Date:** 3/26/2024, 9:39 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.



The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely, Joel F Murray

Sent from my iPhone

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Tara <tara.hitchcock23@gmail.com>  
**Date:** 3/26/2024, 5:53 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Tara Hitchcock  
Sent from my iPhone

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** flaviabalini <flaviabalini@aol.com>  
**Date:** 3/26/2024, 8:14 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A

negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Flavia Balini

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Vanessa <vyjones@yahoo.com>  
**Date:** 3/26/2024, 7:55 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Sent from my iPhone



**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Tim Geddes <timothygeddes@gmail.com>  
**Date:** 3/26/2024, 7:57 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Sent from my iPhone

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Andrew Disque <andrewdisque@yahoo.com>  
**Date:** 3/26/2024, 8:23 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Andrew Disque

Sent from my iPhone

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** TRICIA DRUM-LAL <patriciadrum@icloud.com>  
**Date:** 3/26/2024, 10:08 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Tricia and Nayan Lal  
Sent from my iPhone

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** natalie novarro <natalie.novarro@gmail.com>  
**Date:** 3/26/2024, 6:33 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.



The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Natalie Novarro

Sent from my iPhone

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** J Daniel <jodaniel2000@yahoo.com>  
**Date:** 3/26/2024, 6:45 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Jo Daniel

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Justine Carroll <justalarkcarroll@yahoo.com>  
**Date:** 3/26/2024, 8:38 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Justine Carroll

Sent from my iPhone

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Cindy Shih <cindylshih@gmail.com>  
**Date:** 3/26/2024, 9:34 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Cindy Shih



**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Helen Jacks <thejacksfamilyla@gmail.com>  
**Date:** 3/26/2024, 8:39 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, allen.zipper@lacity.org, gary.gero@lacity.org, jenny.torres@lacity.org, kristen.pawling@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A

negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Helen Jacks  
(213)220-2862

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kate Hutslar <hutslark@pacificu.edu>  
**Date:** 3/26/2024, 7:05 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Kate and Mark D'Andrea

Sent from my iPhone

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Matt Lowe <matthew.james.lowe@gmail.com>  
**Date:** 3/26/2024, 7:43 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from the school. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Matthew Lowe

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Feroz Taj <feroztaj@gmail.com>  
**Date:** 3/26/2024, 8:45 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.



The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

FT

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** sepi tafreshi <stafreshi@icloud.com>  
**Date:** 3/26/2024, 8:33 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Thank you!  
Sepi Tafreshi, Esq.

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kathleen O'Malley <katomalley@icloud.com>  
**Date:** 3/26/2024, 10:23 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** "Witt, Eric" <ewitt@tpg.com>  
**Date:** 3/26/2024, 9:03 PM  
**To:** "Councilmember.Yaroslavsky@lacity.org" <Councilmember.Yaroslavsky@lacity.org>, "gary.gero@lacity.org" <gary.gero@lacity.org>, "kristen.pawling@lacity.org" <kristen.pawling@lacity.org>, "jenny.torres@lacity.org" <jenny.torres@lacity.org>, "allen.zipper@lacity.org" <allen.zipper@lacity.org>  
**CC:** "kevin.fulton@lacity.org" <kevin.fulton@lacity.org>, "safetycommittee@sp-apostle.org" <safetycommittee@sp-apostle.org>

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers

under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Sent from my iPhone

-----  
This message is intended only for the person(s) to which it is addressed and may contain privileged, confidential and/or insider information. If you have received this communication in error, please notify us immediately by replying to the message and deleting it from your computer. Any disclosure, copying, distribution, or the taking of any action concerning the contents of this message and any attachment(s) by anyone other than the named recipient(s) is strictly prohibited.



**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Mikal Vega <mikalvega@me.com>  
**Date:** 3/26/2024, 5:43 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A

negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

***Sincerely,***

Mikal A. Vega  
CEO - North Star Entertainment  
310-801-6507 CELL

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Garth and Delara Brandal <gndbrandal@gmail.com>  
**Date:** 3/26/2024, 6:17 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Delara Brandal

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Sara Yousefian <sarayousefian@gmail.com>  
**Date:** 3/26/2024, 5:21 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Sent from my iPhone

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** anita engs <anita@e4arch.com>  
**Date:** 3/26/2024, 7:15 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.



The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Anita Engs  
Sent from my iPhone

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Sarah Nassiri <sarah.h.nassiri@gmail.com>  
**Date:** 3/26/2024, 5:50 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Sarah H. Nassiri, Esq.

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Julie Fassett <mellamojulie@icloud.com>  
**Date:** 3/26/2024, 8:07 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Julie Fassett

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Gabrielle Glorious <gabrielleglorious@yahoo.com>  
**Date:** 3/26/2024, 8:15 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Sent from my iPhone



**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Sue Bjelajac <lovestoteach54@gmail.com>  
**Date:** 3/26/2024, 7:04 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Sent from my iPhone

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Dallas Hitchcock <dallaswesthitchcock@gmail.com>  
**Date:** 3/26/2024, 10:30 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and a long time member of the Rancho Park community, I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under

state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Dallas Hitchcock  
714-883-4288

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kensington Kumpibal <kensingk@gmail.com>  
**Date:** 3/26/2024, 10:32 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Kensie Kumpibal

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kerry Ryan <kerryryan@gmail.com>  
**Date:** 3/26/2024, 9:54 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Kerry Ryan

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Devon Farley <devon\_kaiser@hotmail.com>  
**Date:** 3/26/2024, 7:10 PM  
**To:** "gary.gero@lacity.org" <gary.gero@lacity.org>, "kristen.pawling@lacity.org" <kristen.pawling@lacity.org>, "jenny.torres@lacity.org" <jenny.torres@lacity.org>, "allen.zipper@lacity.org" <allen.zipper@lacity.org>, "Councilmember.Yaroslavsky@lacity.org" <Councilmember.Yaroslavsky@lacity.org>  
**CC:** "safetycommittee@sp-apostle.org" <safetycommittee@sp-apostle.org>, Kevin Fulton <kevin.fulton@lacity.org>

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.



Sincerely,

Dr. Devon Farley  
Chair-St. Paul the Apostle School Advisory Board

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** James Gilbert <j.gilbert75@outlook.com>  
**Date:** 3/26/2024, 8:01 PM  
**To:** "Councilmember.Yaroslavsky@lacity.org" <Councilmember.Yaroslavsky@lacity.org>, "gary.gero@lacity.org" <gary.gero@lacity.org>, "kristen.pawling@lacity.org" <kristen.pawling@lacity.org>, "jenny.torres@lacity.org" <jenny.torres@lacity.org>, "allen.zipper@lacity.org" <allen.zipper@lacity.org>  
**CC:** "kevin.fulton@lacity.org" <kevin.fulton@lacity.org>, "safetycommittee@sp-apostle.org" <safetycommittee@sp-apostle.org>

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers

under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Sent from my iPhone

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Carrie Calabria <Carrie@carriecalabria.com>  
**Date:** 3/26/2024, 8:03 PM  
**To:** "Councilmember.Yaroslavsky@lacity.org" <Councilmember.Yaroslavsky@lacity.org>, "gary.gero@lacity.org" <gary.gero@lacity.org>, "kristen.pawling@lacity.org" <kristen.pawling@lacity.org>, "jenny.torres@lacity.org" <jenny.torres@lacity.org>, "allen.zipper@lacity.org" <allen.zipper@lacity.org>  
**CC:** "kevin.fulton@lacity.org" <kevin.fulton@lacity.org>, "safetycommittee@sp-apostle.org" <safetycommittee@sp-apostle.org>

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers

under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Carrie Calabria  
Sent from my iPhone

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Karen Sze Wood <karen.m.sze@gmail.com>  
**Date:** 3/26/2024, 8:24 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Karen Sze Wood  
Sent from my iPhone

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Vanessa McLean <vrigby1@yahoo.com>  
**Date:** 3/26/2024, 5:18 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.



The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Anne Watne <annewatne@icloud.com>  
**Date:** 3/26/2024, 10:07 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Anne Watne

Sent from my iPhone

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** "Patricia G. Arias" <patriciagarias@yahoo.com>  
**Date:** 3/26/2024, 7:42 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Patricia G. Arias

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Carrie Kim <ckwchan@gmail.com>  
**Date:** 3/26/2024, 5:27 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, allen.zipper@lacity.org, gary.gero@lacity.org, jenny.torres@lacity.org, kristen.pawling@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A

negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Carrie Kim  
[ckwchan@gmail.com](mailto:ckwchan@gmail.com)

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** danielle@trove.la  
**Date:** 3/26/2024, 7:53 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.



The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Sent from my iPhone

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Athenia Veliz-Dunn <atheniav@hotmail.com>  
**Date:** 3/26/2024, 9:47 PM  
**To:** "Councilmember.Yaroslavsky@lacity.org" <Councilmember.Yaroslavsky@lacity.org>, "gary.gero@lacity.org" <gary.gero@lacity.org>, "kristen.pawling@lacity.org" <kristen.pawling@lacity.org>, "jenny.torres@lacity.org" <jenny.torres@lacity.org>, "allen.zipper@lacity.org" <allen.zipper@lacity.org>  
**CC:** "kevin.fulton@lacity.org" <kevin.fulton@lacity.org>, "safetycommittee@sp-apostle.org" <safetycommittee@sp-apostle.org>

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers

under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

—

Athenia Veliz-Dunn

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Vanessa Brandt <vanessabrandt@gmail.com>  
**Date:** 3/26/2024, 8:30 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Vanessa Brandt

Sent from my iPhone

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Eva Giese <evagiese1@gmail.com>  
**Date:** 3/26/2024, 10:32 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Sent from my iPhone

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Christianne Dimitri <christiannedimitri3@gmail.com>  
**Date:** 3/26/2024, 8:12 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.



The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Christianne Dimitri  
[christiannedimitri3@gmail.com](mailto:christiannedimitri3@gmail.com)

Sent from the iPhone of C. Dimitri

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** ttereve gnilrad <everett.darling@gmail.com>  
**Date:** 3/26/2024, 6:20 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Christian Everett Darling  
Teacher at St. Paul's.

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** gretchenclarkbaker@gmail.com  
**Date:** 3/26/2024, 7:46 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Gretchen Baker

Sent from my iPhone

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Taylor Becket <taylorbecket@yahoo.com>  
**Date:** 3/26/2024, 5:35 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Taylor Becket  
[taylorbecket@yahoo.com](mailto:taylorbecket@yahoo.com)  
310-720-1174

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Scott Jackson <scott@706productions.com>  
**Date:** 3/26/2024, 5:59 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA.

I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking



advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

This is a very special community for the entire SPA family. Please help us keep it safe and manageable for our children!

Sincerely,

Scott Jackson  
Executive Producer  
Head of Development  
310-497-9005

*This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you have received this email in error please notify the system manager. This message contains confidential information and is intended only for the individual named. If you are not the named addressee you should not disseminate, distribute or copy this e-mail. Please notify the sender immediately by e-mail if you have received this e-mail by mistake and delete this e-mail from your system. If you are not the intended recipient you are notified that disclosing, copying, distributing or taking any action in reliance on the contents of this information is strictly prohibited.*

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** pierre denis <pierreadenis@aol.com>  
**Date:** 3/26/2024, 9:41 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A

negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Judeen Julier <jjulier@sndusa.org>  
**Date:** 3/26/2024, 7:23 PM  
**To:** "Councilmember.Yaroslavsky@lacity.org" <Councilmember.Yaroslavsky@lacity.org>, "gary.gero@lacity.org" <gary.gero@lacity.org>, "kristen.pawling@lacity.org" <kristen.pawling@lacity.org>, "jenny.torres@lacity.org" <jenny.torres@lacity.org>, "allen.zipper@lacity.org" <allen.zipper@lacity.org>  
**CC:** "kevin.fulton@lacity.org" <kevin.fulton@lacity.org>, "safetycommittee@sp-apostle.org" <safetycommittee@sp-apostle.org>

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers

under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Rita Julier  
Parishioner of St. Paul the Apostle Church

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** belle palaganas <bpalagan@gmail.com>  
**Date:** 3/26/2024, 7:42 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare. As a recent St. Paul the Apostle Alumni parent, we have been with the parish for over a decade and have seen numerous traffic accidents at this dangerous intersection that involved students, parents, and many cars passing through the neighborhood. This proposed development will only make it worse!

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Belle Palaganas  
St. Paul the Apostle School Parent and Parishoner

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Elizabeth Punsalan <elizabethpunsalan@gmail.com>  
**Date:** 3/26/2024, 8:43 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing because I have safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue. It is directly across the street from SPA. I ask you to vigorously oppose the proposed development in its current form. As now proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.



The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Elizabeth Punsalan  
10449 Ashton Avenue  
Los Angeles, CA 90024

Sent from my iPhone

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Meg <geddesmeg@gmail.com>  
**Date:** 3/26/2024, 10:18 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Sent from my iPhone

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Rick Lucas <rick.lucas@gmail.com>  
**Date:** 3/26/2024, 7:47 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, allen.zipper@lacity.org, gary.gero@lacity.org, jenny.torres@lacity.org, kristen.pawling@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A

negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Rick Lucas

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Lois Good <loandmills@yahoo.com>  
**Date:** 3/26/2024, 7:52 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Lois & Greg Good

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Matthew Cobb <bentoncobb@yahoo.com>  
**Date:** 3/26/2024, 9:03 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.



The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Matt Cobb

Sent from my iPhone

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** PETER REARDON <psk295@aol.com>  
**Date:** 3/26/2024, 7:26 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Sent from my iPhone

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Sylvia Allado <mtsclinlab@aol.com>  
**Date:** 3/26/2024, 8:42 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Regards,  
Sylvia Allado  
Milo E. ALLADO

Sent from my iPhone. Please excuse any typos. Thank you.

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Jill O'Callahan <jocallahan@sp-apostle.org>  
**Date:** 3/26/2024, 8:00 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A

negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Jill O'Callahan  
Director of Admissions | Registrar  
St. Paul the Apostle School  
1536 Selby Avenue, Los Angeles, CA 90024  
310-474-1588 x 7220

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Michelle Maravich <maravichm@gmail.com>  
**Date:** 3/26/2024, 7:25 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A



negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Michelle and Steve Carbone  
10788 Rochester Avenue  
Los Angeles, CA. 90024

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Megan Velasco <meganvelasco@icloud.com>  
**Date:** 3/26/2024, 5:51 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely, MEGAN VELASCO (I also live on selby near this proposed project)

Sent from my iPhone

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** LawNorooz LawNorooz <lawnorooz@aol.com>  
**Date:** 3/26/2024, 10:32 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
A. Noroz

Sent from my iPhone

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** jennarobertsdowney@gmail.com  
**Date:** 3/26/2024, 7:59 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Jenna C Roberts

Sent from my iPhone

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Fintan Hiney <fintan.hiney@gmail.com>  
**Date:** 3/26/2024, 8:25 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, allen.zipper@lacity.org, gary.gero@lacity.org, jenny.torres@lacity.org, kristen.pawling@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking



advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Fintan Hiney

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Jamie Tiano <jamie.tiano@outlook.com>  
**Date:** 3/26/2024, 7:40 PM  
**To:** "Councilmember.Yaroslavsky@lacity.org" <Councilmember.Yaroslavsky@lacity.org>, "gary.gero@lacity.org" <gary.gero@lacity.org>, "kristen.pawling@lacity.org" <kristen.pawling@lacity.org>, "jenny.torres@lacity.org" <jenny.torres@lacity.org>, "allen.zipper@lacity.org" <allen.zipper@lacity.org>  
**CC:** "kevin.fulton@lacity.org" <kevin.fulton@lacity.org>, "safetycommittee@sp-apostle.org" <safetycommittee@sp-apostle.org>

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers

under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Jamie Tiano

Sent from my iPhone

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Aubrey Thomason <bobbythomason@icloud.com>  
**Date:** 3/26/2024, 8:11 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Aubrey Thomason

Sent from my iPhone

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Patricia Musitano <patriciamusitano@yahoo.com>  
**Date:** 3/26/2024, 7:28 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. We have been begging for change and improvement to the Wilkins and Ohio intersection for years. No improvements have ever been made endangering the lives of walkers in the area. I ask you to oppose the proposed development in its current form which will only make the problems worse. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

**The Wilkins Selby intersection should be completely severed from Ohio.** Wilkins and Selby should be partitioned from Ohio Ave to prevent traffic collisions at this dangerous intersection. This can easily be done with planters or barriers along the north side of Ohio to prevent traffic turning onto or from Ohio. (Yes eliminating the intersection for cars on Ohio while allowing free flow of pedestrians). Wilkins traffic would flow directly onto Selby essentially making two parallel streets. This will be much safer and an easy fix at this confusing intersection with many pedestrians at risk. Cars merely have to travel one extra block to arrive at their destinations. Pedestrian traffic would be much safer.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

This driveway should face Wilkins and the residential area not compete with traffic and pedestrians from three area schools. Locating the entrance on Wilkins will protect children in the area.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit and extremely limited and dense street parking.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Patricia Musitano

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Andy Cies <andycies@gmail.com>  
**Date:** 3/26/2024, 6:25 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A



negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Andy & Lisa Cies

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Tracey <traceykennedy1990@gmail.com>  
**Date:** 3/26/2024, 8:52 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org, Trent Hawthorne <eyez552003@yahoo.com>

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. My daughter is in the first grade and walks to school from home. It is a rarity that children can walk to school in a Los Angeles neighborhood and feel safe and free from unsafe traffic.

I ask you to oppose the proposed development in its current form to preserve the neighborhood and to reduce the risk of children playing and walking near SPA.

As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services, fundraisers, summer school classes and events and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents.

There is also no speed bumps or any other safety traffic measures in place!

Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Tracey Kennedy  
Concerned parent, neighbor and mother of 7 year old!

Sent from my iPhone  
Tracey Kennedy

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Stephen Cook <smcook@gmail.com>  
**Date:** 3/26/2024, 6:26 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A

negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Stephen Cook  
CD5 resident and voter

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Michael Bourke <michaeldbourke@me.com>  
**Date:** 3/26/2024, 5:56 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Michael Bourke

Sent from my iPhone

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Bond Spencer <bondspencer@msn.com>  
**Date:** 3/26/2024, 7:39 PM  
**To:** "Councilmember.Yaroslavsky@lacity.org" <Councilmember.Yaroslavsky@lacity.org>, "gary.gero@lacity.org" <gary.gero@lacity.org>, "kristen.pawling@lacity.org" <kristen.pawling@lacity.org>, "jenny.torres@lacity.org" <jenny.torres@lacity.org>, "allen.zipper@lacity.org" <allen.zipper@lacity.org>  
**CC:** "kevin.fulton@lacity.org" <kevin.fulton@lacity.org>, "safetycommittee@sp-apostle.org" <safetycommittee@sp-apostle.org>

Dear Council Member Yaroslavsky,

As members of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers



under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Martin and Sharian Spencer  
Sent from my iPhone

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Inez Han <inezjhan@gmail.com>  
**Date:** 3/26/2024, 10:45 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Inez Hur

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Carol crotta <carolcrotta@gmail.com>  
**Date:** 3/26/2024, 7:32 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Sent from my iPhone

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Michael Ness <mikeness72@yahoo.com>  
**Date:** 3/26/2024, 7:01 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Michael Ness  
SPA Community Member Since 1977

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kevin Scheible <kevlade555@gmail.com>  
**Date:** 3/26/2024, 6:05 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A



negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Kevin Scheible

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Gabriela Eiras <eiras.gaby@gmail.com>  
**Date:** 3/26/2024, 7:19 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, allen.zipper@lacity.org, gary.gero@lacity.org, jenny.torres@lacity.org, kristen.pawling@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Lo Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A

negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Jennifer Ferris <jjferris@aol.com>  
**Date:** 3/26/2024, 7:34 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Jennifer Ferris

Sent from my iPhone

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Claire Henning <claireandthomas@gmail.com>  
**Date:** 3/26/2024, 8:44 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Claire Henning  
310-8718930

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Erica Pinto <erica.pinto@gmail.com>  
**Date:** 3/26/2024, 11:01 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A



negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Erica Pinto

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Regan Riskas <reganriskas@me.com>  
**Date:** 3/26/2024, 7:59 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Regan Maas

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Glenda Cartusciello <glendal222@gmail.com>  
**Date:** 3/26/2024, 8:53 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Glenda Cartusciello  
310-962-9477

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Euna Oh <eunaoh@gmail.com>  
**Date:** 3/26/2024, 5:45 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A

negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Marilou Blanco <blancomarilou@gmail.com>  
**Date:** 3/26/2024, 8:22 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.



The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Malou Blanco Yarosh, MSN,RN,CNS  
Clinical Nurse Specialist, Surgical Specialties  
Board of Registered Nursing  
State of California

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Ester Demorest <demorestfamily@icloud.com>  
**Date:** 3/26/2024, 5:18 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Richard Hiney <richhiney@yahoo.com>  
**Date:** 3/26/2024, 8:47 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Richard Hiney

Sent from my iPhone

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** missolgi@gmail.com  
**Date:** 3/26/2024, 6:27 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Olga Ackad

Sent from my iPhone

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** monica trail <mtrailmd@hotmail.com>  
**Date:** 3/26/2024, 7:43 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.



The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Monica Trail, MD

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Julie Hoffman <jkhuebner@hotmail.com>  
**Date:** 3/26/2024, 7:35 PM  
**To:** "Councilmember.Yaroslavsky@lacity.org" <Councilmember.Yaroslavsky@lacity.org>, "gary.gero@lacity.org" <gary.gero@lacity.org>, "kristen.pawling@lacity.org" <kristen.pawling@lacity.org>, "jenny.torres@lacity.org" <jenny.torres@lacity.org>, "allen.zipper@lacity.org" <allen.zipper@lacity.org>  
**CC:** "kevin.fulton@lacity.org" <kevin.fulton@lacity.org>, "safetycommittee@sp-apostle.org" <safetycommittee@sp-apostle.org>

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers

under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Julie Hoffman

Sent from my iPhone

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Tami H <bodydoc2929@msn.com>  
**Date:** 3/26/2024, 8:32 PM  
**To:** "Councilmember.Yaroslavsky@lacity.org" <Councilmember.Yaroslavsky@lacity.org>, "gary.gero@lacity.org" <gary.gero@lacity.org>, "kristen.pawling@lacity.org" <kristen.pawling@lacity.org>, "jenny.torres@lacity.org" <jenny.torres@lacity.org>, "allen.zipper@lacity.org" <allen.zipper@lacity.org>  
**CC:** "kevin.fulton@lacity.org" <kevin.fulton@lacity.org>, "safetycommittee@sp-apostle.org" <safetycommittee@sp-apostle.org>

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers

under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Fondly,

Tami

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Nina Lin <ninatran01@gmail.com>  
**Date:** 3/26/2024, 7:41 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A

negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Nina Lin

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** BRIGID HEANEY <brigidhean5@aol.com>  
**Date:** 3/26/2024, 7:55 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.



The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Brigid Heaney

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Molly Kublicki <mollykublicki@icloud.com>  
**Date:** 3/26/2024, 10:09 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Molly Kublicki  
Sent from my iPhone

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** STT <scott.tiano22@gmail.com>  
**Date:** 3/26/2024, 7:35 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A

negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Scott Tiano

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Robin Popeil <RnR120695@aol.com>  
**Date:** 3/26/2024, 10:58 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Robin Popeil

Sent from my iPhone

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** viola ghata chahin <vivogotta@hotmail.com>  
**Date:** 3/26/2024, 7:08 PM  
**To:** "Councilmember.Yaroslavsky@lacity.org" <Councilmember.Yaroslavsky@lacity.org>, "gary.gero@lacity.org" <gary.gero@lacity.org>, "kristen.pawling@lacity.org" <kristen.pawling@lacity.org>, "jenny.torres@lacity.org" <jenny.torres@lacity.org>, "allen.zipper@lacity.org" <allen.zipper@lacity.org>  
**CC:** "kevin.fulton@lacity.org" <kevin.fulton@lacity.org>, "safetycommittee@sp-apostle.org" <safetycommittee@sp-apostle.org>

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers



under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Viola chahin

Sent from my iPhone

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** "Adriana Horn ." <adris100@yahoo.com>  
**Date:** 3/26/2024, 10:00 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Scott Tiano <scott.tiano22@icloud.com>  
**Date:** 3/26/2024, 7:31 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Scott Tiano

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Scott Tiano <scott.tiano22@icloud.com>  
**Date:** 3/26/2024, 7:15 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Scott Tiano

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Victor Romero <vromero18@roadrunner.com>  
**Date:** 3/26/2024, 7:33 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.



The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Victor Romero

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Devony Hastings <devony@dahastings.com>  
**Date:** 3/26/2024, 5:58 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Devony Hastings  
SPA Parent and District 5 Resident

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Sylvia Mora-Ona <smoraona@att.net>  
**Date:** 3/26/2024, 9:28 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Sylvia Mora-Ona  
Sent from my iPhone

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Cookie Kumpibal <cookieandannie@gmail.com>  
**Date:** 3/26/2024, 10:30 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Churdpong Kumpibal

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** melinda thetamkins.com <melinda@thetamkins.com>  
**Date:** 3/26/2024, 7:18 PM  
**To:** "Councilmember.Yaroslavsky@lacity.org" <Councilmember.Yaroslavsky@lacity.org>, "gary.gero@lacity.org" <gary.gero@lacity.org>, "kristen.pawling@lacity.org" <kristen.pawling@lacity.org>, "jenny.torres@lacity.org" <jenny.torres@lacity.org>, "allen.zipper@lacity.org" <allen.zipper@lacity.org>  
**CC:** "kevin.fulton@lacity.org" <kevin.fulton@lacity.org>, "safetycommittee@sp-apostle.org" <safetycommittee@sp-apostle.org>

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.



Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Melinda Tamkin, concerned neighbor and parent

**Melinda Tamkin**

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Rena Callahan <renacallahan@icloud.com>  
**Date:** 3/26/2024, 5:19 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Rena Callahan

Sent from my iPhone

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Scott Wiessner <mswiessner@gmail.com>  
**Date:** 3/26/2024, 5:45 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Scott Wiessner

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Athena Kwey <athenakwey@gmail.com>  
**Date:** 3/26/2024, 7:15 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. **As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.**

I respectfully request that you consider the following issues in connection with this project:

#### **PROTECT STUDENTS AND PEDESTRIANS**

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### **PRIORITIZE SAFE STREETS**

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### **PREVENT DEVELOPER OVERREACH**

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A

negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Athena Kwey

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Katie Simon <kfjsimon@gmail.com>  
**Date:** 3/26/2024, 8:02 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, allen.zipper@lacity.org, gary.gero@lacity.org, jenny.torres@lacity.org, kristen.pawling@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A



negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Katie Simon

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Ryan Deutsch <bigrkd@gmail.com>  
**Date:** 3/26/2024, 7:43 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Ryan Deutsch  
SPA Class of 2014

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Molly Clement <mollyclement16@gmail.com>  
**Date:** 3/26/2024, 8:09 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Molly Clement  
Sent from my iPhone

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Heather C <heathercohen26@gmail.com>  
**Date:** 3/26/2024, 7:33 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Andrew G

Sent from my iPhone

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Nicole <nicolefina@gmail.com>  
**Date:** 3/26/2024, 10:02 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.



The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Nicole Fina

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Jocelyn Medawar <jmedawar@hw.com>  
**Date:** 3/26/2024, 8:31 PM  
**To:** "Councilmember.Yaroslavsky@lacity.org" <Councilmember.Yaroslavsky@lacity.org>, "gary.gero@lacity.org" <gary.gero@lacity.org>, "kristen.pawling@lacity.org" <kristen.pawling@lacity.org>, "jenny.torres@lacity.org" <jenny.torres@lacity.org>, "allen.zipper@lacity.org" <allen.zipper@lacity.org>  
**CC:** "kevin.fulton@lacity.org" <kevin.fulton@lacity.org>, "safetycommittee@sp-apostle.org" <safetycommittee@sp-apostle.org>

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers

under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Sent from my iPhone

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Diana Scheible <diana.connect@yahoo.com>  
**Date:** 3/26/2024, 5:32 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Sent from my iPhone. Please excuse any TyPoS or grammatical errors as Siri's dictation feature and I are still getting acquainted.

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Simona Vega <simonavega@icloud.com>  
**Date:** 3/26/2024, 5:34 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Simona Vega  
CEO - Instaglam&Tan

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Matt Mccoy <mjpmccoy9@gmail.com>  
**Date:** 3/26/2024, 7:19 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.



The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Matt McCoy  
Sent from my iPhone

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Tami Schmitt <tami.e.schmitt@hotmail.com>  
**Date:** 3/26/2024, 7:26 PM  
**To:** "Councilmember.Yaroslavsky@lacity.org" <Councilmember.Yaroslavsky@lacity.org>, "gary.gero@lacity.org" <gary.gero@lacity.org>, "kristen.pawling@lacity.org" <kristen.pawling@lacity.org>, "jenny.torres@lacity.org" <jenny.torres@lacity.org>, "allen.zipper@lacity.org" <allen.zipper@lacity.org>  
**CC:** "kevin.fulton@lacity.org" <kevin.fulton@lacity.org>, "safetycommittee@sp-apostle.org" <safetycommittee@sp-apostle.org>

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers

under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Tami Schmitt

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Frederick Schmitt <fkschmitt@yahoo.com>  
**Date:** 3/26/2024, 7:18 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Frederick Schmitt

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Rylie Kumpibal <ryliemk@gmail.com>  
**Date:** 3/26/2024, 10:31 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Rylie Kumpibal

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Elizabeth Nahman <elizabethnahman@gmail.com>  
**Date:** 3/26/2024, 6:32 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.



The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Elizabeth Nahman

Sent from my iPhone

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Malinda Perez <mperez@smabelles.org>  
**Date:** 3/26/2024, 8:11 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A

negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Malinda Perez

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Ramy Eskander <ramyeskander@gmail.com>  
**Date:** 3/26/2024, 5:27 PM  
**To:** "Councilmember.Yaroslavsky@lacity.org" <Councilmember.Yaroslavsky@lacity.org>, "gary.gero@lacity.org" <gary.gero@lacity.org>, "kristen.pawling@lacity.org" <kristen.pawling@lacity.org>, "jenny.torres@lacity.org" <jenny.torres@lacity.org>, "allen.zipper@lacity.org" <allen.zipper@lacity.org>  
**CC:** "kevin.fulton@lacity.org" <kevin.fulton@lacity.org>, "safetycommittee@sp-apostle.org" <safetycommittee@sp-apostle.org>

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Best,  
Ramy (John) Eskander

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Tom Baker <thomascbaker@yahoo.com>  
**Date:** 3/26/2024, 5:28 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** belen palacios <belen\_palacios@hotmail.com>  
**Date:** 3/26/2024, 5:53 PM  
**To:** "Councilmember.Yaroslavsky@lacity.org" <Councilmember.Yaroslavsky@lacity.org>, "gary.gero@lacity.org" <gary.gero@lacity.org>, "kristen.pawling@lacity.org" <kristen.pawling@lacity.org>, "jenny.torres@lacity.org" <jenny.torres@lacity.org>, "allen.zipper@lacity.org" <allen.zipper@lacity.org>  
**CC:** "kevin.fulton@lacity.org" <kevin.fulton@lacity.org>, "safetycommittee@sp-apostle.org" <safetycommittee@sp-apostle.org>

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers



under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Best regards,

Belen P.Griswold

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Luz Caceres <lcaceres91@icloud.com>  
**Date:** 3/26/2024, 10:16 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Sent from my iPhone

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Scott Tiano <scott@adaptsg.com>  
**Date:** 3/26/2024, 7:27 PM  
**To:** "Councilmember.Yaroslavsky@lacity.org" <Councilmember.Yaroslavsky@lacity.org>, "gary.gero@lacity.org" <gary.gero@lacity.org>, "kristen.pawling@lacity.org" <kristen.pawling@lacity.org>, "jenny.torres@lacity.org" <jenny.torres@lacity.org>, "allen.zipper@lacity.org" <allen.zipper@lacity.org>  
**CC:** "kevin.fulton@lacity.org" <kevin.fulton@lacity.org>

Dear Council Member Yaroslavsky,

As a concerned member of the Saint Paul the Apostle School and Parish in Westwood, I urge you to oppose the development at 10756 Wilkins Avenue. This project, situated directly opposite our school and parish, raises significant safety and traffic issues that threaten the well-being of students, parishioners, and local residents, with minimal benefits beyond developer profit.

Our community is already navigating a hazardous traffic environment, worsened by insufficient pedestrian safety measures. With over a thousand students and numerous daily events at Saint Paul and neighboring schools, the proposed development will only exacerbate these dangers.

Furthermore, the development's driveway design introduces additional risks, contradicting public safety guidelines. A relocation of the driveway could mitigate some concerns, aligning better with city recommendations for minimizing traffic impact.

The most critical issue, however, lies in the exploitation of affordable housing policies. By offering a mere fraction of its units as affordable, the developer unjustly benefits from excessive density bonuses, undermining the neighborhood's character and offering little in the way of genuine community benefit.

We acknowledge the city's housing challenges, yet this project, as proposed, falls short of a meaningful solution. It leverages loopholes for disproportionate gains at the expense of our community's safety and cohesion.

I respectfully request a thorough re-evaluation of this project, advocating for a revision that prioritizes the safety and integrity of our neighborhood over developer interests.

Thank you for considering the far-reaching implications of this development on our community.

Sincerely,

Concerned Member of the Saint Paul the Apostle Community and neighborhood resident.

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Elizabeth Ramirez <ramirez90405@gmail.com>  
**Date:** 3/26/2024, 9:22 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A

negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Elizabeth Trahey

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Daniel Beaney <dbeaney@wrvla.com>  
**Date:** 3/26/2024, 7:15 PM  
**To:** "Councilmember.Yaroslavsky@lacity.org" <Councilmember.Yaroslavsky@lacity.org>, "gary.gero@lacity.org" <gary.gero@lacity.org>, "kristen.pawling@lacity.org" <kristen.pawling@lacity.org>, "jenny.torres@lacity.org" <jenny.torres@lacity.org>, "allen.zipper@lacity.org" <allen.zipper@lacity.org>  
**CC:** "kevin.fulton@lacity.org" <kevin.fulton@lacity.org>, "safetycommittee@sp-apostle.org" <safetycommittee@sp-apostle.org>

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers

under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

---

Daniel Beaney  
Westside Realty Ventures  
2256 Selby Avenue  
Los Angeles, CA 90064  
Phone: (310) 770-6112  
Email: [dbeaney@wrvla.com](mailto:dbeaney@wrvla.com)



**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Ben Dalby <ben.dalby@icloud.com>  
**Date:** 3/26/2024, 7:28 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Ben A. Dalby  
K.I.S.S.  
818-281-4444

[Ben@keepitselfstorage.com](mailto:Ben@keepitselfstorage.com)

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Simone Marijic Buljubasic <simonemabu3@gmail.com>  
**Date:** 3/26/2024, 7:35 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, allen.zipper@lacity.org, gary.gero@lacity.org, jenny.torres@lacity.org, kristen.pawling@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A

negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Simone Marijic Buljubasic

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Mayora Hiney <mhhiney@yahoo.com>  
**Date:** 3/26/2024, 9:18 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Mayora Hiney

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Diana Newton <d.newton2020@gmail.com>  
**Date:** 3/26/2024, 11:35 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A

negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Most sincerely,

Diana S. Newton



**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Erin Heimbold <erinheimbold@icloud.com>  
**Date:** 3/26/2024, 5:31 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Erin Heimbold  
3107791198

Sent from my iPhone

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** lara karch <laraliz34@aol.com>  
**Date:** 3/26/2024, 5:25 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Lara Karchmer  
Cell 3107791172

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Julie Chait <julie.chait@gmail.com>  
**Date:** 3/26/2024, 11:06 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Julie Chait

Sent from my iPhone

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Noelle Becker <nbruin02@gmail.com>  
**Date:** 3/26/2024, 10:01 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby /Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The

developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Noelle Becker



**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** JOHNATHAN L Pregler <jpregler@g.ucla.edu>  
**Date:** 3/26/2024, 7:11 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A

negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

-----##-----  
Johnathan Pregler  
jpregler@ucla.edu

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Chrissy Martin <chrissy@bakesaleonline.com>  
**Date:** 3/26/2024, 8:25 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Christine and Kevin Martin

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Nicole Martino <nicole@freshproperties.net>  
**Date:** 3/26/2024, 7:22 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A

negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Nicole

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** mayo yerington <mysplat5@yahoo.com>  
**Date:** 3/26/2024, 9:02 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Mayo Yerington

Sent from my iPad



**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Karen Guthrie <klguthrie9@gmail.com>  
**Date:** 3/26/2024, 7:56 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, allen.zipper@lacity.org, gary.gero@lacity.org, jenny.torres@lacity.org, kristen.pawling@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A

negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Karen Guthrie

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Colleen Sullivan <collyflower80@icloud.com>  
**Date:** 3/26/2024, 8:43 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Colleen Munakasj

Sent from my iPhone

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Matt Case <Mcase@madisonpartners.net>  
**Date:** 3/26/2024, 8:08 PM  
**To:** "Councilmember.Yaroslavsky@lacity.org" <Councilmember.Yaroslavsky@lacity.org>, "gary.gero@lacity.org" <gary.gero@lacity.org>, "kristen.pawling@lacity.org" <kristen.pawling@lacity.org>, "jenny.torres@lacity.org" <jenny.torres@lacity.org>, "allen.zipper@lacity.org" <allen.zipper@lacity.org>  
**CC:** "kevin.fulton@lacity.org" <kevin.fulton@lacity.org>, "safetycommittee@sp-apostle.org" <safetycommittee@sp-apostle.org>

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers

under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Matt Case  
310-779-3395

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Theresa Schifrin <theresaeschifrin@icloud.com>  
**Date:** 3/26/2024, 10:16 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Theresa Eastman Schifrin



**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Deborah Connelly <deborah@iconfox.tv>  
**Date:** 3/26/2024, 8:27 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A

negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Deborah Connelly

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Monzerrat Ramirez <monzeramirez@gmail.com>  
**Date:** 3/26/2024, 7:34 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Monzerrat Brunkhorst

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** "(null) (null)" <marie717@yahoo.com>  
**Date:** 3/26/2024, 7:22 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood and a homeowner in your District, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under

state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Marie Clark

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Bianca Dickerson-Williams <biancaali@yahoo.com>  
**Date:** 3/26/2024, 10:38 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,



**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** correnetallarico@gmail.com  
**Date:** 3/26/2024, 7:46 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Correne tallarico

Sent from my iPhone

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Diana Scheible <dianascheible@yahoo.com>  
**Date:** 3/26/2024, 5:31 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A

negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Sent from my iPhone. Please excuse any TyPoS or grammatical errors as Siri's dictation feature and I are still getting acquainted.

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Matthew Nahman <matthewnahman@gmail.com>  
**Date:** 3/26/2024, 5:50 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Matthew Nahman

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Julie Asbury <julieasbury@gmail.com>  
**Date:** 3/26/2024, 7:46 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Julie Asbury

Sent from my iPhone



**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Emily <roseforemily78@yahoo.com>  
**Date:** 3/26/2024, 7:56 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** quinlans <quinlans@comcast.net>  
**Date:** 3/26/2024, 8:11 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A

negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Maria Quinlan  
10401 Wilshire Blvd  
Los Angeles CA 90024

Sent from my Galaxy

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** JULIE WASHENIK <jwashenik@mac.com>  
**Date:** 3/26/2024, 10:29 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Julie Washenik

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Anne Hance <annehance@aol.com>  
**Date:** 3/26/2024, 7:45 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Anne Hance

Sent from my iPhone



**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Cookie Kumpibal <ckumpibal@gmail.com>  
**Date:** 3/26/2024, 10:30 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Cookie Kumpibal

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Maria Whitesell <mquiban@mac.com>  
**Date:** 3/26/2024, 6:06 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, as well as a neighbor on Wilkins Avenue and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under

state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Sent with Aloha

[www.MariaQuiban.com](http://www.MariaQuiban.com)

[www.YouCantDoItAloneBook.com](http://www.YouCantDoItAloneBook.com)

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** griff10310@gmail.com  
**Date:** 3/26/2024, 7:55 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
John Griffin(long time parishioner)

Sent from my iPhone

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** griff10310@gmail.com  
**Date:** 3/26/2024, 7:53 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely  
Marilyn Griffin

Sent from my iPhone



**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Mary Johnston <mary.johnston61@gmail.com>  
**Date:** 3/26/2024, 8:49 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Mary Johnston

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Jorge Gonzalez <jag5917@yahoo.com>  
**Date:** 3/26/2024, 7:47 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Jorge Gonzalez

Sent from my iPhone

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Heather C <exclusivepr1@mac.com>  
**Date:** 3/26/2024, 7:32 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Heather G

Sent from my iPhone

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Theresia Laksmana <tsmlaksmana@gmail.com>  
**Date:** 3/26/2024, 8:40 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Theresia Laksmana



**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Jane Scanlan <janiescan@gmail.com>  
**Date:** 3/26/2024, 7:30 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Additionally , and on a personal note, I have lived in this community and been a parishioner for over 25 years. Prior to that, my parents lived in this community and were parishioners for over 10 years. I know the area VERY well. Very narrow streets, frequent minor automobile mishaps, unavailable parking, pedestrian problems. I currently live in Brentwood and have seen what over development does to these small streets. Single family dwellings and their streets were never intended to accommodate multiple families, and we are paying the price for perpetuity. You have the opportunity to avoid this nightmare for the Westwood community.

Time to step up to the plate!

Thank you for your consideration.  
Jane Scanlan

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue

(classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Jane Scanlan

Sent from my iPad

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Tami Georgeff <tgeorgeff@paulistproductions.org>  
**Date:** 3/26/2024, 8:18 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Tami Georgeff

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Claudia Lovell <claudiarealovell@gmail.com>  
**Date:** 3/26/2024, 6:10 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Claudia Lovell

714-904-2419

Sent from my iPhone

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Young Kim <young@yjkpc.com>  
**Date:** 3/26/2024, 9:57 PM  
**To:** "Councilmember.Yaroslavsky@lacity.org" <Councilmember.Yaroslavsky@lacity.org>, "gary.gero@lacity.org" <gary.gero@lacity.org>, "kristen.pawling@lacity.org" <kristen.pawling@lacity.org>, "jenny.torres@lacity.org" <jenny.torres@lacity.org>, "allen.zipper@lacity.org" <allen.zipper@lacity.org>  
**CC:** "kevin.fulton@lacity.org" <kevin.fulton@lacity.org>, "safetycommittee@sp-apostle.org" <safetycommittee@sp-apostle.org>

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers

under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Young Kim  
310-210-8485



**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Paula McAllister <mcallisterp@obgynla.com>  
**Date:** 3/26/2024, 6:40 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Sent from my iPhone

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Jennifer Kozakowski <jenkoz@ca.rr.com>  
**Date:** 3/26/2024, 7:08 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Jennifer Kozakowski

Sent from my iPhone

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** John - David Lopez <lopezprep@gmail.com>  
**Date:** 3/26/2024, 7:48 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

Please don't cave in to developers who are adding nothing to our city!

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will

be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

John David Lopez

Sent from my iPhone

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** DIANA SCHEIBLE <lifeissobeautiful@icloud.com>  
**Date:** 3/26/2024, 5:32 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Sent from my iPhone. Please excuse any TyPoS or grammatical errors as Siri's dictation feature and I are still getting acquainted.



**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** adelaida alvarez <adelaida91506@yahoo.com>  
**Date:** 3/26/2024, 8:33 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Adelaida Cucher

Sent from my iPhone

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Heather Ryan <nursehak@aol.com>  
**Date:** 3/26/2024, 9:22 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Heather Ryan

Sent from my iPhone

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Garth Brandal <garthbrandal@gmail.com>  
**Date:** 3/26/2024, 6:16 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Garth Brandal

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kathleen Duncan <kathleenmduncan@aol.com>  
**Date:** 3/26/2024, 7:54 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Sent from my iPhone



**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Johanna Black <johannabclements@gmail.com>  
**Date:** 3/26/2024, 8:53 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Johanna Black  
Parishioner & Mom of 3 St. Paul the Apostle school students

Sent from my iPhone

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Aaron Fischer <aaron.fischer3165@gmail.com>  
**Date:** 3/26/2024, 6:29 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, allen.zipper@lacity.org, gary.gero@lacity.org, jenny.torres@lacity.org, kristen.pawling@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A

negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Linda Puglisi Alibrandi <lindalinda0812@yahoo.com>  
**Date:** 3/26/2024, 5:50 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Linda Puglisi-Alibrandi

Sent from my iPad

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Peggy Moretti <peggymmoredti@gmail.com>  
**Date:** 3/26/2024, 8:14 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Peggy Moretti

(310)874-8550



**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Jill Plumb <uclaplumbs@sbcglobal.net>  
**Date:** 3/26/2024, 8:05 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Jill Plumb

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Paula Kupfer <paulajaneakupfer@gmail.com>  
**Date:** 3/26/2024, 5:39 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Paula Kupfer

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Denisse Leon <m.denisseleon@gmail.com>  
**Date:** 3/26/2024, 6:27 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Denisse leon cornell

Sent from my iPhone

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Jennifer Case <Jen@theflynnco.com>  
**Date:** 3/26/2024, 7:52 PM  
**To:** "Councilmember.Yaroslavsky@lacity.org" <Councilmember.Yaroslavsky@lacity.org>, "gary.gero@lacity.org" <gary.gero@lacity.org>, "kristen.pawling@lacity.org" <kristen.pawling@lacity.org>, "jenny.torres@lacity.org" <jenny.torres@lacity.org>, "allen.zipper@lacity.org" <allen.zipper@lacity.org>  
**CC:** "kevin.fulton@lacity.org" <kevin.fulton@lacity.org>, "safetycommittee@sp-apostle.org" <safetycommittee@sp-apostle.org>

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Jennifer case

Jennifer Flynn Case | 310 909 3353



**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Jad Adham <jadadham@icloud.com>  
**Date:** 3/26/2024, 7:50 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Christine Alsing

Sent from my iPhone

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Selah Victor <selahv@me.com>  
**Date:** 3/26/2024, 11:48 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A

negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

**Selah Victor**  
**c. 310-871-6627**  
**IG: @selahvictor**  
**TikTok: @selahvictor**  
**Twitter: @selah\_v**  
**www.selahvictor.com**

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Michael Woods <mikewilliamwoods@gmail.com>  
**Date:** 3/26/2024, 6:48 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, allen.zipper@lacity.org, gary.gero@lacity.org, jenny.torres@lacity.org, kristen.pawling@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A

negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Mike

---

**Michael W. Woods**  
[mikewilliamwoods@gmail.com](mailto:mikewilliamwoods@gmail.com)  
Cell: 310-739-6616

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Theresa Kiene <theresakiene@gmail.com>  
**Date:** 3/26/2024, 7:11 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A

negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Theresa Kiene



**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Daniel Seif <daniel.seif@gmail.com>  
**Date:** 3/26/2024, 7:59 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

As a member of the Saint Paul the Apostle School and Parish (SPA) situated in Westwood, I am reaching out to express significant concerns regarding the safety and traffic issues stemming from the proposed development at 10756 Wilkins Avenue, which is situated directly opposite SPA. I urge you to reconsider the proposed project in its present form. The development, as planned, is likely to have adverse effects on students, parish members, visitors, and local families, with the benefits seemingly accruing solely to the developer.

I kindly ask that the following points be taken into account regarding this development:

#### ENSURE THE SAFETY OF STUDENTS AND PEDESTRIANS

Every day, over a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School navigate Ohio Avenue and its adjacent streets. Additionally, the School and Parish organize numerous religious and after-school activities, increasing traffic throughout the day and evening. The current intersection, with its non-standard four-way stop, insufficient crosswalks, and absence of crossing guards, presents a hazardous and confusing environment, posing daily risks to students and pedestrians. There have been multiple traffic incidents at this corner in recent years, and the proposed development threatens to exacerbate the existing danger.

#### FOCUS ON SAFER STREETS

The anticipated traffic from the development and the design of the proposed driveway will worsen the current public safety risks for pedestrians and drivers. The proposed driveway, situated on Ohio Avenue (a 'collector' street), directly opposite the Church's driveway, and in close proximity to the complex Ohio/Selby/Wilkins Avenue four-way stop, will significantly reduce visibility for pedestrians, vehicles, and cyclists.

Moving the driveway from Ohio Avenue to Wilkins Avenue, a local street with less traffic, would considerably improve safety. This change would align with LADOT's recommendations for placing driveways on less busy streets.

#### AVOID DEVELOPER EXPLOITATION

The SPA Community is deeply aware of the city's housing challenges and the consequences of insufficient housing supply. Our neighborhood is a refuge for numerous homeless individuals whom the Church supports with various services and resources.

It is possible to add more units to this development without drastically affecting traffic and safety or undermining the neighborhood's character. The current project's developer is exploiting city policies on density bonuses and waivers, ostensibly to provide affordable housing. However, the inclusion of a mere two affordable housing units after a 102.5% density bonus is granted—far beyond the 35% allowed by state law—is inadequate.

The City is not obligated to approve a conditional use permit for a density bonus exceeding 35%, especially if the project significantly impacts traffic and historical

sites. The developer's request for a 102.5% density bonus, along with various waivers, is excessive for this area, especially considering the minimal contribution to affordable housing.

I appreciate your thoughtful evaluation of this project. Should the project proceed, we request a thorough revision to mitigate its negative effects on the Saint Paul the Apostle School and Parish and the wider community.

Best regards,  
Daniel Seif

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Erin Cook <mrserincook@me.com>  
**Date:** 3/26/2024, 7:48 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Jennifer Kelley <hi@jenniferkelley.me>  
**Date:** 3/26/2024, 6:02 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am writing to voice our concerns regarding the proposed development at 10756 Wilkins Avenue, which directly impacts the Saint Paul the Apostle School and Parish (SPA) and its surrounding community in Westwood. I urge you to oppose the current form of this development due to the significant safety and traffic issues it poses. The proposed plans fail to provide any substantial benefits to our community while risking the well-being of our students, parishioners, and residents.

My primary concerns regarding this project are as follows:

### **ENSURING STUDENT AND PEDESTRIAN SAFETY**

With over a thousand students attending SPA, Emerson Community Charter Middle School, and Fairburn Elementary School in the vicinity, the streets surrounding our institutions witness heavy pedestrian traffic daily. Additionally, our parish hosts numerous religious services and after-school events, further increasing foot traffic. The current infrastructure, including inadequate crosswalks and a confusing intersection, poses a significant safety risk to pedestrians, especially students. Recent years have seen multiple traffic incidents at this location, and the proposed development threatens to exacerbate these dangers.

### **PROMOTING SAFE STREET DESIGN**

The proposed driveway design, situated on Ohio Avenue, presents further safety hazards. Its location directly across from the church's driveway and near a complex intersection raises concerns about visibility for both pedestrians and motorists. Relocating the driveway to Wilkins Avenue, a street with lower traffic volume, would align better with safety guidelines set by LADOT and alleviate some of these concerns.

### **CURTAILING DEVELOPER OVERREACH**

While I acknowledge the need for affordable housing in our city, the current proposal fails to balance this need with the safety and integrity of our neighborhood. The density bonus and waivers sought by the developer far exceed what is reasonable for this location. The two units of affordable housing provided does not justify the significant impact on traffic and community character. I believe that granting such extensive concessions without sufficient benefit to the community sets a troubling precedent.

Please prioritize the safety and well-being of this community and oppose the proposed plans in their current form. Should the project proceed, I implore you to ensure that it undergoes significant

revisions to minimize its adverse effects on Saint Paul the Apostle School and Parish and its surrounding neighborhood.

Thank you for considering my concerns regarding this development project.

Sincerely,

Jennifer Kelley

**Subject:** Re: Outcome of Wilkins Hearing  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 3/26/2024, 5:44 PM  
**To:** Stephen Resnick <saresnick@gmail.com>  
**CC:** Jackson Olson <jackson.olson@lacity.org>

Hi Stephen,

We may have moved onto the second item after you signed in again.

You are correct about the process. I encouraged a determination because of the limitations we have on the number of hearings and because I thought it was in the best interests of the project and process overall.

It is of course the applicant's prerogative to decline to return for a third hearing and unfortunately the board could not come to a consensus on a motion to pass.

Let me know if you have any other questions.

Best,

Kevin

On Thu, Mar 21, 2024 at 8:03 AM Stephen Resnick <[saresnick@gmail.com](mailto:saresnick@gmail.com)> wrote:

Hi Jackson and Kevin,

As the hearing for 10756 Wilkins seemed to not be moving to a conclusion, I could no longer stay. However, when I returned home I signed in and 45 minutes later it was still in progress.

Could you please tell me why, when the hearing seemling was about to conclude, it continued for so long? What was the final outcome?

Also, I've attended DRB hearings for quite some time. But while observing last night's hearing I'm just stumped at what I thought was a rather straightforward process of DRB hearings with votes or not (and projects just moving on) and I would appreciate your help in this regard. I thought that, without a vote, this would simply move to CPC without a vote for them to consider. But you encouraged a determination. And then, there was that 1 minute recess that appeared to turn into a meeting. I would really appreciate your help in understanding this process. Thanks.

Steve

--



**Kevin Fulton**

City Planning Associate

**Los Angeles City Planning**

200 N. Spring St., Room 750

Los Angeles, CA 90012

T: (213) 978-1210 |

[Planning4LA.org](http://Planning4LA.org)





**Subject:** Re: Summary of Public Outreach - 10756 Wilkins Ave  
**From:** Daniel Ahadian <daniel@nurdevelopment.com>  
**Date:** 3/26/2024, 2:19 PM  
**To:** Kevin Fulton <kevin.fulton@lacity.org>  
**CC:** Isabelle Madlansacay <isabelle@nurdevelopment.com>

I'll get it over to you by today or tomorrow.

On Tue, Mar 26, 2024 at 12:30 PM Kevin Fulton <[kevin.fulton@lacity.org](mailto:kevin.fulton@lacity.org)> wrote:

Hi Daniel,

I know you sent this before in January, but can you please send an updated email listing your total outreach? We'd like to cite this in the staff report.

Best,

Kevin

--



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 750  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
Planning4LA.org



**Subject:** SPA Safety concerns

**From:** R Jones <rjonezy@yahoo.com>

**Date:** 3/26/2024, 6:28 PM

**To:** "Councilmember.Yaroslavsky@lacity.org" <Councilmember.Yaroslavsky@lacity.org>, "gary.gero@lacity.org" <gary.gero@lacity.org>, "kristen.pawling@lacity.org" <kristen.pawling@lacity.org>, "jenny.torres@lacity.org" <jenny.torres@lacity.org>, "allen.zipper@lacity.org" <allen.zipper@lacity.org>

**CC:** "kevin.fulton@lacity.org" <kevin.fulton@lacity.org>, "safetycommittee@sp-apostle.org" <safetycommittee@sp-apostle.org>

Dear Council Member Yaroslavsky,

We are members of the Saint Paul the Apostle School (SPA) located in Westwood, and we are writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. We kindly ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

We respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Rene and Roy Houlette



**Subject:** Summary of Public Outreach - 10756 Wilkins Ave  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 3/26/2024, 12:30 PM  
**To:** Daniel Ahadian <daniel@nurdevelopment.com>  
**CC:** Isabelle Madlansacay <isabelle@nurdevelopment.com>

Hi Daniel,

I know you sent this before in January, but can you please send an updated email listing your total outreach? We'd like to cite this in the staff report.

Best,

Kevin

--



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 750  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
[Planning4LA.org](http://Planning4LA.org)



**Subject:** City Planning News Report - March 27, 2024  
**From:** Xavier Smith <xavier.smith@lacity.org>  
**Date:** 3/27/2024, 10:23 AM  
**To:** Vince Bertoni <vince.bertoni@lacity.org>  
**BCC:** planningall@lacity.org

## EQUITY

[Los Angeles Advances Equity in County Contracting; Launches Collaborative Community Outreach Court](#) - RL News  
[NYC unveils plan for substance use treatment center at Lincoln to combat maternal mortality in South Bronx](#) - Bronx Times

## DEVELOPMENT

[More big housing developments hitting Beverly Hills in 2024](#) - Urbanize LA (Attached)  
[Veil lifts for mixed-use apartment building at 444 W. 5th Street in San Pedro](#) - Urbanize LA (Attached)

## ENVIRONMENT

[The Potential and Pitfalls of Climate Migration](#) - Planetizen  
[How Climate Change Drives Bigger Wildfires](#) - Planetizen

## HOUSING

[For Many Young Parents, Family-Sized Housing Is Out Of Reach In LA — To Buy Or Rent](#) - LAist (Attached)  
[L.A. County settles PACE loan law suits; affected homeowners to receive millions](#) - Los Angeles Times (Attached)

## MOBILITY

[Would California bridges stand up to a direct hit? We asked experts](#) - Los Angeles Times (Attached)  
[California Cyclist Maps Animals Through Rides](#) - Planetizen

## PLANNING

[Legislative Update: Some Bills to Watch This Session](#) - LA Streetsblog  
[The Paradox of American Housing](#) - Planetizen



**Xavier R. Smith**  
Pronouns: He, Him, His  
Planning Assistant | Media Relations  
**Los Angeles CityPlanning**  
200 N. Spring St., Room 525, Los Angeles, CA 90012 T:  
(213) 756-1702 | Planning4LA.org



— Attachments: —

la.urbanize.city-Veil lifts for mixed-use apartment building at 444 W 5th Street in San Pedro.pdf 554 KB

la.urbanize.city-More big housing developments hitting Beverly Hills in 2024.pdf	527 KB
laist.com-.pdf	153 KB
latimes.com-LA County settles PACE loan lawsuits affected homeowners to receive millions.pdf	82.7 KB
latimes.com-Would California bridges stand up to a direct hit We asked experts.pdf	103 KB

**Subject:** Fwd: Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 3/27/2024, 10:10 AM  
**To:** Juliet Oh <Juliet.Oh@lacity.org>

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

**From:** Kate S <[kscibelli@icloud.com](mailto:kscibelli@icloud.com)>  
**Date:** Wed, Mar 27, 2024 at 8:00 AM  
**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**To:** <[Councilmember.Yaroslavsky@lacity.org](mailto:Councilmember.Yaroslavsky@lacity.org)>, <[gary.gero@lacity.org](mailto:gary.gero@lacity.org)>, <[kristen.pawling@lacity.org](mailto:kristen.pawling@lacity.org)>, <[jenny.torres@lacity.org](mailto:jenny.torres@lacity.org)>, <[allen.zipper@lacity.org](mailto:allen.zipper@lacity.org)>  
**Cc:** <[kevin.fulton@lacity.org](mailto:kevin.fulton@lacity.org)>, <[safetycommittee@sp-apostle.org](mailto:safetycommittee@sp-apostle.org)>

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent

with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

--



**Kevin Fulton**

City Planning Associate

**Los Angeles City Planning**

200 N. Spring St., Room 750

Los Angeles, CA 90012

T: (213) 978-1210 |

[Planning4LA.org](http://Planning4LA.org)





**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Karrie Franchina <karriefranchina@gmail.com>  
**Date:** 3/27/2024, 8:42 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

The new projected project at 10756 Wilkins Avenue has come to my attention and I am very concerned about how it will effect our community.

I am a parent and parishoner of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several severe traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The

developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Karrie Franchina

Sent from my iPhone

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Berg Brandt <bergbrandt@ymail.com>  
**Date:** 3/27/2024, 11:35 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Berg Brandt

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Temma Nanas <tnanas@gmail.com>  
**Date:** 3/27/2024, 11:00 AM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a resident and neighbor of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law. This project, in my view, does not genuinely aim to assist low-income families but appears to serve more as a means for the developer to circumvent these zoning constraints, ultimately increasing their profit.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Temma Nanas  
Resident 10720 Ohio Avenue

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** sheila.stern <sheduck2001@icloud.com>  
**Date:** 3/27/2024, 8:24 AM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Sheila Stern

Sent from my iPhone

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Alex Kim <alex.crestconsulting@gmail.com>  
**Date:** 3/27/2024, 9:55 AM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.



The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Alex Kim

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Richard Ness <rgnoffice@gmail.com>  
**Date:** 3/27/2024, 12:33 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** A P <ales.pav@gmail.com>  
**Date:** 3/27/2024, 4:29 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Alessio Pavan  
Resident of 10720 Ohio Ave

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kurien Joseph <kurien.joseph@gmail.com>  
**Date:** 3/27/2024, 11:01 AM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students,

Kurien Joseph

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Simon Karkafi <simonkarkafi@gmail.com>  
**Date:** 3/27/2024, 7:01 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Simon Karkafi  
Eurocon group,inc  
11162 W. Exposition Blvd. #301  
Los Angeles ca 90064

[Tel:424-832-7878](tel:424-832-7878)

Fax:424-832-7879

Cell:310-990-3800



**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Joyce Raineri <jmraineri@gmail.com>  
**Date:** 3/27/2024, 8:44 AM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Joyce Raineri  
Sent from my iPhone

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Eugene Cross <eecst8@gmail.com>  
**Date:** 3/27/2024, 12:19 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Lisa Cies <lisadotgray@gmail.com>  
**Date:** 3/27/2024, 7:24 AM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A

negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Lisa Cies

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** elaine wallace <wallace.elainep@gmail.com>  
**Date:** 3/27/2024, 7:08 AM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Elaine Wallace

Sent from my iPhone



**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Denise Traboulsi <denisetraboulsi@gmail.com>  
**Date:** 3/27/2024, 6:08 AM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Denise Traboulsi

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kristin Hart <khart1976@gmail.com>  
**Date:** 3/27/2024, 6:37 AM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Sent from my iPhone

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Sabrina Schick <scschick2@icloud.com>  
**Date:** 3/27/2024, 6:03 AM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Sabrina Schick

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Victor Sallas <anacarranzat@icloud.com>  
**Date:** 3/27/2024, 7:58 AM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Ana Carranza



**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Lily Q <artlilyq@aol.com>  
**Date:** 3/27/2024, 7:51 AM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Lily Quesada

Sent from my iPhone

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Barbara Kelsey <bkelsey19216@gmail.com>  
**Date:** 3/27/2024, 5:55 AM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Barbara Kelsey

Sent from my iPhone

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** robin stone <robinstonecat@gmail.com>  
**Date:** 3/27/2024, 10:31 AM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A

negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Robin Schmitz Stone

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kristen <kikiing87@gmail.com>  
**Date:** 3/27/2024, 10:11 AM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Kristen Kelley



**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kay Baker <kaybaker1001@hotmail.com>  
**Date:** 3/27/2024, 7:35 AM  
**To:** "Councilmember.Yaroslavsky@lacity.org" <Councilmember.Yaroslavsky@lacity.org>, "gary.gero@lacity.org" <gary.gero@lacity.org>, "kristen.pawling@lacity.org" <kristen.pawling@lacity.org>, "jenny.torres@lacity.org" <jenny.torres@lacity.org>, "allen.zipper@lacity.org" <allen.zipper@lacity.org>  
**CC:** "kevin.fulton@lacity.org" <kevin.fulton@lacity.org>, "safetycommittee@sp-apostle.org" <safetycommittee@sp-apostle.org>

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers

under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Sent from my iPhone

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Libby Doheny <libbydoheny@gmail.com>  
**Date:** 3/27/2024, 11:28 AM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

My grandchildren attend Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Libby Doheny

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Michele Karkafi <michagk@gmail.com>  
**Date:** 3/27/2024, 7:39 AM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Michele Karkafi  
Sent from my iPad

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** tom casamassima <thomasjcasa@gmail.com>  
**Date:** 3/27/2024, 3:41 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Sent from my iPad

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Peter Reardon <preardon@sp-apostle.org>  
**Date:** 3/27/2024, 5:07 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare. Also, as a teacher at this school, I am outside in front of the church on Ohio many mornings supervising children entering our school via Ohio. The traffic and safety issue is already scary as it is. With this proposed construction, it will make matters worse.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers



under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Peter Reardon

Sent from my iPhone

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** janethopkins@yahoo.com  
**Date:** 3/27/2024, 6:25 AM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Janet Hopkins

Sent from my iPhone

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Megan Hohener <megan.hohener@gmail.com>  
**Date:** 3/27/2024, 11:25 AM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Megan Hohener

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** brian lawhitney.com <brian@lawhitney.com>  
**Date:** 3/27/2024, 12:00 AM  
**To:** "Councilmember.Yaroslavsky@lacity.org" <Councilmember.Yaroslavsky@lacity.org>, "gary.gero@lacity.org" <gary.gero@lacity.org>, "kristen.pawling@lacity.org" <kristen.pawling@lacity.org>, "jenny.torres@lacity.org" <jenny.torres@lacity.org>, "allen.zipper@lacity.org" <allen.zipper@lacity.org>  
**CC:** "kevin.fulton@lacity.org" <kevin.fulton@lacity.org>, "safetycommittee@sp-apostle.org" <safetycommittee@sp-apostle.org>

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers

under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

iPhone. iTypos. iApologize.

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Charles McCreary <cmccreary@me.com>  
**Date:** 3/27/2024, 10:10 AM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Charles McCreary



**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kate S <kscibelli@icloud.com>  
**Date:** 3/27/2024, 8:00 AM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Jordan <jordanrockwell@gmail.com>  
**Date:** 3/27/2024, 11:09 AM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Jordan Rockwell

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Tami H <bodydoc2929@msn.com>  
**Date:** 3/27/2024, 2:23 PM  
**To:** "Councilmember.Yaroslavsky@lacity.org" <Councilmember.Yaroslavsky@lacity.org>, "gary.gero@lacity.org" <gary.gero@lacity.org>, "kristen.pawling@lacity.org" <kristen.pawling@lacity.org>, "jenny.torres@lacity.org" <jenny.torres@lacity.org>, "allen.zipper@lacity.org" <allen.zipper@lacity.org>  
**CC:** "kevin.fulton@lacity.org" <kevin.fulton@lacity.org>, "safetycommittee@sp-apostle.org" <safetycommittee@sp-apostle.org>

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers

under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Fondly,

Tami Hassenfratz

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Patrick <patrick.karkafi@gmail.com>  
**Date:** 3/27/2024, 7:01 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, allen.zipper@lacity.org, gary.gero@lacity.org, jenny.torres@lacity.org, kristen.pawling@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A

negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Monika Merchan <monikamerchan@yahoo.com>  
**Date:** 3/27/2024, 6:14 AM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.



The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Thank you,  
Monika Merchan

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Mark Vannuki <mark.vannucchi@gmail.com>  
**Date:** 3/27/2024, 6:20 AM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Sent from my iPhone  
Mark J Vannucchi  
310.623.0718

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Nick Clement <nwclement@gmail.com>  
**Date:** 3/27/2024, 5:24 AM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Nick Clement  
(619) 347-6037

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** GTD-Yahoo <gregorythomasday@yahoo.com>  
**Date:** 3/27/2024, 11:08 AM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer. My child attended the school from K-8 and I can speak directly to the amount of "volume" a school of over 500 children (and probably 50+ faculty) as it relates to movement of vehicles, parking and events.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers

under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Gregory Day

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kimberly Bertz <kbertz@hotmail.com>  
**Date:** 3/27/2024, 12:23 AM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.



The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Kimberly Bertz  
parent, St. Paul the Apostle (1st & 2nd grade)

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Nat Damon <natdamon1@gmail.com>  
**Date:** 3/27/2024, 6:18 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Nat Damon

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** ktoplunkett@gmail.com  
**Date:** 3/27/2024, 6:41 AM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Kim

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Elizabeth Weiner <enbweiner@msn.com>  
**Date:** 3/27/2024, 4:03 PM  
**To:** "Councilmember.Yaroslavsky@lacity.org" <Councilmember.Yaroslavsky@lacity.org>, "gary.gero@lacity.org" <gary.gero@lacity.org>, "kristen.pawling@lacity.org" <kristen.pawling@lacity.org>, "jenny.torres@lacity.org" <jenny.torres@lacity.org>, "allen.zipper@lacity.org" <allen.zipper@lacity.org>  
**CC:** "kevin.fulton@lacity.org" <kevin.fulton@lacity.org>, "safetycommittee@sp-apostle.org" <safetycommittee@sp-apostle.org>

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers

under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Elizabeth A. Weiner  
Sent from my iPad

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Amy Lucas <amy.r.lucas@gmail.com>  
**Date:** 3/27/2024, 9:23 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Amy Lucas



**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Cristina Palacios <cristina247@gmail.com>  
**Date:** 3/27/2024, 8:59 AM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A

negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Cristina Palacios

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Joanne Bihl <jbihl@yahoo.com>  
**Date:** 3/27/2024, 10:32 AM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Joanne Bihl  
Sent from my iPad

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Le Notarfrancesco <letnotar@gmail.com>  
**Date:** 3/27/2024, 7:20 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A

negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Le Notarfrancesco

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** COURTNEY BROWN <lalcourt@aol.com>  
**Date:** 3/27/2024, 4:25 AM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely, Courtney Bitto

Sent from my iPhone



**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Judy Ness <nessjudy@msn.com>  
**Date:** 3/27/2024, 11:22 AM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Judy Ness

Sent from my iPhone

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Fabrizio Billi <fabrizio.billi@gmail.com>  
**Date:** 3/27/2024, 4:37 AM  
**To:** Councilmember.Yaroslavsky@lacity.org, allen.zipper@lacity.org, gary.gero@lacity.org, jenny.torres@lacity.org, kristen.pawling@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A

negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Fabrizio Billi

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Peter Reardon <peter.reardon295@gmail.com>  
**Date:** 3/27/2024, 5:04 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Sent from my iPhone

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Peter Reardon <peter.reardon295@gmail.com>  
**Date:** 3/27/2024, 4:14 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Sent from my iPhone



**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Garrett Jamison <garrettjamison1@gmail.com>  
**Date:** 3/27/2024, 7:58 AM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Peter Clark <pmclark@gmail.com>  
**Date:** 3/27/2024, 6:09 AM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

As a parent of SPA students, I can speak particularly to the challenges of the 4-way (non-perpendicular) stop at which this new development would sit and worsen traffic and visibility (and thus pedestrian safety). I cross this intersection with my children at least once a day having to park on Selby north of the school due to inadequate parking options closer. At this intersection, there are essentially two left turn options for a car driving east on Ohio Avenue (or two right turn options for a car driving west on Ohio Avenue), and so when a car motions to make a turn (if they motion at all), it is unclear to both pedestrians and oncoming motorists in which direction that car will drive. The same is true of cars coming down Wilkinson or Selby (the other streets in the four way stop). Weekly I see cars stopped in the intersection and near miss accidents from drivers confused on the direction of traffic or who have failed to appreciate the different ways pedestrians can cross the street. Adding congestion to that already confusing intersection would only make this safety issue considerably worse.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
- Peter Clark

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Theresa Dunn <tdunn@dunnrealestate.com>  
**Date:** 3/27/2024, 11:34 AM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A

negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Theresa Dunn  
10798 Weyburn Ave.,  
LA 90024

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Ashley Duerr <ashleycaldwell@me.com>  
**Date:** 3/27/2024, 11:37 AM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,



**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kristin Loberg <kristin@kristinloberg.com>  
**Date:** 3/27/2024, 5:59 PM  
**To:** "Councilmember.Yaroslavsky@lacity.org" <Councilmember.Yaroslavsky@lacity.org>, "gary.gero@lacity.org" <gary.gero@lacity.org>, "kristen.pawling@lacity.org" <kristen.pawling@lacity.org>, "jenny.torres@lacity.org" <jenny.torres@lacity.org>, "allen.zipper@lacity.org" <allen.zipper@lacity.org>  
**CC:** "kevin.fulton@lacity.org" <kevin.fulton@lacity.org>, "safetycommittee@sp-apostle.org" <safetycommittee@sp-apostle.org>

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood. **I am also a homeowner in the neighborhood and have lived here most of my life. Katy, I remember that your father-in-law was a prominent politician in our area when I was growing up! I graduated from SPA in 1989 and my two sons are there now. I've watched this neighborhood go through many changes over the decades, and was immediately taken aback by the proposed development on Wilkins. Hence...**

I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Kristin Loberg

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Robert Shrum <rs171@icloud.com>  
**Date:** 3/27/2024, 11:41 AM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A

negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Marylouise Oates

Robert M. Shrum  
Carmen H. and Louis Warschaw Chair in Practical Politics  
Professor of the Practice of Political Science  
Director of the Center for the Political Future and the Unruh Institute of Politics

Dornsife College of Letters, Arts and Sciences  
University of Southern California

Cell: 202-338-1812

Mail: SOS B15  
3502 Trousdale Parkway  
LA CA 90089

Email:shrum@usc.edu

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Molly Plucinski <siimbaaa@icloud.com>  
**Date:** 3/27/2024, 3:23 AM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Sent from my iPhone

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Julie Blackwell <julieannblackwell@icloud.com>  
**Date:** 3/27/2024, 6:35 AM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,



**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Tiffany Walton <thewalton4@icloud.com>  
**Date:** 3/27/2024, 2:49 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Tiffany Walton

Mother to a 4th Grade and 7th Grade Student at St. Paul the Apostle

Sent from my iPhone

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Joon Hur <joon.hur@gmail.com>  
**Date:** 3/27/2024, 8:14 AM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I write to ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Joon Hur

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Mary Cooper <marypatcooper34@gmail.com>  
**Date:** 3/27/2024, 2:30 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Mary Pat Cooper  
Sent from my iPad

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kay Baker <kaybaker1001@hotmail.com>  
**Date:** 3/27/2024, 9:02 AM  
**To:** "Councilmember.Yaroslavsky@lacity.org" <Councilmember.Yaroslavsky@lacity.org>, "gary.gero@lacity.org" <gary.gero@lacity.org>, "kristen.pawling@lacity.org" <kristen.pawling@lacity.org>, "jenny.torres@lacity.org" <jenny.torres@lacity.org>, "allen.zipper@lacity.org" <allen.zipper@lacity.org>  
**CC:** "kevin.fulton@lacity.org" <kevin.fulton@lacity.org>, "safetycommittee@sp-apostle.org" <safetycommittee@sp-apostle.org>

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers

under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

We do not need any children killed by people rolling through the stop signs. This corner is crazy enough without adding this unnecessary project.

Sincerely,  
Katherine Baker  
10553 Ilona  
Los Angeles  
90064

Sent from my iPhone

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Linda Arzt <linda.arzt@mac.com>  
**Date:** 3/27/2024, 6:02 AM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.



The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Linda

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Patricia Edlefsen <pmccoyedlefsen@gmail.com>  
**Date:** 3/27/2024, 11:20 AM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A

negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely, Patricia Edlefsen

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Lawrence Karasek <lawrence@lawrencekarasek.com>  
**Date:** 3/27/2024, 10:34 AM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Lawrence Karasek

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** PETER REARDON <psk295@aol.com>  
**Date:** 3/27/2024, 5:28 AM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Sent from my iPad

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Anoopjit Lohara <alohara@yahoo.com>  
**Date:** 3/27/2024, 6:10 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.



The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Anoop Lohara  
Parent of a St. Paul Student  
Parishioner of St. Paul's the Apostle

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Vince Cartusciello <vinnyboomba@ca.rr.com>  
**Date:** 3/27/2024, 1:21 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Vince Cartusciello

Sent from my iPhone

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** William Merchan <william.w.merchan@gmail.com>  
**Date:** 3/27/2024, 6:45 AM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Best,  
William

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Julia Shuart <julia@segalshuart.com>  
**Date:** 3/27/2024, 8:07 AM  
**To:** "Councilmember.Yaroslavsky@lacity.org" <Councilmember.Yaroslavsky@lacity.org>, "gary.gero@lacity.org" <gary.gero@lacity.org>, "kristen.pawling@lacity.org" <kristen.pawling@lacity.org>, "jenny.torres@lacity.org" <jenny.torres@lacity.org>, "allen.zipper@lacity.org" <allen.zipper@lacity.org>  
**CC:** "kevin.fulton@lacity.org" <kevin.fulton@lacity.org>, "safetycommittee@sp-apostle.org" <safetycommittee@sp-apostle.org>

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers

under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Julia

Segal Shuart Landscape Architects

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Ricardo Torres <ric@pacificric.com>  
**Date:** 3/27/2024, 1:15 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.



The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
RICARDO V. TORRES  
1529 COMSTOCK AVENUE  
LOS ANGELES, CA 90024

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Susan Knight <sknight513@gmail.com>  
**Date:** 3/27/2024, 6:09 AM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under

state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Susan Knight

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Mariette Sawchuk <msawchuk@earthlink.net>  
**Date:** 3/27/2024, 9:55 AM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org, msawchuk@earthlink.net

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Mariette Sawchuk

1349 Warner Avenue

Los Angeles, CA 90024

310-474-2815

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Charles Ferraro <FerraroC@unitedtalent.com>  
**Date:** 3/27/2024, 8:09 AM  
**To:** "Councilmember.Yaroslavsky@lacity.org" <Councilmember.Yaroslavsky@lacity.org>, "gary.gero@lacity.org" <gary.gero@lacity.org>, "kristen.pawling@lacity.org" <kristen.pawling@lacity.org>, "jenny.torres@lacity.org" <jenny.torres@lacity.org>, "allen.zipper@lacity.org" <allen.zipper@lacity.org>  
**CC:** "kevin.fulton@lacity.org" <kevin.fulton@lacity.org>, "safetycommittee@sp-apostle.org" <safetycommittee@sp-apostle.org>

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers

under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Charles Ferraro

---

United Talent Agency  
9336 Civic Center Dr. Beverly Hills, CA 90210  
888 7th Ave, 7th Floor New York, NY 10106 (DCA#2077290-DCA)  
1 Newman St London W1T 1PB  
Bienstock, LLC, a Delaware limited liability company, dba Bienstock, A United Talent Agency Company  
888 7th Ave Ste. 913 New York, NY 10106 (DCA#2019439-DCA)

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Mary Dickinson <trover2@hotmail.com>  
**Date:** 3/27/2024, 7:56 AM  
**To:** "Councilmember.Yaroslavsky@lacity.org" <Councilmember.Yaroslavsky@lacity.org>, "gary.gero@lacity.org" <gary.gero@lacity.org>, "kristen.pawling@lacity.org" <kristen.pawling@lacity.org>, "jenny.torres@lacity.org" <jenny.torres@lacity.org>, "allen.zipper@lacity.org" <allen.zipper@lacity.org>  
**CC:** "kevin.fulton@lacity.org" <kevin.fulton@lacity.org>, "safetycommittee@sp-apostle.org" <safetycommittee@sp-apostle.org>

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers



under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely, Mary Louise Dickinson : Born and raised in Westwood. Baptized at St. Paul's and attended grammar school at SPA! An active member of the church community for many years. Visit the area often, and support the SPA position. 909-740-4047

Sent from my iPad

**Subject:** Protest Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Ann Semaan-Beisch <semaanbeischesq1@gmail.com>  
**Date:** 3/27/2024, 7:15 AM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Ann Semaan Beisch

Sincerely,

Sent from my iPhone

**Subject:** Re: Outcome of Wilkins Hearing  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 3/27/2024, 9:16 AM  
**To:** Stephen Resnick <saesnick@gmail.com>  
**CC:** Jackson Olson <jackson.olson@lacity.org>

Yes, their CPC Hearing date is Thursday April 11th.

On Wed, Mar 27, 2024 at 9:14 AM Stephen Resnick <[saesnick@gmail.com](mailto:saesnick@gmail.com)> wrote:

Thanks for the explanation, Kevin.

What is this now? I seem to recall they had a date for a CPC hearing soon.



Virus-free. [www.avast.com](http://www.avast.com)

On Tue, Mar 26, 2024 at 5:44 PM Kevin Fulton <[kevin.fulton@lacity.org](mailto:kevin.fulton@lacity.org)> wrote:

Hi Stephen,

We may have moved onto the second item after you signed in again.

You are correct about the process. I encouraged a determination because of the limitations we have on the number of hearings and because I thought it was in the best interests of the project and process overall.

It is of course the applicant's prerogative to decline to return for a third hearing and unfortunately the board could not come to a consensus on a motion to pass.

Let me know if you have any other questions.

Best,

Kevin

On Thu, Mar 21, 2024 at 8:03 AM Stephen Resnick <[saesnick@gmail.com](mailto:saesnick@gmail.com)> wrote:

Hi Jackson and Kevin,

As the hearing for 10756 Wilkins seemed to not be moving to a conclusion, I could no longer stay. However, when I returned home I signed in and 45 minutes later it was still in progress.

Could you please tell me why, when the hearing seemling was about to conclude, it continued for so long? What was the final outcome?

Also, I've attended DRB hearings for quite some time. But while observing last night's hearing I'm just stumped at what I thought was a rather straightforward process of DRB hearings with votes or not (and projects just moving on) and I would appreciate your help in this regard. I thought that, without a vote, this would simply move to CPC without a vote for them to

consider. But you encouraged a determination. And then, there was that 1 minute recess that appeared to turn into a meeting. I would really appreciate your help in understanding this process. Thanks.

Steve

--



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 750  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
Planning4LA.org



--



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 750  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
Planning4LA.org



**Subject:** Re: Outcome of Wilkins Hearing  
**From:** Stephen Resnick <saresnick@gmail.com>  
**Date:** 3/27/2024, 9:14 AM  
**To:** Kevin Fulton <kevin.fulton@lacity.org>  
**CC:** Jackson Olson <jackson.olson@lacity.org>

Thanks for the explanation, Kevin.

What is this now? I seem to recall they had a date for a CPC hearing soon.



Virus-free. [www.avast.com](http://www.avast.com)

On Tue, Mar 26, 2024 at 5:44 PM Kevin Fulton <[kevin.fulton@lacity.org](mailto:kevin.fulton@lacity.org)> wrote:

Hi Stephen,

We may have moved onto the second item after you signed in again.

You are correct about the process. I encouraged a determination because of the limitations we have on the number of hearings and because I thought it was in the best interests of the project and process overall.

It is of course the applicant's prerogative to decline to return for a third hearing and unfortunately the board could not come to a consensus on a motion to pass.

Let me know if you have any other questions.

Best,

Kevin

On Thu, Mar 21, 2024 at 8:03 AM Stephen Resnick <[saresnick@gmail.com](mailto:saresnick@gmail.com)> wrote:

Hi Jackson and Kevin,

As the hearing for 10756 Wilkins seemed to not be moving to a conclusion, I could no longer stay. However, when I returned home I signed in and 45 minutes later it was still in progress.

Could you please tell me why, when the hearing seemling was about to conclude, it continued for so long? What was the final outcome?

Also, I've attended DRB hearings for quite some time. But while observing last night's hearing I'm just stumped at what I thought was a rather straightforward process of DRB hearings with votes or not (and projects just moving on) and I would appreciate your help in this regard. I thought that, without a vote, this would simply move to CPC without a vote for them to consider. But you encouraged a determination. And then, there was that 1 minute recess that appeared to turn into a meeting. I would really appreciate your help in understanding this process. Thanks.

Steve

--



**Kevin Fulton**

City Planning Associate

**Los Angeles City Planning**

200 N. Spring St., Room 750

Los Angeles, CA 90012

T: (213) 978-1210 |

[Planning4LA.org](http://Planning4LA.org)



**Subject:** Re: Summary of Public Outreach - 10756 Wilkins Ave  
**From:** Daniel Ahadian <daniel@nurdevelopment.com>  
**Date:** 3/27/2024, 10:23 PM  
**To:** Kevin Fulton <kevin.fulton@lacity.org>  
**CC:** Isabelle Madlansacay <isabelle@nurdevelopment.com>

Here is the summary of our outreach:

- Early notification to NC as part of case filing
- Meeting with CD 5
- Private, voluntary letter to abutting neighbors
- Individual phone calls reaching out to the church and the neighbor that shares a property line
- Continued conversations with CD 5
- Several phone calls with neighbors after the initial DRB hearing
- 500-foot notification as required by the case filing
- In-person meeting with the church
- Phone conversations with various constituents related to the Westwood Neighborhood Council
- Presentation to Westwood Neighborhood Council
- 100-foot notification for 2nd DRB hearing
- Phone calls with neighbors after the 2nd DRB hearing

On Tue, Mar 26, 2024 at 2:19 PM Daniel Ahadian <[daniel@nurdevelopment.com](mailto:daniel@nurdevelopment.com)> wrote:  
I'll get it over to you by today or tomorrow.

On Tue, Mar 26, 2024 at 12:30 PM Kevin Fulton <[kevin.fulton@lacity.org](mailto:kevin.fulton@lacity.org)> wrote:  
Hi Daniel,

I know you sent this before in January, but can you please send an updated email listing your total outreach? We'd like to cite this in the staff report.

Best,

Kevin



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 750  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
[Planning4LA.org](http://Planning4LA.org)





**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Louis Ceppi <lceppi@roadrunner.com>  
**Date:** 3/28/2024, 2:25 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Louis Ceppi

Sent from my iPhone

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** AMANDA HUNT <amandasmith2003@aol.com>  
**Date:** 3/28/2024, 6:23 AM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Amanda S Hunt

Sent from my iPhone

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** "Elizabeth M. Brockman" <ebrockman@selmanlaw.com>  
**Date:** 3/28/2024, 9:25 AM  
**To:** "Councilmember.Yaroslavsky@lacity.org" <Councilmember.Yaroslavsky@lacity.org>, "gary.gero@lacity.org" <gary.gero@lacity.org>, "kristen.pawling@lacity.org" <kristen.pawling@lacity.org>, "jenny.torres@lacity.org" <jenny.torres@lacity.org>, "allen.zipper@lacity.org" <allen.zipper@lacity.org>  
**CC:** "kevin.fulton@lacity.org" <kevin.fulton@lacity.org>, "safetycommittee@sp-apostle.org" <safetycommittee@sp-apostle.org>

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Elizabeth Brockman

Sent from my iPhone

### **Disclaimer**

The information contained in this communication from the sender is confidential. It is intended solely for use by the recipient and others authorized to receive it. If you are not the recipient, you are hereby notified that any disclosure, copying, distribution or taking action in relation of the contents of this information is strictly prohibited and may be unlawful.

This email has been scanned for viruses and malware, and may have been automatically archived by **Mimecast Ltd**, an innovator in Software as a Service (SaaS) for business. Providing a **safer** and **more useful** place for your human generated data. Specializing in; Security, archiving and compliance. To find out more [Click Here](#).

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Connie Sonderegger <mrgood262@earthlink.net>  
**Date:** 3/28/2024, 10:52 AM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,



**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Connie Sonderegger <mrgood262@earthlink.net>  
**Date:** 3/28/2024, 10:52 AM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Connie Sonderegger <mrgood262@earthlink.net>  
**Date:** 3/28/2024, 10:52 AM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Belen Canalejo <balamoda@gmail.com>  
**Date:** 3/28/2024, 11:57 AM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Belén

Enviado con cariño desde mi iphone

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** KATHLEEN L MCCARTHY <kathlmcc@aol.com>  
**Date:** 3/28/2024, 9:19 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Kathleen McCarthy



**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kristin Ellsworth <kristinellsworth@gmail.com>  
**Date:** 3/28/2024, 6:00 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Kristin Ellsworth

Sent from my iPhone

**Subject:** Re: Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 3/28/2024, 2:00 PM  
**To:** Paulina Silluzio <psilluzio@icloud.com>

Hello Paulina,

Thank you for reaching out. Your comment will be included in the case record for consideration by the City Planning Commission.

Best,

Kevin

On Tue, Mar 26, 2024 at 5:17 PM Paulina Silluzio <[psilluzio@icloud.com](mailto:psilluzio@icloud.com)> wrote:

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic

volume.

**PREVENT DEVELOPER OVERREACH**

The SPA Community has an acute understanding of the city’s housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city’s density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Regards  
Paulina Silluzio

--



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 750  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
[Planning4LA.org](http://Planning4LA.org)



**Subject:** Re: Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 3/28/2024, 5:54 PM  
**To:** Rodrigo Pastori Lara <rpastorilara@gmail.com>

Hello,

Thank you for reaching out. Your comment will be included in the case record for consideration by the City Planning Commission.

Best,

Kevin

On Tue, Mar 26, 2024 at 7:43 PM Rodrigo Pastori Lara <[rpastorilara@gmail.com](mailto:rpastorilara@gmail.com)> wrote:

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic

volume.

**PREVENT DEVELOPER OVERREACH**

The SPA Community has an acute understanding of the city’s housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city’s density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Rodrigo Lara



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 750  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
[Planning4LA.org](http://Planning4LA.org)



**Subject:** Re: Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 3/28/2024, 5:07 PM  
**To:** Jill Jadon <jilljadon@gmail.com>

Hello Jill,

Thank you for reaching out. Your comment will be included in the case record for consideration by the City Planning Commission.

Best,

Kevin

On Tue, Mar 26, 2024 at 6:36 PM Jill Jadon <[jilljadon@gmail.com](mailto:jilljadon@gmail.com)> wrote:

Dear Council Member Yaroslavsky,

I live in your district. I'm in one of your current constituents.

In addition, I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a

local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

**PREVENT DEVELOPER OVERREACH**

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 750  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
[Planning4LA.org](http://Planning4LA.org)





**Subject:** Re: Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 3/28/2024, 4:15 PM  
**To:** Tara <tara.hitchcock23@gmail.com>

Hello Tara,

Thank you for reaching out. Your comment will be included in the case record for consideration by the City Planning Commission.

Best,

Kevin

On Tue, Mar 26, 2024 at 5:53 PM Tara <[tara.hitchcock23@gmail.com](mailto:tara.hitchcock23@gmail.com)> wrote:

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic

volume.

**PREVENT DEVELOPER OVERREACH**

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Tara Hitchcock  
Sent from my iPhone

--



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 750  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
[Planning4LA.org](http://Planning4LA.org)



**Subject:** Re: Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 3/28/2024, 5:06 PM  
**To:** natalie novarro <natalie.novarro@gmail.com>

Hello Natalie,

Thank you for reaching out. Your comment will be included in the case record for consideration by the City Planning Commission.

Best,

Kevin

On Tue, Mar 26, 2024 at 6:33 PM natalie novarro <[natalie.novarro@gmail.com](mailto:natalie.novarro@gmail.com)> wrote:

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic

volume.

**PREVENT DEVELOPER OVERREACH**

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Natalie Novarro

Sent from my iPhone



**Kevin Fulton**

City Planning Associate

**Los Angeles City Planning**

200 N. Spring St., Room 750

Los Angeles, CA 90012

T: (213) 978-1210 |

[Planning4LA.org](http://Planning4LA.org)



**Subject:** Re: Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** J Daniel <jodaniel2000@yahoo.com>  
**Date:** 3/28/2024, 5:29 PM  
**To:** Kevin Fulton <kevin.fulton@lacity.org>

Thank you very much!

Jo

On Thursday, March 28, 2024 at 05:10:01 PM PDT, Kevin Fulton <kevin.fulton@lacity.org> wrote:

Hello Jo,

Thank you for reaching out. Your comment will be included in the case record for consideration by the City Planning Commission.

Best,

Kevin

On Tue, Mar 26, 2024 at 6:46 PM J Daniel <[jodaniel2000@yahoo.com](mailto:jodaniel2000@yahoo.com)> wrote:

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries

to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Jo Daniel



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 750  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
Planning4LA.org



**Subject:** Re: Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 3/28/2024, 5:09 PM  
**To:** J Daniel <jodaniel2000@yahoo.com>

Hello Jo,

Thank you for reaching out. Your comment will be included in the case record for consideration by the City Planning Commission.

Best,

Kevin

On Tue, Mar 26, 2024 at 6:46 PM J Daniel <[jodaniel2000@yahoo.com](mailto:jodaniel2000@yahoo.com)> wrote:

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic

volume.

**PREVENT DEVELOPER OVERREACH**

The SPA Community has an acute understanding of the city’s housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city’s density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Jo Daniel

--



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 750  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
[Planning4LA.org](http://Planning4LA.org)





**Subject:** Re: Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 3/28/2024, 5:15 PM  
**To:** Kate Hutslar <hutslark@pacificu.edu>

Hello Katie,

Thank you for reaching out. Your comment will be included in the case record for consideration by the City Planning Commission.

Best,

Kevin

On Tue, Mar 26, 2024 at 7:06 PM Kate Hutslar <[hutslark@pacificu.edu](mailto:hutslark@pacificu.edu)> wrote:

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic

volume.

**PREVENT DEVELOPER OVERREACH**

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Kate and Mark D'Andrea

Sent from my iPhone

--



**Kevin Fulton**

City Planning Associate

**Los Angeles City Planning**

200 N. Spring St., Room 750

Los Angeles, CA 90012

T: (213) 978-1210 |

[Planning4LA.org](http://Planning4LA.org)



**Subject:** Re: Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 3/28/2024, 5:54 PM  
**To:** Matt Lowe <matthew.james.lowe@gmail.com>

Hello,

Thank you for reaching out. Your comment will be included in the case record for consideration by the City Planning Commission.

Best,

Kevin

On Tue, Mar 26, 2024 at 7:44 PM Matt Lowe <[matthew.james.lowe@gmail.com](mailto:matthew.james.lowe@gmail.com)> wrote:

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from the school. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic

volume.

**PREVENT DEVELOPER OVERREACH**

The SPA Community has an acute understanding of the city’s housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city’s density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Matthew Lowe



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 750  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
Planning4LA.org



**Subject:** Re: Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 3/28/2024, 2:53 PM  
**To:** Mikal Vega <mikalvega@me.com>

Hello Mikal,

Thank you for reaching out. Your comment will be included in the case record for consideration by the City Planning Commission.

Best,

Kevin

On Tue, Mar 26, 2024 at 5:43 PM Mikal Vega <[mikalvega@me.com](mailto:mikalvega@me.com)> wrote:

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic

volume.

**PREVENT DEVELOPER OVERREACH**

The SPA Community has an acute understanding of the city’s housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city’s density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

*Sincerely,*

Mikal A. Vega  
CEO - North Star Entertainment  
310-801-6507 CELL

--



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 750  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
[Planning4LA.org](http://Planning4LA.org)



**Subject:** Re: Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 3/28/2024, 4:39 PM  
**To:** Garth and Delara Brandal <gndbrandal@gmail.com>

Hello Delara,

Thank you for reaching out. Your comment will be included in the case record for consideration by the City Planning Commission.

Best,

Kevin

On Tue, Mar 26, 2024 at 6:18 PM Garth and Delara Brandal <[gndbrandal@gmail.com](mailto:gndbrandal@gmail.com)> wrote:

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic

volume.

**PREVENT DEVELOPER OVERREACH**

The SPA Community has an acute understanding of the city’s housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city’s density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Delara Brandal



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 750  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
[Planning4LA.org](http://Planning4LA.org)





**Subject:** Re: Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 3/28/2024, 2:15 PM  
**To:** Sara Yousefian <sarayousefian@gmail.com>

Hello Sara,

Thank you for reaching out. Your comment will be included in the case record for consideration by the City Planning Commission.

Best,

Kevin

On Tue, Mar 26, 2024 at 5:21 PM Sara Yousefian <[sarayousefian@gmail.com](mailto:sarayousefian@gmail.com)> wrote:

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic

volume.

**PREVENT DEVELOPER OVERREACH**

The SPA Community has an acute understanding of the city’s housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city’s density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Sent from my iPhone



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 750  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
[Planning4LA.org](http://Planning4LA.org)



**Subject:** Re: Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 3/28/2024, 5:27 PM  
**To:** anita engs <anita@e4arch.com>

Hello Anita,

Thank you for reaching out. Your comment will be included in the case record for consideration by the City Planning Commission.

Best,

Kevin

On Tue, Mar 26, 2024 at 7:15 PM anita engs <[anita@e4arch.com](mailto:anita@e4arch.com)> wrote:

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic

volume.

**PREVENT DEVELOPER OVERREACH**

The SPA Community has an acute understanding of the city’s housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city’s density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Anita Engs  
Sent from my iPhone



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 750  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
[Planning4LA.org](http://Planning4LA.org)



**Subject:** Re: Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 3/28/2024, 4:12 PM  
**To:** Sarah Nassiri <sarah.h.nassiri@gmail.com>

Hello Sarah,

Thank you for reaching out. Your comment will be included in the case record for consideration by the City Planning Commission.

Best,

Kevin

On Tue, Mar 26, 2024 at 5:50 PM Sarah Nassiri <[sarah.h.nassiri@gmail.com](mailto:sarah.h.nassiri@gmail.com)> wrote:

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic

volume.

**PREVENT DEVELOPER OVERREACH**

The SPA Community has an acute understanding of the city’s housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city’s density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Sarah H. Nassiri, Esq.



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 750  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
[Planning4LA.org](http://Planning4LA.org)



**Subject:** Re: Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 3/28/2024, 5:14 PM  
**To:** Sue Bjelajac <lovestoteach54@gmail.com>

Hello Sue,

Thank you for reaching out. Your comment will be included in the case record for consideration by the City Planning Commission.

Best,

Kevin

On Tue, Mar 26, 2024 at 7:05 PM Sue Bjelajac <[lovestoteach54@gmail.com](mailto:lovestoteach54@gmail.com)> wrote:

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic

volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Sent from my iPhone



**Kevin Fulton**

City Planning Associate

**Los Angeles City Planning**

200 N. Spring St., Room 750

Los Angeles, CA 90012

T: (213) 978-1210 |

[Planning4LA.org](http://Planning4LA.org)





**Subject:** Re: Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 3/28/2024, 5:19 PM  
**To:** Devon Farley <devon\_kaiser@hotmail.com>

Hello Devon,

Thank you for reaching out. Your comment will be included in the case record for consideration by the City Planning Commission.

Best,

Kevin

On Tue, Mar 26, 2024 at 7:10 PM Devon Farley <[devon\\_kaiser@hotmail.com](mailto:devon_kaiser@hotmail.com)> wrote:

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a

density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Dr. Devon Farley  
Chair-St. Paul the Apostle School Advisory Board

--



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 750  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
[Planning4LA.org](http://Planning4LA.org)



**Subject:** Re: Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 3/28/2024, 2:09 PM  
**To:** Vanessa McLean <vrigby1@yahoo.com>

Hello Vanessa,

Thank you for reaching out. Your comment will be included in the case record for consideration by the City Planning Commission.

Best,

Kevin

On Tue, Mar 26, 2024 at 5:18 PM Vanessa McLean <[vrigby1@yahoo.com](mailto:vrigby1@yahoo.com)> wrote:

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic

volume.

**PREVENT DEVELOPER OVERREACH**

The SPA Community has an acute understanding of the city’s housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city’s density bonuses and waivers under the guise of affordable housing.

A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 750  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
[Planning4LA.org](http://Planning4LA.org)



**Subject:** Re: Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 3/28/2024, 5:50 PM  
**To:** "Patricia G. Arias" <patriciagarias@yahoo.com>

Hello,

Thank you for reaching out. Your comment will be included in the case record for consideration by the City Planning Commission.

Best,

Kevin

On Tue, Mar 26, 2024 at 7:42 PM Patricia G. Arias <[patriciagarias@yahoo.com](mailto:patriciagarias@yahoo.com)> wrote:

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic

volume.

**PREVENT DEVELOPER OVERREACH**

The SPA Community has an acute understanding of the city’s housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city’s density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Patricia G. Arias



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 750  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
[Planning4LA.org](http://Planning4LA.org)



**Subject:** Re: Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 3/28/2024, 2:28 PM  
**To:** Carrie Kim <ckwchan@gmail.com>

Hello Carrie,

Thank you for reaching out. Your comment will be included in the case record for consideration by the City Planning Commission.

Best,

Kevin

On Tue, Mar 26, 2024 at 5:28 PM Carrie Kim <[ckwchan@gmail.com](mailto:ckwchan@gmail.com)> wrote:

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic

volume.

**PREVENT DEVELOPER OVERREACH**

The SPA Community has an acute understanding of the city’s housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city’s density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Carrie Kim  
[ckwchan@gmail.com](mailto:ckwchan@gmail.com)



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 750  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
[Planning4LA.org](http://Planning4LA.org)





**Subject:** Re: Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 3/28/2024, 4:41 PM  
**To:** ttereve gnilrad <everett.darling@gmail.com>

Hello Christian,

Thank you for reaching out. Your comment will be included in the case record for consideration by the City Planning Commission.

Best,

Kevin

On Tue, Mar 26, 2024 at 6:20 PM ttereve gnilrad <[everett.darling@gmail.com](mailto:everett.darling@gmail.com)> wrote:

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic

volume.

**PREVENT DEVELOPER OVERREACH**

The SPA Community has an acute understanding of the city’s housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city’s density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Christian Everett Darling  
Teacher at St. Paul’s.

--



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 750  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
[Planning4LA.org](http://Planning4LA.org)



**Subject:** Re: Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 3/28/2024, 2:51 PM  
**To:** Taylor Becket <taylorbecket@yahoo.com>

Hello Taylor,

Thank you for reaching out. Your comment will be included in the case record for consideration by the City Planning Commission.

Best,

Kevin

On Tue, Mar 26, 2024 at 5:35 PM Taylor Becket <[taylorbecket@yahoo.com](mailto:taylorbecket@yahoo.com)> wrote:

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic

volume.

**PREVENT DEVELOPER OVERREACH**

The SPA Community has an acute understanding of the city’s housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city’s density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Taylor Becket  
[taylorbecket@yahoo.com](mailto:taylorbecket@yahoo.com)  
310-720-1174

--



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 750  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
Planning4LA.org



**Subject:** Re: Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 3/28/2024, 4:33 PM  
**To:** Scott Jackson <scott@706productions.com>

Hello Scott,

Thank you for reaching out. Your comment will be included in the case record for consideration by the City Planning Commission.

Best,

Kevin

On Tue, Mar 26, 2024 at 6:00 PM Scott Jackson <[scott@706productions.com](mailto:scott@706productions.com)> wrote:

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA.

I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be

consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

This is a very special community for the entire SPA family. Please help us keep it safe and manageable for our children!

Sincerely,

Scott Jackson  
Executive Producer  
Head of Development  
310-497-9005

*This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you have received this email in error please notify the system manager. This message contains confidential information and is intended only for the individual named. If you are not the named addressee you should not disseminate, distribute or copy this e-mail. Please notify the sender immediately by e-mail if you have received this e-mail by mistake and delete this e-mail from your system. If you are not the intended recipient you are notified that disclosing, copying, distributing or taking any action in reliance on the contents of this information is strictly prohibited.*

--



**Kevin Fulton**

City Planning Associate

**Los Angeles City Planning**

200 N. Spring St., Room 750

Los Angeles, CA 90012

T: (213) 978-1210 |

[Planning4LA.org](http://Planning4LA.org)



**Subject:** Re: Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 3/28/2024, 5:32 PM  
**To:** Judeen Julier <jjulier@sndusa.org>

Hello,

Thank you for reaching out. Your comment will be included in the case record for consideration by the City Planning Commission.

Best,

Kevin

On Tue, Mar 26, 2024 at 7:23 PM Judeen Julier <jjulier@sndusa.org> wrote:

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic



volume.

**PREVENT DEVELOPER OVERREACH**

The SPA Community has an acute understanding of the city’s housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city’s density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Rita Julier  
Parishioner of St. Paul the Apostle Church



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 750  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
[Planning4LA.org](http://Planning4LA.org)



**Subject:** Re: Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 3/28/2024, 5:49 PM  
**To:** belle palaganas <bpalagan@gmail.com>

Hello,

Thank you for reaching out. Your comment will be included in the case record for consideration by the City Planning Commission.

Best,

Kevin

On Tue, Mar 26, 2024 at 7:42 PM belle palaganas <[bpalagan@gmail.com](mailto:bpalagan@gmail.com)> wrote:

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare. As a recent St. Paul the Apostle Alumni parent, we have been with the parish for over a decade and have seen numerous traffic accidents at this dangerous intersection that involved students, parents, and many cars passing through the neighborhood. This proposed development will only make it worse!

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

**PREVENT DEVELOPER OVERREACH**

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Belle Palaganas  
St. Paul the Apostle School Parent and Parishoner

--



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 750  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
Planning4LA.org



**Subject:** Re: Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 3/28/2024, 5:34 PM  
**To:** PETER REARDON <psk295@aol.com>

Hello,

Thank you for reaching out. Your comment will be included in the case record for consideration by the City Planning Commission.

Best,

Kevin

On Tue, Mar 26, 2024 at 7:27 PM PETER REARDON <[psk295@aol.com](mailto:psk295@aol.com)> wrote:

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic

volume.

**PREVENT DEVELOPER OVERREACH**

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Sent from my iPhone



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 750  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
[Planning4LA.org](http://Planning4LA.org)



**Subject:** Re: Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 3/28/2024, 5:32 PM  
**To:** Michelle Maravich <maravichm@gmail.com>

Hello,

Thank you for reaching out. Your comment will be included in the case record for consideration by the City Planning Commission.

Best,

Kevin

On Tue, Mar 26, 2024 at 7:25 PM Michelle Maravich <[maravichm@gmail.com](mailto:maravichm@gmail.com)> wrote:

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic

volume.

**PREVENT DEVELOPER OVERREACH**

The SPA Community has an acute understanding of the city’s housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city’s density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Michelle and Steve Carbone  
10788 Rochester Avenue  
Los Angeles, CA. 90024

--



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 750  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
[Planning4LA.org](http://Planning4LA.org)



**Subject:** Re: Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 3/28/2024, 4:13 PM  
**To:** Megan Velasco <meganvelasco@icloud.com>

Hello Megan,

Thank you for reaching out. Your comment will be included in the case record for consideration by the City Planning Commission.

Best,

Kevin

On Tue, Mar 26, 2024 at 5:51 PM Megan Velasco <[meganvelasco@icloud.com](mailto:meganvelasco@icloud.com)> wrote:

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic



volume.

**PREVENT DEVELOPER OVERREACH**

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely, MEGAN VELASCO (I also live on selby near this proposed project)

Sent from my iPhone



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 750  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
[Planning4LA.org](http://Planning4LA.org)



**Subject:** Re: Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 3/28/2024, 5:47 PM  
**To:** Jamie Tiano <jamie.tiano@outlook.com>

Hello,

Thank you for reaching out. Your comment will be included in the case record for consideration by the City Planning Commission.

Best,

Kevin

On Tue, Mar 26, 2024 at 7:40 PM Jamie Tiano <[jamie.tiano@outlook.com](mailto:jamie.tiano@outlook.com)> wrote:

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic

volume.

**PREVENT DEVELOPER OVERREACH**

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Jamie Tiano

Sent from my iPhone



**Kevin Fulton**

City Planning Associate

**Los Angeles City Planning**

200 N. Spring St., Room 750

Los Angeles, CA 90012

T: (213) 978-1210 |

[Planning4LA.org](http://Planning4LA.org)



**Subject:** Re: Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 3/28/2024, 5:37 PM  
**To:** Patricia Musitano <patriciamusitano@yahoo.com>

Hello,

Thank you for reaching out. Your comment will be included in the case record for consideration by the City Planning Commission.

Best,

Kevin

On Tue, Mar 26, 2024 at 7:29 PM Patricia Musitano <[patriciamusitano@yahoo.com](mailto:patriciamusitano@yahoo.com)> wrote:

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. We have been begging for change and improvement to the Wilkins and Ohio intersection for years. No improvements have ever been made endangering the lives of walkers in the area. I ask you to oppose the proposed development in its current form which will only make the problems worse. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

**The Wilkins Selby intersection should be completely severed from Ohio.** Wilkins and Selby should be partitioned from Ohio Ave to prevent traffic collisions at this dangerous intersection. This can easily be done with planters or barriers along the north side of Ohio to prevent traffic turning onto or from Ohio. (Yes eliminating the intersection for cars on Ohio while allowing free flow of pedestrians). Wilkins traffic would flow directly onto Selby essentially making two parallel streets. This will be much safer and an easy fix at this confusing intersection with many pedestrians at risk. Cars merely have to travel one extra block to arrive at their destinations. Pedestrian traffic would be much safer.

### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

This driveway should face Wilkins and the residential area not compete with traffic and pedestrians from three area schools. Locating the entrance on Wilkins will protect children in the area.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit and extremely limited and dense street parking.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Patricia Musitano

--



**Kevin Fulton**

City Planning Associate

**Los Angeles City Planning**

200 N. Spring St., Room 750

Los Angeles, CA 90012

T: (213) 978-1210 |

[Planning4LA.org](http://Planning4LA.org)



**Subject:** Re: Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 3/28/2024, 4:42 PM  
**To:** Andy Cies <andycies@gmail.com>

Hello Andy,

Thank you for reaching out. Your comment will be included in the case record for consideration by the City Planning Commission.

Best,

Kevin

On Tue, Mar 26, 2024 at 6:25 PM Andy Cies <[andycies@gmail.com](mailto:andycies@gmail.com)> wrote:

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic

volume.

**PREVENT DEVELOPER OVERREACH**

The SPA Community has an acute understanding of the city’s housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city’s density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Andy & Lisa Cies



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 750  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
Planning4LA.org





**Subject:** Re: Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 3/28/2024, 4:43 PM  
**To:** Stephen Cook <smcook@gmail.com>

Hello Stephen,

Thank you for reaching out. Your comment will be included in the case record for consideration by the City Planning Commission.

Best,

Kevin

On Tue, Mar 26, 2024 at 6:26 PM Stephen Cook <[smcook@gmail.com](mailto:smcook@gmail.com)> wrote:

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic

volume.

**PREVENT DEVELOPER OVERREACH**

The SPA Community has an acute understanding of the city’s housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city’s density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Stephen Cook  
CD5 resident and voter

--



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 750  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
[Planning4LA.org](http://Planning4LA.org)



**Subject:** Re: Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 3/28/2024, 4:20 PM  
**To:** Michael Bourke <michaeldbourke@me.com>

Hello Michael,

Thank you for reaching out. Your comment will be included in the case record for consideration by the City Planning Commission.

Best,

Kevin

On Tue, Mar 26, 2024 at 5:56 PM Michael Bourke <[michaeldbourke@me.com](mailto:michaeldbourke@me.com)> wrote:

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic

volume.

**PREVENT DEVELOPER OVERREACH**

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Michael Bourke

Sent from my iPhone

--



**Kevin Fulton**

City Planning Associate

**Los Angeles City Planning**

200 N. Spring St., Room 750

Los Angeles, CA 90012

T: (213) 978-1210 |

[Planning4LA.org](http://Planning4LA.org)



**Subject:** Re: Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 3/28/2024, 5:47 PM  
**To:** Bond Spencer <bondspencer@msn.com>

Hello,

Thank you for reaching out. Your comment will be included in the case record for consideration by the City Planning Commission.

Best,

Kevin

On Tue, Mar 26, 2024 at 7:40 PM Bond Spencer <[bondspencer@msn.com](mailto:bondspencer@msn.com)> wrote:

Dear Council Member Yaroslavsky,

As members of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic

volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Martin and Sharian Spencer  
Sent from my iPhone



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 750  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
[Planning4LA.org](http://Planning4LA.org)



**Subject:** Re: Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 3/28/2024, 5:40 PM  
**To:** Carol crotta <carolcrotta@gmail.com>

Hello,

Thank you for reaching out. Your comment will be included in the case record for consideration by the City Planning Commission.

Best,

Kevin

On Tue, Mar 26, 2024 at 7:32 PM Carol crotta <[carolcrotta@gmail.com](mailto:carolcrotta@gmail.com)> wrote:

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic

volume.

**PREVENT DEVELOPER OVERREACH**

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Sent from my iPhone



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 750  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
[Planning4LA.org](http://Planning4LA.org)





**Subject:** Re: Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 3/28/2024, 5:13 PM  
**To:** Michael Ness <mikeness72@yahoo.com>

Hello Michael,

Thank you for reaching out. Your comment will be included in the case record for consideration by the City Planning Commission.

Best,

Kevin

On Tue, Mar 26, 2024 at 7:01 PM Michael Ness <[mikeness72@yahoo.com](mailto:mikeness72@yahoo.com)> wrote:

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic

volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Michael Ness  
SPA Community Member Since 1977



**Kevin Fulton**

City Planning Associate

**Los Angeles City Planning**

200 N. Spring St., Room 750

Los Angeles, CA 90012

T: (213) 978-1210 |

[Planning4LA.org](http://Planning4LA.org)



**Subject:** Re: Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 3/28/2024, 4:36 PM  
**To:** Kevin Scheible <kevlade555@gmail.com>

Hello Kevin,

Thank you for reaching out. Your comment will be included in the case record for consideration by the City Planning Commission.

Best,

Kevin

On Tue, Mar 26, 2024 at 6:06 PM Kevin Scheible <[kevlade555@gmail.com](mailto:kevlade555@gmail.com)> wrote:

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic

volume.

**PREVENT DEVELOPER OVERREACH**

The SPA Community has an acute understanding of the city’s housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city’s density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Kevin Scheible

--



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 750  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
[Planning4LA.org](http://Planning4LA.org)



**Subject:** Re: Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 3/28/2024, 5:30 PM  
**To:** Gabriela Eiras <eiras.gaby@gmail.com>

Hello,

Thank you for reaching out. Your comment will be included in the case record for consideration by the City Planning Commission.

Best,

Kevin

On Tue, Mar 26, 2024 at 7:19 PM Gabriela Eiras <[eiras.gaby@gmail.com](mailto:eiras.gaby@gmail.com)> wrote:

Lo Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic

volume.

**PREVENT DEVELOPER OVERREACH**

The SPA Community has an acute understanding of the city’s housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city’s density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 750  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
[Planning4LA.org](http://Planning4LA.org)



**Subject:** Re: Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Jennifer Ferris <jjferris@aol.com>  
**Date:** 3/28/2024, 8:15 PM  
**To:** Kevin Fulton <kevin.fulton@lacity.org>

Thanks so much.  
Best regards,  
Jennifer  
Sent from my iPhone

On Mar 28, 2024, at 5:42 PM, Kevin Fulton <kevin.fulton@lacity.org> wrote:

Hello,

Thank you for reaching out. Your comment will be included in the case record for consideration by the City Planning Commission.

Best,

Kevin

On Tue, Mar 26, 2024 at 7:34 PM Jennifer Ferris <jjferris@aol.com> wrote:

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Jennifer Ferris

Sent from my iPhone



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 750  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
Planning4LA.org





**Subject:** Re: Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 3/28/2024, 5:41 PM  
**To:** Jennifer Ferris <jjferris@aol.com>

Hello,

Thank you for reaching out. Your comment will be included in the case record for consideration by the City Planning Commission.

Best,

Kevin

On Tue, Mar 26, 2024 at 7:34 PM Jennifer Ferris <[jjferris@aol.com](mailto:jjferris@aol.com)> wrote:

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic

volume.

**PREVENT DEVELOPER OVERREACH**

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Jennifer Ferris

Sent from my iPhone

--



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 750  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
[Planning4LA.org](http://Planning4LA.org)



**Subject:** Re: Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 3/28/2024, 2:55 PM  
**To:** Euna Oh <eunaoh@gmail.com>

Hello Euna,

Thank you for reaching out. Your comment will be included in the case record for consideration by the City Planning Commission.

Best,

Kevin

On Tue, Mar 26, 2024 at 5:45 PM Euna Oh <[eunaoh@gmail.com](mailto:eunaoh@gmail.com)> wrote:

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic

volume.

**PREVENT DEVELOPER OVERREACH**

The SPA Community has an acute understanding of the city’s housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city’s density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 750  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
Planning4LA.org



**Subject:** Re: Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 3/28/2024, 2:06 PM  
**To:** Ester Demorest <demorestfamily@icloud.com>

Hello Esther,

Thank you for reaching out. Your comment will be included in the case record for consideration by the City Planning Commission.

Best,

Kevin

On Tue, Mar 26, 2024 at 5:18 PM Ester Demorest <[demorestfamily@icloud.com](mailto:demorestfamily@icloud.com)> wrote:

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic

volume.

**PREVENT DEVELOPER OVERREACH**

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing.

A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 750  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
[Planning4LA.org](http://Planning4LA.org)



**Subject:** Re: Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 3/28/2024, 4:45 PM  
**To:** missolgi@gmail.com

Hello Olga,

Thank you for reaching out. Your comment will be included in the case record for consideration by the City Planning Commission.

Best,

Kevin

On Tue, Mar 26, 2024 at 6:27 PM <[missolgi@gmail.com](mailto:missolgi@gmail.com)> wrote:

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic



volume.

**PREVENT DEVELOPER OVERREACH**

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Olga Ackad

Sent from my iPhone

--



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 750  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
[Planning4LA.org](http://Planning4LA.org)



**Subject:** Re: Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 3/28/2024, 5:51 PM  
**To:** monica trail <mtrailmd@hotmail.com>

Hello,

Thank you for reaching out. Your comment will be included in the case record for consideration by the City Planning Commission.

Best,

Kevin

On Tue, Mar 26, 2024 at 7:43 PM monica trail <[mtrailmd@hotmail.com](mailto:mtrailmd@hotmail.com)> wrote:

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic

volume.

**PREVENT DEVELOPER OVERREACH**

The SPA Community has an acute understanding of the city’s housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city’s density bonuses and waivers under the guise of affordable housing.

A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Monica Trail, MD



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 750  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
[Planning4LA.org](http://Planning4LA.org)



**Subject:** Re: Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 3/28/2024, 5:47 PM  
**To:** Julie Hoffman <jkhuebner@hotmail.com>

Hello,

Thank you for reaching out. Your comment will be included in the case record for consideration by the City Planning Commission.

Best,

Kevin

On Tue, Mar 26, 2024 at 7:35 PM Julie Hoffman <[jkhuebner@hotmail.com](mailto:jkhuebner@hotmail.com)> wrote:

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic

volume.

**PREVENT DEVELOPER OVERREACH**

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Julie Hoffman

Sent from my iPhone



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 750  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
[Planning4LA.org](http://Planning4LA.org)



**Subject:** Re: Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 3/28/2024, 5:48 PM  
**To:** Nina Lin <ninatran01@gmail.com>

Hello,

Thank you for reaching out. Your comment will be included in the case record for consideration by the City Planning Commission.

Best,

Kevin

On Tue, Mar 26, 2024 at 7:42 PM Nina Lin <[ninatran01@gmail.com](mailto:ninatran01@gmail.com)> wrote:

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic

volume.

**PREVENT DEVELOPER OVERREACH**

The SPA Community has an acute understanding of the city’s housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city’s density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Nina Lin



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 750  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
Planning4LA.org



**Subject:** Re: Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 3/28/2024, 5:46 PM  
**To:** STT <scott.tiano22@gmail.com>

Hello,

Thank you for reaching out. Your comment will be included in the case record for consideration by the City Planning Commission.

Best,

Kevin

On Tue, Mar 26, 2024 at 7:35 PM STT <[scott.tiano22@gmail.com](mailto:scott.tiano22@gmail.com)> wrote:

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic



volume.

**PREVENT DEVELOPER OVERREACH**

The SPA Community has an acute understanding of the city’s housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city’s density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Scott Tiano



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 750  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
Planning4LA.org



**Subject:** Re: Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 3/28/2024, 5:15 PM  
**To:** viola ghata chahin <vivogotta@hotmail.com>

Hello Viola,

Thank you for reaching out. Your comment will be included in the case record for consideration by the City Planning Commission.

Best,

Kevin

On Tue, Mar 26, 2024 at 7:08 PM viola ghata chahin <[vivogotta@hotmail.com](mailto:vivogotta@hotmail.com)> wrote:

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic

volume.

**PREVENT DEVELOPER OVERREACH**

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Viola chahin

Sent from my iPhone



**Kevin Fulton**

City Planning Associate

**Los Angeles City Planning**

200 N. Spring St., Room 750

Los Angeles, CA 90012

T: (213) 978-1210 |

[Planning4LA.org](http://Planning4LA.org)



**Subject:** Re: Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 3/28/2024, 5:39 PM  
**To:** Scott Tiano <scott.tiano22@icloud.com>

Hello,

Thank you for reaching out. Your comment will be included in the case record for consideration by the City Planning Commission.

Best,

Kevin

On Tue, Mar 26, 2024 at 7:15 PM Scott Tiano <[scott.tiano22@icloud.com](mailto:scott.tiano22@icloud.com)> wrote:

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic

volume.

**PREVENT DEVELOPER OVERREACH**

The SPA Community has an acute understanding of the city’s housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city’s density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Scott Tiano



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 750  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
Planning4LA.org



**Subject:** Re: Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 3/28/2024, 5:41 PM  
**To:** Victor Romero <vromero18@roadrunner.com>

Hello,

Thank you for reaching out. Your comment will be included in the case record for consideration by the City Planning Commission.

Best,

Kevin

On Tue, Mar 26, 2024 at 7:34 PM Victor Romero <[vromero18@roadrunner.com](mailto:vromero18@roadrunner.com)> wrote:

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic

volume.

**PREVENT DEVELOPER OVERREACH**

The SPA Community has an acute understanding of the city’s housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city’s density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Victor Romero

--



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 750  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
Planning4LA.org



**Subject:** Re: Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 3/28/2024, 4:23 PM  
**To:** Devony Hastings <devony@dahastings.com>

Hello Devony,

Thank you for reaching out. Your comment will be included in the case record for consideration by the City Planning Commission.

Best,

Kevin

On Tue, Mar 26, 2024 at 5:59 PM Devony Hastings <[devony@dahastings.com](mailto:devony@dahastings.com)> wrote:

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic



volume.

**PREVENT DEVELOPER OVERREACH**

The SPA Community has an acute understanding of the city’s housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city’s density bonuses and waivers under the guise of affordable housing.

A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Devony Hastings  
SPA Parent and District 5 Resident

--



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 750  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
Planning4LA.org



**Subject:** Re: Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 3/28/2024, 5:29 PM  
**To:** "melinda thetamkins.com" <melinda@thetamkins.com>

Hello Melinda,

Thank you for reaching out. Your comment will be included in the case record for consideration by the City Planning Commission.

Best,

Kevin

On Tue, Mar 26, 2024 at 7:18 PM melinda [thetamkins.com](mailto:melinda@thetamkins.com) <[melinda@thetamkins.com](mailto:melinda@thetamkins.com)> wrote:

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic

volume.

**PREVENT DEVELOPER OVERREACH**

The SPA Community has an acute understanding of the city’s housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city’s density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Melinda Tamkin, concerned neighbor and parent

**Melinda Tamkin**



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 750  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
[Planning4LA.org](http://Planning4LA.org)



**Subject:** Re: Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 3/28/2024, 2:12 PM  
**To:** Rena Callahan <renacallahan@icloud.com>

Hello Rena,

Thank you for reaching out. Your comment will be included in the case record for consideration by the City Planning Commission.

Best,

Kevin

On Tue, Mar 26, 2024 at 5:19 PM Rena Callahan <[renacallahan@icloud.com](mailto:renacallahan@icloud.com)> wrote:

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic

volume.

**PREVENT DEVELOPER OVERREACH**

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Rena Callahan

Sent from my iPhone

--



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 750  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
[Planning4LA.org](http://Planning4LA.org)



**Subject:** Re: Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 3/28/2024, 2:57 PM  
**To:** Scott Wiessner <mswiessner@gmail.com>

Hello Scott,

Thank you for reaching out. Your comment will be included in the case record for consideration by the City Planning Commission.

Best,

Kevin

On Tue, Mar 26, 2024 at 5:45 PM Scott Wiessner <[mswiessner@gmail.com](mailto:mswiessner@gmail.com)> wrote:

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic

volume.

**PREVENT DEVELOPER OVERREACH**

The SPA Community has an acute understanding of the city’s housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city’s density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Scott Wiessner



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 750  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
[Planning4LA.org](http://Planning4LA.org)



**Subject:** Re: Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 3/28/2024, 5:24 PM  
**To:** Athena Kwey <athenakwey@gmail.com>

Hello Athena,

Thank you for reaching out. Your comment will be included in the case record for consideration by the City Planning Commission.

Best,

Kevin

On Tue, Mar 26, 2024 at 7:15 PM Athena Kwey <[athenakwey@gmail.com](mailto:athenakwey@gmail.com)> wrote:

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. **As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.**

I respectfully request that you consider the following issues in connection with this project:

#### **PROTECT STUDENTS AND PEDESTRIANS**

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### **PRIORITIZE SAFE STREETS**

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic



volume.

**PREVENT DEVELOPER OVERREACH**

The SPA Community has an acute understanding of the city’s housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city’s density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Athena Kwey



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 750  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
Planning4LA.org



**Subject:** Re: Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 3/28/2024, 5:53 PM  
**To:** Ryan Deutsch <bigrkd@gmail.com>

Hello,

Thank you for reaching out. Your comment will be included in the case record for consideration by the City Planning Commission.

Best,

Kevin

On Tue, Mar 26, 2024 at 7:43 PM Ryan Deutsch <[bigrkd@gmail.com](mailto:bigrkd@gmail.com)> wrote:

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be

consistent with LADOT’s Guidelines that driveways be located on streets with the least traffic volume.

**PREVENT DEVELOPER OVERREACH**

The SPA Community has an acute understanding of the city’s housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city’s density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Ryan Deutsch  
SPA Class of 2014



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 750  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
[Planning4LA.org](http://Planning4LA.org)



**Subject:** Re: Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 3/28/2024, 5:42 PM  
**To:** Heather C <heathercohen26@gmail.com>

Hello,

Thank you for reaching out. Your comment will be included in the case record for consideration by the City Planning Commission.

Best,

Kevin

On Tue, Mar 26, 2024 at 7:34 PM Heather C <[heathercohen26@gmail.com](mailto:heathercohen26@gmail.com)> wrote:

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic

volume.

**PREVENT DEVELOPER OVERREACH**

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Andrew G

Sent from my iPhone



**Kevin Fulton**

City Planning Associate

**Los Angeles City Planning**

200 N. Spring St., Room 750

Los Angeles, CA 90012

T: (213) 978-1210 |

[Planning4LA.org](http://Planning4LA.org)



**Subject:** Re: Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 3/28/2024, 2:46 PM  
**To:** Diana Scheible <diana.connect@yahoo.com>

Hello Diana,

Thank you for reaching out. Your comment will be included in the case record for consideration by the City Planning Commission.

Best,

Kevin

On Tue, Mar 26, 2024 at 5:32 PM Diana Scheible <[diana.connect@yahoo.com](mailto:diana.connect@yahoo.com)> wrote:

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic

volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Sent from my iPhone. Please excuse any TyPoS or grammatical errors as Siri's dictation feature and I are still getting acquainted.



**Kevin Fulton**

City Planning Associate

**Los Angeles City Planning**

200 N. Spring St., Room 750

Los Angeles, CA 90012

T: (213) 978-1210 |

[Planning4LA.org](http://Planning4LA.org)



**Subject:** Re: Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 3/28/2024, 2:49 PM  
**To:** Simona Vega <simonavega@icloud.com>

Hello Simona,

Thank you for reaching out. Your comment will be included in the case record for consideration by the City Planning Commission.

Best,

Kevin

On Tue, Mar 26, 2024 at 5:34 PM Simona Vega <[simonavega@icloud.com](mailto:simonavega@icloud.com)> wrote:

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic



volume.

**PREVENT DEVELOPER OVERREACH**

The SPA Community has an acute understanding of the city’s housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city’s density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Simona Vega  
CEO - Instaglam&Tan

--



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 750  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
[Planning4LA.org](http://Planning4LA.org)



**Subject:** Re: Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 3/28/2024, 5:31 PM  
**To:** Matt Mccoy <mjpmccoy9@gmail.com>

Hello,

Thank you for reaching out. Your comment will be included in the case record for consideration by the City Planning Commission.

Best,

Kevin

On Tue, Mar 26, 2024 at 7:20 PM Matt Mccoy <[mjpmccoy9@gmail.com](mailto:mjpmccoy9@gmail.com)> wrote:

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic

volume.

**PREVENT DEVELOPER OVERREACH**

The SPA Community has an acute understanding of the city’s housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city’s density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Matt McCoy  
Sent from my iPhone



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 750  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
[Planning4LA.org](http://Planning4LA.org)



**Subject:** Re: Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 3/28/2024, 5:33 PM  
**To:** Tami Schmitt <tami.e.schmitt@hotmail.com>

Hello,

Thank you for reaching out. Your comment will be included in the case record for consideration by the City Planning Commission.

Best,

Kevin

On Tue, Mar 26, 2024 at 7:26 PM Tami Schmitt <[tami.e.schmitt@hotmail.com](mailto:tami.e.schmitt@hotmail.com)> wrote:

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic

volume.

**PREVENT DEVELOPER OVERREACH**

The SPA Community has an acute understanding of the city’s housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city’s density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Tami Schmitt



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 750  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
[Planning4LA.org](http://Planning4LA.org)



**Subject:** Re: Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 3/28/2024, 5:28 PM  
**To:** Frederick Schmitt <fkschmitt@yahoo.com>

Hello Frederick,

Thank you for reaching out. Your comment will be included in the case record for consideration by the City Planning Commission.

Best,

Kevin

On Tue, Mar 26, 2024 at 7:18 PM Frederick Schmitt <[fkschmitt@yahoo.com](mailto:fkschmitt@yahoo.com)> wrote:

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic

volume.

**PREVENT DEVELOPER OVERREACH**

The SPA Community has an acute understanding of the city’s housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city’s density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Frederick Schmitt

--



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 750  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
[Planning4LA.org](http://Planning4LA.org)



**Subject:** Re: Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 3/28/2024, 5:05 PM  
**To:** Elizabeth Nahman <elizabethnahman@gmail.com>

Hello Elizabeth,

Thank you for reaching out. Your comment will be included in the case record for consideration by the City Planning Commission.

Best,

Kevin

On Tue, Mar 26, 2024 at 6:32 PM Elizabeth Nahman <[elizabethnahman@gmail.com](mailto:elizabethnahman@gmail.com)> wrote:

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic



volume.

**PREVENT DEVELOPER OVERREACH**

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Elizabeth Nahman

Sent from my iPhone

--



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 750  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
[Planning4LA.org](http://Planning4LA.org)



**Subject:** Re: Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 3/28/2024, 2:26 PM  
**To:** Ramy Eskander <ramyeskander@gmail.com>

Hello Ramy,

Thank you for reaching out. Your comment will be included in the case record for consideration by the City Planning Commission.

Best,

Kevin

On Tue, Mar 26, 2024 at 5:27 PM Ramy Eskander <[ramyeskander@gmail.com](mailto:ramyeskander@gmail.com)> wrote:

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic

volume.

**PREVENT DEVELOPER OVERREACH**

The SPA Community has an acute understanding of the city’s housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city’s density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Best,  
Ramy (John) Eskander

--



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 750  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
Planning4LA.org



**Subject:** Re: Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 3/28/2024, 2:29 PM  
**To:** Tom Baker <thomascbaker@yahoo.com>

Hello Tom,

Thank you for reaching out. Your comment will be included in the case record for consideration by the City Planning Commission.

Best,

Kevin

On Tue, Mar 26, 2024 at 5:28 PM Tom Baker <[thomascbaker@yahoo.com](mailto:thomascbaker@yahoo.com)> wrote:

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic

volume.

**PREVENT DEVELOPER OVERREACH**

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 750  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
Planning4LA.org



**Subject:** Re: Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 3/28/2024, 4:16 PM  
**To:** belen palacios <belen\_palacios@hotmail.com>

Hello Belen,

Thank you for reaching out. Your comment will be included in the case record for consideration by the City Planning Commission.

Best,

Kevin

On Tue, Mar 26, 2024 at 5:53 PM belen palacios <[belen\\_palacios@hotmail.com](mailto:belen_palacios@hotmail.com)> wrote:

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic

volume.

**PREVENT DEVELOPER OVERREACH**

The SPA Community has an acute understanding of the city’s housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city’s density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Best regards,

Belen P.Griswold



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 750  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
[Planning4LA.org](http://Planning4LA.org)



**Subject:** Re: Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 3/28/2024, 5:36 PM  
**To:** Scott Tiano <scott@adaptsg.com>

Hello,

Thank you for reaching out. Your comment will be included in the case record for consideration by the City Planning Commission.

Best,

Kevin

On Tue, Mar 26, 2024 at 7:27 PM Scott Tiano <[scott@adaptsg.com](mailto:scott@adaptsg.com)> wrote:

Dear Council Member Yaroslavsky,

As a concerned member of the Saint Paul the Apostle School and Parish in Westwood, I urge you to oppose the development at 10756 Wilkins Avenue. This project, situated directly opposite our school and parish, raises significant safety and traffic issues that threaten the well-being of students, parishioners, and local residents, with minimal benefits beyond developer profit.

Our community is already navigating a hazardous traffic environment, worsened by insufficient pedestrian safety measures. With over a thousand students and numerous daily events at Saint Paul and neighboring schools, the proposed development will only exacerbate these dangers.

Furthermore, the development's driveway design introduces additional risks, contradicting public safety guidelines. A relocation of the driveway could mitigate some concerns, aligning better with city recommendations for minimizing traffic impact.

The most critical issue, however, lies in the exploitation of affordable housing policies. By offering a mere fraction of its units as affordable, the developer unjustly benefits from excessive density bonuses, undermining the neighborhood's character and offering little in the way of genuine community benefit.

We acknowledge the city's housing challenges, yet this project, as proposed, falls short of a meaningful solution. It leverages loopholes for disproportionate gains at the expense of our community's safety and cohesion.

I respectfully request a thorough re-evaluation of this project, advocating for a revision that prioritizes the safety and integrity of our neighborhood over developer interests.

Thank you for considering the far-reaching implications of this development on our community.

Sincerely,



| Concerned Member of the Saint Paul the Apostle Community and neighborhood resident.

--



**Kevin Fulton**

City Planning Associate

**Los Angeles City Planning**

200 N. Spring St., Room 750

Los Angeles, CA 90012

T: (213) 978-1210 |

[Planning4LA.org](http://Planning4LA.org)



**Subject:** Re: Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 3/28/2024, 5:27 PM  
**To:** Daniel Beaney <dbeaney@wrvla.com>

Hello Daniel,

Thank you for reaching out. Your comment will be included in the case record for consideration by the City Planning Commission.

Best,

Kevin

On Tue, Mar 26, 2024 at 7:15 PM Daniel Beaney <[dbeaney@wrvla.com](mailto:dbeaney@wrvla.com)> wrote:

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic

volume.

**PREVENT DEVELOPER OVERREACH**

The SPA Community has an acute understanding of the city’s housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city’s density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

---

Daniel Beaney  
Westside Realty Ventures  
2256 Selby Avenue  
Los Angeles, CA 90064  
Phone: (310) 770-6112  
Email: [dbeaney@wrvla.com](mailto:dbeaney@wrvla.com)

--



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 750  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
[Planning4LA.org](http://Planning4LA.org)



**Subject:** Re: Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 3/28/2024, 5:37 PM  
**To:** Ben Dalby <ben.dalby@icloud.com>

Hello,

Thank you for reaching out. Your comment will be included in the case record for consideration by the City Planning Commission.

Best,

Kevin

On Tue, Mar 26, 2024 at 7:28 PM Ben Dalby <[ben.dalby@icloud.com](mailto:ben.dalby@icloud.com)> wrote:

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic

volume.

**PREVENT DEVELOPER OVERREACH**

The SPA Community has an acute understanding of the city’s housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city’s density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Ben A. Dalby  
K.I.S.S.  
818-281-4444

[Ben@keepitselfstorage.com](mailto:Ben@keepitselfstorage.com)

--



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 750  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
[Planning4LA.org](http://Planning4LA.org)



**Subject:** Re: Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 3/28/2024, 5:43 PM  
**To:** Simone Marijic Buljubasic <simonemabu3@gmail.com>

Hello,

Thank you for reaching out. Your comment will be included in the case record for consideration by the City Planning Commission.

Best,

Kevin

On Tue, Mar 26, 2024 at 7:35 PM Simone Marijic Buljubasic <[simonemabu3@gmail.com](mailto:simonemabu3@gmail.com)> wrote:

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic

volume.

**PREVENT DEVELOPER OVERREACH**

The SPA Community has an acute understanding of the city’s housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city’s density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Simone Marijic Buljubasic



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 750  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
Planning4LA.org



**Subject:** Re: Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 3/28/2024, 2:32 PM  
**To:** Erin Heimbold <erinheimbold@icloud.com>

Hello Erin,

Thank you for reaching out. Your comment will be included in the case record for consideration by the City Planning Commission.

Best,

Kevin

On Tue, Mar 26, 2024 at 5:31 PM Erin Heimbold <[erinheimbold@icloud.com](mailto:erinheimbold@icloud.com)> wrote:

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic



volume.

**PREVENT DEVELOPER OVERREACH**

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Erin Heimbold  
3107791198

Sent from my iPhone



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 750  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
[Planning4LA.org](http://Planning4LA.org)



**Subject:** Re: Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 3/28/2024, 2:24 PM  
**To:** lara karch <laraliz34@aol.com>

Hello Lara,

Thank you for reaching out. Your comment will be included in the case record for consideration by the City Planning Commission.

Best,

Kevin

On Tue, Mar 26, 2024 at 5:24 PM lara karch <[laraliz34@aol.com](mailto:laraliz34@aol.com)> wrote:

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic

volume.

**PREVENT DEVELOPER OVERREACH**

The SPA Community has an acute understanding of the city’s housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city’s density bonuses and waivers under the guise of affordable housing.

A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Lara Karchmer  
Cell 3107791172

--



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 750  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
[Planning4LA.org](http://Planning4LA.org)



**Subject:** Re: Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 3/28/2024, 5:23 PM  
**To:** JOHNATHAN L Pregler <jpregler@g.ucla.edu>

Hello Jonathan,

Thank you for reaching out. Your comment will be included in the case record for consideration by the City Planning Commission.

Best,

Kevin

On Tue, Mar 26, 2024 at 7:11 PM JOHNATHAN L Pregler <[jpregler@g.ucla.edu](mailto:jpregler@g.ucla.edu)> wrote:

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic

volume.

**PREVENT DEVELOPER OVERREACH**

The SPA Community has an acute understanding of the city’s housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city’s density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

-----##-----  
Johnathan Pregler  
[jpregler@ucla.edu](mailto:jpregler@ucla.edu)



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 750  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
[Planning4LA.org](http://Planning4LA.org)



**Subject:** Re: Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 3/28/2024, 5:31 PM  
**To:** Nicole Martino <nicole@freshproperties.net>

Hello,

Thank you for reaching out. Your comment will be included in the case record for consideration by the City Planning Commission.

Best,

Kevin

On Tue, Mar 26, 2024 at 7:22 PM Nicole Martino <[nicole@freshproperties.net](mailto:nicole@freshproperties.net)> wrote:

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic

volume.

**PREVENT DEVELOPER OVERREACH**

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Nicole

--



**Kevin Fulton**

City Planning Associate

**Los Angeles City Planning**

200 N. Spring St., Room 750

Los Angeles, CA 90012

T: (213) 978-1210 |

[Planning4LA.org](http://Planning4LA.org)



**Subject:** Re: Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 3/28/2024, 5:42 PM  
**To:** Monzerrat Ramirez <monzeramirez@gmail.com>

Hello,

Thank you for reaching out. Your comment will be included in the case record for consideration by the City Planning Commission.

Best,

Kevin

On Tue, Mar 26, 2024 at 7:34 PM Monzerrat Ramirez <[monzeramirez@gmail.com](mailto:monzeramirez@gmail.com)> wrote:

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be



consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

**PREVENT DEVELOPER OVERREACH**

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing.

A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Monzerrat Brunkhorst



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 750  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
[Planning4LA.org](http://Planning4LA.org)



**Subject:** Re: Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 3/28/2024, 5:32 PM  
**To:** "(null) (null)" <marie717@yahoo.com>

Hello,

Thank you for reaching out. Your comment will be included in the case record for consideration by the City Planning Commission.

Best,

Kevin

On Tue, Mar 26, 2024 at 7:24 PM (null) (null) <[marie717@yahoo.com](mailto:marie717@yahoo.com)> wrote:

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood and a homeowner in your District, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic

volume.

**PREVENT DEVELOPER OVERREACH**

The SPA Community has an acute understanding of the city’s housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city’s density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Marie Clark



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 750  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
[Planning4LA.org](http://Planning4LA.org)



**Subject:** Re: Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 3/28/2024, 2:34 PM  
**To:** Diana Scheible <dianascheible@yahoo.com>

Hello Diana,

Thank you for reaching out. Your comment will be included in the case record for consideration by the City Planning Commission.

Best,

Kevin

On Tue, Mar 26, 2024 at 5:32 PM Diana Scheible <[dianascheible@yahoo.com](mailto:dianascheible@yahoo.com)> wrote:

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic

volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Sent from my iPhone. Please excuse any TyPoS or grammatical errors as Siri's dictation feature and I are still getting acquainted.

--



**Kevin Fulton**

City Planning Associate

**Los Angeles City Planning**

200 N. Spring St., Room 750

Los Angeles, CA 90012

T: (213) 978-1210 |

[Planning4LA.org](http://Planning4LA.org)



**Subject:** Re: Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 3/28/2024, 4:09 PM  
**To:** Matthew Nahman <matthewnahman@gmail.com>

Hello Matthew,

Thank you for reaching out. Your comment will be included in the case record for consideration by the City Planning Commission.

Best,

Kevin

On Tue, Mar 26, 2024 at 5:50 PM Matthew Nahman <[matthewnahman@gmail.com](mailto:matthewnahman@gmail.com)> wrote:

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic

volume.

**PREVENT DEVELOPER OVERREACH**

The SPA Community has an acute understanding of the city’s housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city’s density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Matthew Nahman



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 750  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
[Planning4LA.org](http://Planning4LA.org)



**Subject:** Re: Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 3/28/2024, 4:37 PM  
**To:** Maria Whitesell <mquiban@mac.com>

Hello Maria,

Thank you for reaching out. Your comment will be included in the case record for consideration by the City Planning Commission.

Best,

Kevin

On Tue, Mar 26, 2024 at 6:06 PM Maria Whitesell <[mquiban@mac.com](mailto:mquiban@mac.com)> wrote:

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, as well as a neighbor on Wilkins Avenue and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic



volume.

**PREVENT DEVELOPER OVERREACH**

The SPA Community has an acute understanding of the city’s housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city’s density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Sent with Aloha

[www.MariaQuiban.com](http://www.MariaQuiban.com)  
[www.YouCantDoItAloneBook.com](http://www.YouCantDoItAloneBook.com)

--



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 750  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
Planning4LA.org



**Subject:** Re: Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 3/28/2024, 5:40 PM  
**To:** Heather C <exclusivepr1@mac.com>

Hello,

Thank you for reaching out. Your comment will be included in the case record for consideration by the City Planning Commission.

Best,

Kevin

On Tue, Mar 26, 2024 at 7:33 PM Heather C <[exclusivepr1@mac.com](mailto:exclusivepr1@mac.com)> wrote:

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic

volume.

**PREVENT DEVELOPER OVERREACH**

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Heather G

Sent from my iPhone



**Kevin Fulton**

City Planning Associate

**Los Angeles City Planning**

200 N. Spring St., Room 750

Los Angeles, CA 90012

T: (213) 978-1210 |

[Planning4LA.org](http://Planning4LA.org)



**Subject:** Re: Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 3/28/2024, 5:38 PM  
**To:** Jane Scanlan <janiescan@gmail.com>

Hello,

Thank you for reaching out. Your comment will be included in the case record for consideration by the City Planning Commission.

Best,

Kevin

On Tue, Mar 26, 2024 at 7:30 PM Jane Scanlan <[janiescan@gmail.com](mailto:janiescan@gmail.com)> wrote:

Additionally , and on a personal note, I have lived in this community and been a parishioner for over 25 years. Prior to that, my parents lived in this community and were parishioners for over 10 years. I know the area VERY well. Very narrow streets, frequent minor automobile mishaps, unavailable parking, pedestrian problems. I currently live in Brentwood and have seen what over development does to these small streets. Single family dwellings and their streets were never intended to accommodate multiple families, and we are paying the price for perpetuity. You have the opportunity to avoid this nightmare for the Westwood community.

Time to step up to the plate!

Thank you for your consideration.  
Jane Scanlan

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts

students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Jane Scanlan

Sent from my iPad

--



**Kevin Fulton**

City Planning Associate

**Los Angeles City Planning**

200 N. Spring St., Room 750

Los Angeles, CA 90012

T: (213) 978-1210 |

[Planning4LA.org](http://Planning4LA.org)



**Subject:** Re: Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 3/28/2024, 4:37 PM  
**To:** Claudia Lovell <claudiarealovell@gmail.com>

Hello Claudia,

Thank you for reaching out. Your comment will be included in the case record for consideration by the City Planning Commission.

Best,

Kevin

On Tue, Mar 26, 2024 at 6:10 PM Claudia Lovell <[claudiarealovell@gmail.com](mailto:claudiarealovell@gmail.com)> wrote:

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic

volume.

**PREVENT DEVELOPER OVERREACH**

The SPA Community has an acute understanding of the city’s housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city’s density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Claudia Lovell

714-904-2419

Sent from my iPhone

--



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 750  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
[Planning4LA.org](http://Planning4LA.org)





**Subject:** Re: Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 3/28/2024, 5:08 PM  
**To:** Paula McAllister <mcallisterp@obgynla.com>

Hello Paula,

Thank you for reaching out. Your comment will be included in the case record for consideration by the City Planning Commission.

Best,

Kevin

On Tue, Mar 26, 2024 at 6:40 PM Paula McAllister <[mcallisterp@obgynla.com](mailto:mcallisterp@obgynla.com)> wrote:

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic

volume.

**PREVENT DEVELOPER OVERREACH**

The SPA Community has an acute understanding of the city’s housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city’s density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Sent from my iPhone



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 750  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
[Planning4LA.org](http://Planning4LA.org)



**Subject:** Re: Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 3/28/2024, 5:17 PM  
**To:** Jennifer Kozakowski <jenkoz@ca.rr.com>

Hello Jennifer,

Thank you for reaching out. Your comment will be included in the case record for consideration by the City Planning Commission.

Best,

Kevin

On Tue, Mar 26, 2024 at 7:08 PM Jennifer Kozakowski <[jenkoz@ca.rr.com](mailto:jenkoz@ca.rr.com)> wrote:

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic

volume.

**PREVENT DEVELOPER OVERREACH**

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Jennifer Kozakowski

Sent from my iPhone

--



**Kevin Fulton**

City Planning Associate

**Los Angeles City Planning**

200 N. Spring St., Room 750

Los Angeles, CA 90012

T: (213) 978-1210 |

[Planning4LA.org](http://Planning4LA.org)



**Subject:** Re: Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 3/28/2024, 2:48 PM  
**To:** DIANA SCHEIBLE <lifeissobeautiful@icloud.com>

Hello Diana,

Thank you for reaching out. Your comment will be included in the case record for consideration by the City Planning Commission.

Best,

Kevin

On Tue, Mar 26, 2024 at 5:32 PM DIANA SCHEIBLE <[lifeissobeautiful@icloud.com](mailto:lifeissobeautiful@icloud.com)> wrote:

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic

volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Sent from my iPhone. Please excuse any TyPoS or grammatical errors as Siri's dictation feature and I are still getting acquainted.

--



**Kevin Fulton**

City Planning Associate

**Los Angeles City Planning**

200 N. Spring St., Room 750

Los Angeles, CA 90012

T: (213) 978-1210 |

[Planning4LA.org](http://Planning4LA.org)



**Subject:** Re: Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 3/28/2024, 4:38 PM  
**To:** Garth Brandal <garthbrandal@gmail.com>

Hello Garth,

Thank you for reaching out. Your comment will be included in the case record for consideration by the City Planning Commission.

Best,

Kevin

On Tue, Mar 26, 2024 at 6:17 PM Garth Brandal <[garthbrandal@gmail.com](mailto:garthbrandal@gmail.com)> wrote:

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic

volume.

**PREVENT DEVELOPER OVERREACH**

The SPA Community has an acute understanding of the city’s housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city’s density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Garth Brandal



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 750  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
[Planning4LA.org](http://Planning4LA.org)





**Subject:** Re: Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 3/28/2024, 5:04 PM  
**To:** Aaron Fischer <aaron.fischer3165@gmail.com>

Hello Aaron,

Thank you for reaching out. Your comment will be included in the case record for consideration by the City Planning Commission.

Best,

Kevin

On Tue, Mar 26, 2024 at 6:29 PM Aaron Fischer <[aaron.fischer3165@gmail.com](mailto:aaron.fischer3165@gmail.com)> wrote:

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic

volume.

**PREVENT DEVELOPER OVERREACH**

The SPA Community has an acute understanding of the city’s housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city’s density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 750  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
[Planning4LA.org](http://Planning4LA.org)



**Subject:** Re: Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 3/28/2024, 3:53 PM  
**To:** Linda Puglisi Alibrandi <lindalinda0812@yahoo.com>

Hello Linda,

Thank you for reaching out. Your comment will be included in the case record for consideration by the City Planning Commission.

Best,

Kevin

On Tue, Mar 26, 2024 at 5:50 PM Linda Puglisi Alibrandi <[lindalinda0812@yahoo.com](mailto:lindalinda0812@yahoo.com)> wrote:

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic

volume.

**PREVENT DEVELOPER OVERREACH**

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Linda Puglisi-Alibrandi

Sent from my iPad



**Kevin Fulton**

City Planning Associate

**Los Angeles City Planning**

200 N. Spring St., Room 750

Los Angeles, CA 90012

T: (213) 978-1210 |

[Planning4LA.org](http://Planning4LA.org)



**Subject:** Re: Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 3/28/2024, 2:52 PM  
**To:** Paula Kupfer <paulajanekupfer@gmail.com>

Hello Paula,

Thank you for reaching out. Your comment will be included in the case record for consideration by the City Planning Commission.

Best,

Kevin

On Tue, Mar 26, 2024 at 5:40 PM Paula Kupfer <[paulajanekupfer@gmail.com](mailto:paulajanekupfer@gmail.com)> wrote:

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic

volume.

**PREVENT DEVELOPER OVERREACH**

The SPA Community has an acute understanding of the city’s housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city’s density bonuses and waivers under the guise of affordable housing.

A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Paula Kupfer



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 750  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
Planning4LA.org



**Subject:** Re: Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 3/28/2024, 4:44 PM  
**To:** Denisse Leon <m.denisseleon@gmail.com>

Hello Denisse,

Thank you for reaching out. Your comment will be included in the case record for consideration by the City Planning Commission.

Best,

Kevin

On Tue, Mar 26, 2024 at 6:27 PM Denisse Leon <[m.denisseleon@gmail.com](mailto:m.denisseleon@gmail.com)> wrote:

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic

volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Denisse leon cornell

Sent from my iPhone



**Kevin Fulton**

City Planning Associate

**Los Angeles City Planning**

200 N. Spring St., Room 750

Los Angeles, CA 90012

T: (213) 978-1210 |

[Planning4LA.org](http://Planning4LA.org)





**Subject:** Re: Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 3/28/2024, 5:13 PM  
**To:** Michael Woods <mikewilliamwoods@gmail.com>

Hello Michael,

Thank you for reaching out. Your comment will be included in the case record for consideration by the City Planning Commission.

Best,

Kevin

On Tue, Mar 26, 2024 at 6:48 PM Michael Woods <[mikewilliamwoods@gmail.com](mailto:mikewilliamwoods@gmail.com)> wrote:

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic

volume.

**PREVENT DEVELOPER OVERREACH**

The SPA Community has an acute understanding of the city’s housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city’s density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Mike

---

**Michael W. Woods**  
[mikewilliamwoods@gmail.com](mailto:mikewilliamwoods@gmail.com)  
Cell: 310-739-6616

--



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 750  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
[Planning4LA.org](http://Planning4LA.org)



**Subject:** Re: Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 3/28/2024, 5:21 PM  
**To:** Theresa Kiene <theresakiene@gmail.com>

Hello Theresa,

Thank you for reaching out. Your comment will be included in the case record for consideration by the City Planning Commission.

Best,

Kevin

On Tue, Mar 26, 2024 at 7:11 PM Theresa Kiene <[theresakiene@gmail.com](mailto:theresakiene@gmail.com)> wrote:

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic

volume.

**PREVENT DEVELOPER OVERREACH**

The SPA Community has an acute understanding of the city’s housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city’s density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Theresa Kiene

--



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 750  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
[Planning4LA.org](http://Planning4LA.org)



**Subject:** Re: Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 3/28/2024, 4:35 PM  
**To:** Jennifer Kelley <hi@jenniferkelley.me>

Hello Jennifer,

Thank you for reaching out. Your comment will be included in the case record for consideration by the City Planning Commission.

Best,

Kevin

On Tue, Mar 26, 2024 at 6:02 PM Jennifer Kelley <[hi@jenniferkelley.me](mailto:hi@jenniferkelley.me)> wrote:

Dear Council Member Yaroslavsky,

I am writing to voice our concerns regarding the proposed development at 10756 Wilkins Avenue, which directly impacts the Saint Paul the Apostle School and Parish (SPA) and its surrounding community in Westwood. I urge you to oppose the current form of this development due to the significant safety and traffic issues it poses. The proposed plans fail to provide any substantial benefits to our community while risking the well-being of our students, parishioners, and residents.

My primary concerns regarding this project are as follows:

#### **ENSURING STUDENT AND PEDESTRIAN SAFETY**

With over a thousand students attending SPA, Emerson Community Charter Middle School, and Fairburn Elementary School in the vicinity, the streets surrounding our institutions witness heavy pedestrian traffic daily. Additionally, our parish hosts numerous religious services and after-school events, further increasing foot traffic. The current infrastructure, including inadequate crosswalks and a confusing intersection, poses a significant safety risk to pedestrians, especially students. Recent years have seen multiple traffic incidents at this location, and the proposed development threatens to exacerbate these dangers.

#### **PROMOTING SAFE STREET DESIGN**

The proposed driveway design, situated on Ohio Avenue, presents further safety hazards. Its location directly across from the church's driveway and near a complex intersection raises concerns about visibility for both pedestrians and motorists. Relocating the driveway to Wilkins Avenue, a street with lower traffic volume, would align better with safety guidelines set by LADOT and alleviate some of these concerns.

#### **CURTAILING DEVELOPER OVERREACH**

While I acknowledge the need for affordable housing in our city, the current proposal

fails to balance this need with the safety and integrity of our neighborhood. The density bonus and waivers sought by the developer far exceed what is reasonable for this location. The two units of affordable housing provided does not justify the significant impact on traffic and community character. I believe that granting such extensive concessions without sufficient benefit to the community sets a troubling precedent.

Please prioritize the safety and well-being of this community and oppose the proposed plans in their current form. Should the project proceed, I implore you to ensure that it undergoes significant revisions to minimize its adverse effects on Saint Paul the Apostle School and Parish and its surrounding neighborhood.

Thank you for considering my concerns regarding this development project.

Sincerely,

Jennifer Kelley

--



**Kevin Fulton**

City Planning Associate

**Los Angeles City Planning**

200 N. Spring St., Room 750

Los Angeles, CA 90012

T: (213) 978-1210 |

[Planning4LA.org](http://Planning4LA.org)



**Subject:** Re: SPA Safety concerns  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 3/28/2024, 4:47 PM  
**To:** R Jones <rjonezy@yahoo.com>

Hello Rene & Roy,

Thank you for reaching out. Your comment will be included in the case record for consideration by the City Planning Commission.

Best,

Kevin

On Tue, Mar 26, 2024 at 6:28 PM R Jones <[rjonezy@yahoo.com](mailto:rjonezy@yahoo.com)> wrote:

Dear Council Member Yaroslavsky,

We are members of the Saint Paul the Apostle School (SPA) located in Westwood, and we are writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. We kindly ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

We respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a “collector” street), is directly across from the Church’s only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT’s Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city’s housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city’s density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be

completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Rene and Roy Houlette

--



**Kevin Fulton**

City Planning Associate

**Los Angeles City Planning**

200 N. Spring St., Room 750

Los Angeles, CA 90012

T: (213) 978-1210 |

[Planning4LA.org](http://Planning4LA.org)





**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Jack Hileman <jhileman@hilemanco.com>  
**Date:** 3/29/2024, 4:16 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org, Steve Resnick <saesnick@gmail.com>

Dear Council Member Yaroslavsky,

I am a board member of the Westwood Home Owners Association located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from St Paul's church. In addition, I have reviewed the design of the proposed project and think it is dramatically over scaled for the small triangular site currently serving as a buffer between the neighborhood apartments and the church. The design overwhelms the surrounding neighborhood, and it is crowded into the middle of a multi-street intersection. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety

at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Jack D Hileman  
10559 Holman Avenue  
Los Angeles, CA 90024

**Subject:** Re: Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 3/29/2024, 2:33 PM  
**To:** Janet Kelley <janetkelley0911@gmail.com>

Hello,

Thank you for reaching out. Your comment will be included in the case record for consideration by the City Planning Commission.

Best,

Kevin

On Tue, Mar 26, 2024 at 7:57 PM Janet Kelley <[janetkelley0911@gmail.com](mailto:janetkelley0911@gmail.com)> wrote:

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic

volume.

**PREVENT DEVELOPER OVERREACH**

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Sent from my iPhone



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 750  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
[Planning4LA.org](http://Planning4LA.org)



**Subject:** Re: Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 3/29/2024, 1:53 PM  
**To:** Jad Adham <jadadham@mac.com>

Hello,

Thank you for reaching out. Your comment will be included in the case record for consideration by the City Planning Commission.

Best,

Kevin

On Tue, Mar 26, 2024 at 7:48 PM Jad Adham <[jadadham@mac.com](mailto:jadadham@mac.com)> wrote:

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic

volume.

**PREVENT DEVELOPER OVERREACH**

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Jad Adham

Sent from my iPhone



**Kevin Fulton**

City Planning Associate

**Los Angeles City Planning**

200 N. Spring St., Room 750

Los Angeles, CA 90012

T: (213) 978-1210 |

[Planning4LA.org](http://Planning4LA.org)



**Subject:** Re: Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 3/29/2024, 2:31 PM  
**To:** Vanessa <vyjones@yahoo.com>

Hello,

Thank you for reaching out. Your comment will be included in the case record for consideration by the City Planning Commission.

Best,

Kevin

On Tue, Mar 26, 2024 at 7:56 PM Vanessa <[vyjones@yahoo.com](mailto:vyjones@yahoo.com)> wrote:

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic

volume.

**PREVENT DEVELOPER OVERREACH**

The SPA Community has an acute understanding of the city’s housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city’s density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Sent from my iPhone



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 750  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
[Planning4LA.org](http://Planning4LA.org)





**Subject:** Re: Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 3/29/2024, 2:34 PM  
**To:** Tim Geddes <timothygeddes@gmail.com>

Hello,

Thank you for reaching out. Your comment will be included in the case record for consideration by the City Planning Commission.

Best,

Kevin

On Tue, Mar 26, 2024 at 7:57 PM Tim Geddes <[timothygeddes@gmail.com](mailto:timothygeddes@gmail.com)> wrote:

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic

volume.

**PREVENT DEVELOPER OVERREACH**

The SPA Community has an acute understanding of the city’s housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city’s density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Sent from my iPhone



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 750  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
[Planning4LA.org](http://Planning4LA.org)



**Subject:** Re: Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 3/29/2024, 2:29 PM  
**To:** danielle@trove.la

Hello,

Thank you for reaching out. Your comment will be included in the case record for consideration by the City Planning Commission.

Best,

Kevin

On Tue, Mar 26, 2024 at 7:53 PM <[danielle@trove.la](mailto:danielle@trove.la)> wrote:

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic

volume.

**PREVENT DEVELOPER OVERREACH**

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Sent from my iPhone

--



**Kevin Fulton**

City Planning Associate

**Los Angeles City Planning**

200 N. Spring St., Room 750

Los Angeles, CA 90012

T: (213) 978-1210 |

[Planning4LA.org](http://Planning4LA.org)



**Subject:** Re: Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 3/29/2024, 1:47 PM  
**To:** gretchenclarkbaker@gmail.com

Hello,

Thank you for reaching out. Your comment will be included in the case record for consideration by the City Planning Commission.

Best,

Kevin

On Tue, Mar 26, 2024 at 7:46 PM <[gretchenclarkbaker@gmail.com](mailto:gretchenclarkbaker@gmail.com)> wrote:

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic

volume.

**PREVENT DEVELOPER OVERREACH**

The SPA Community has an acute understanding of the city’s housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city’s density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Gretchen Baker

Sent from my iPhone



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 750  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
[Planning4LA.org](http://Planning4LA.org)



**Subject:** Re: Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 3/29/2024, 1:50 PM  
**To:** Rick Lucas <rick.lucas@gmail.com>

Hello,

Thank you for reaching out. Your comment will be included in the case record for consideration by the City Planning Commission.

Best,

Kevin

On Tue, Mar 26, 2024 at 7:47 PM Rick Lucas <[rick.lucas@gmail.com](mailto:rick.lucas@gmail.com)> wrote:

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic

volume.

**PREVENT DEVELOPER OVERREACH**

The SPA Community has an acute understanding of the city’s housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city’s density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Rick Lucas



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 750  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
[Planning4LA.org](http://Planning4LA.org)





**Subject:** Re: Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 3/29/2024, 2:01 PM  
**To:** Lois Good <loandmills@yahoo.com>

Hello,

Thank you for reaching out. Your comment will be included in the case record for consideration by the City Planning Commission.

Best,

Kevin

On Tue, Mar 26, 2024 at 7:53 PM Lois Good <[loandmills@yahoo.com](mailto:loandmills@yahoo.com)> wrote:

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic

volume.

**PREVENT DEVELOPER OVERREACH**

The SPA Community has an acute understanding of the city’s housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city’s density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Lois & Greg Good



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 750  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
[Planning4LA.org](http://Planning4LA.org)



**Subject:** Re: Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 3/29/2024, 2:35 PM  
**To:** jennarobertsdowney@gmail.com

Hello,

Thank you for reaching out. Your comment will be included in the case record for consideration by the City Planning Commission.

Best,

Kevin

On Tue, Mar 26, 2024 at 7:59 PM <[jennarobertsdowney@gmail.com](mailto:jennarobertsdowney@gmail.com)> wrote:

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic

volume.

**PREVENT DEVELOPER OVERREACH**

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Jenna C Roberts

Sent from my iPhone



**Kevin Fulton**

City Planning Associate

**Los Angeles City Planning**

200 N. Spring St., Room 750

Los Angeles, CA 90012

T: (213) 978-1210 |

[Planning4LA.org](http://Planning4LA.org)



**Subject:** Re: Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 3/29/2024, 2:34 PM  
**To:** Regan Riskas <reganriskas@me.com>

Hello,

Thank you for reaching out. Your comment will be included in the case record for consideration by the City Planning Commission.

Best,

Kevin

On Tue, Mar 26, 2024 at 7:59 PM Regan Riskas <[reganriskas@me.com](mailto:reganriskas@me.com)> wrote:

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic

volume.

**PREVENT DEVELOPER OVERREACH**

The SPA Community has an acute understanding of the city’s housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city’s density bonuses and waivers under the guise of affordable housing.

A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Regan Maas



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 750  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
Planning4LA.org



**Subject:** Re: Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 3/29/2024, 2:30 PM  
**To:** BRIGID HEANEY <brididhean5@aol.com>

Hello,

Thank you for reaching out. Your comment will be included in the case record for consideration by the City Planning Commission.

Best,

Kevin

On Tue, Mar 26, 2024 at 7:55 PM BRIGID HEANEY <[brididhean5@aol.com](mailto:brididhean5@aol.com)> wrote:

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic

volume.

**PREVENT DEVELOPER OVERREACH**

The SPA Community has an acute understanding of the city’s housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city’s density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Brigid Heaney



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 750  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
[Planning4LA.org](http://Planning4LA.org)





**Subject:** Re: Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 3/29/2024, 2:33 PM  
**To:** Karen Guthrie <klguthrie9@gmail.com>

Hello,

Thank you for reaching out. Your comment will be included in the case record for consideration by the City Planning Commission.

Best,

Kevin

On Tue, Mar 26, 2024 at 7:57 PM Karen Guthrie <[klguthrie9@gmail.com](mailto:klguthrie9@gmail.com)> wrote:

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic

volume.

**PREVENT DEVELOPER OVERREACH**

The SPA Community has an acute understanding of the city’s housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city’s density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Karen Guthrie



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 750  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
[Planning4LA.org](http://Planning4LA.org)



**Subject:** Re: Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 3/29/2024, 1:48 PM  
**To:** correnetallarico@gmail.com

Hello,

Thank you for reaching out. Your comment will be included in the case record for consideration by the City Planning Commission.

Best,

Kevin

On Tue, Mar 26, 2024 at 7:47 PM <[correnetallarico@gmail.com](mailto:correnetallarico@gmail.com)> wrote:

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic

volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Correne tallarico

Sent from my iPhone

--



**Kevin Fulton**

City Planning Associate

**Los Angeles City Planning**

200 N. Spring St., Room 750

Los Angeles, CA 90012

T: (213) 978-1210 |

[Planning4LA.org](http://Planning4LA.org)



**Subject:** Re: Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 3/29/2024, 1:48 PM  
**To:** Julie Asbury <julieasbury@gmail.com>

Hello,

Thank you for reaching out. Your comment will be included in the case record for consideration by the City Planning Commission.

Best,

Kevin

On Tue, Mar 26, 2024 at 7:46 PM Julie Asbury <[julieasbury@gmail.com](mailto:julieasbury@gmail.com)> wrote:

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic

volume.

**PREVENT DEVELOPER OVERREACH**

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Julie Asbury

Sent from my iPhone

--



**Kevin Fulton**

City Planning Associate

**Los Angeles City Planning**

200 N. Spring St., Room 750

Los Angeles, CA 90012

T: (213) 978-1210 |

[Planning4LA.org](http://Planning4LA.org)



**Subject:** Re: Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 3/29/2024, 2:31 PM  
**To:** Emily <roseforemily78@yahoo.com>

Hello,

Thank you for reaching out. Your comment will be included in the case record for consideration by the City Planning Commission.

Best,

Kevin

On Tue, Mar 26, 2024 at 7:56 PM Emily <[roseforemily78@yahoo.com](mailto:roseforemily78@yahoo.com)> wrote:

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic

volume.

**PREVENT DEVELOPER OVERREACH**

The SPA Community has an acute understanding of the city’s housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city’s density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 750  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
Planning4LA.org





**Subject:** Re: Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 3/29/2024, 1:46 PM  
**To:** Anne Hance <annewhance@aol.com>

Hello,

Thank you for reaching out. Your comment will be included in the case record for consideration by the City Planning Commission.

Best,

Kevin

On Tue, Mar 26, 2024 at 7:46 PM Anne Hance <[annewhance@aol.com](mailto:annewhance@aol.com)> wrote:

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic

volume.

**PREVENT DEVELOPER OVERREACH**

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Anne Hance

Sent from my iPhone

--



**Kevin Fulton**

City Planning Associate

**Los Angeles City Planning**

200 N. Spring St., Room 750

Los Angeles, CA 90012

T: (213) 978-1210 |

[Planning4LA.org](http://Planning4LA.org)



**Subject:** Re: Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 3/29/2024, 2:31 PM  
**To:** griff10310@gmail.com

Hello,

Thank you for reaching out. Your comment will be included in the case record for consideration by the City Planning Commission.

Best,

Kevin

On Tue, Mar 26, 2024 at 7:56 PM <[griff10310@gmail.com](mailto:griff10310@gmail.com)> wrote:

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic

volume.

**PREVENT DEVELOPER OVERREACH**

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
John Griffin(long time parishioner)

Sent from my iPhone

--



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 750  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
[Planning4LA.org](http://Planning4LA.org)



**Subject:** Re: Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 3/29/2024, 1:49 PM  
**To:** Jorge Gonzalez <jag5917@yahoo.com>

Hello,

Thank you for reaching out. Your comment will be included in the case record for consideration by the City Planning Commission.

Best,

Kevin

On Tue, Mar 26, 2024 at 7:47 PM Jorge Gonzalez <[jag5917@yahoo.com](mailto:jag5917@yahoo.com)> wrote:

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic

volume.

**PREVENT DEVELOPER OVERREACH**

The SPA Community has an acute understanding of the city’s housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city’s density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Jorge Gonzalez

Sent from my iPhone



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 750  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
[Planning4LA.org](http://Planning4LA.org)



**Subject:** Re: Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 3/29/2024, 1:57 PM  
**To:** John - David Lopez <lopezprep@gmail.com>

Hello,

Thank you for reaching out. Your comment will be included in the case record for consideration by the City Planning Commission.

Best,

Kevin

On Tue, Mar 26, 2024 at 7:48 PM John - David Lopez <[lopezprep@gmail.com](mailto:lopezprep@gmail.com)> wrote:

Dear Council Member Yaroslavsky,

Please don't cave in to developers who are adding nothing to our city!

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a

local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

John David Lopez

Sent from my iPhone



**Kevin Fulton**

City Planning Associate

**Los Angeles City Planning**

200 N. Spring St., Room 750

Los Angeles, CA 90012

T: (213) 978-1210 |

[Planning4LA.org](http://Planning4LA.org)





**Subject:** Re: Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 3/29/2024, 2:29 PM  
**To:** Kathleen Duncan <kathleenmduncan@aol.com>

Hello,

Thank you for reaching out. Your comment will be included in the case record for consideration by the City Planning Commission.

Best,

Kevin

On Tue, Mar 26, 2024 at 7:54 PM Kathleen Duncan <[kathleenmduncan@aol.com](mailto:kathleenmduncan@aol.com)> wrote:

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic

volume.

**PREVENT DEVELOPER OVERREACH**

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Sent from my iPhone



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 750  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
[Planning4LA.org](http://Planning4LA.org)



**Subject:** Re: Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 3/29/2024, 1:58 PM  
**To:** Jen@theflynnco.com

Hello,

Thank you for reaching out. Your comment will be included in the case record for consideration by the City Planning Commission.

Best,

Kevin

On Tue, Mar 26, 2024 at 7:52 PM Jennifer Case <[Jen@theflynnco.com](mailto:Jen@theflynnco.com)> wrote:

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic

volume.

**PREVENT DEVELOPER OVERREACH**

The SPA Community has an acute understanding of the city’s housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city’s density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Jennifer case

Jennifer Flynn Case | 310 909 3353

--



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 750  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
Planning4LA.org



**Subject:** Re: Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 3/29/2024, 1:57 PM  
**To:** Jad Adham <jadadham@icloud.com>

Hello,

Thank you for reaching out. Your comment will be included in the case record for consideration by the City Planning Commission.

Best,

Kevin

On Tue, Mar 26, 2024 at 7:50 PM Jad Adham <[jadadham@icloud.com](mailto:jadadham@icloud.com)> wrote:

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic

volume.

**PREVENT DEVELOPER OVERREACH**

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Christine Alsing

Sent from my iPhone



**Kevin Fulton**

City Planning Associate

**Los Angeles City Planning**

200 N. Spring St., Room 750

Los Angeles, CA 90012

T: (213) 978-1210 |

[Planning4LA.org](http://Planning4LA.org)



**Subject:** Re: Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 3/29/2024, 2:35 PM  
**To:** Daniel Seif <daniel.seif@gmail.com>

Hello,

Thank you for reaching out. Your comment will be included in the case record for consideration by the City Planning Commission.

Best,

Kevin

On Tue, Mar 26, 2024 at 8:00 PM Daniel Seif <[daniel.seif@gmail.com](mailto:daniel.seif@gmail.com)> wrote:

As a member of the Saint Paul the Apostle School and Parish (SPA) situated in Westwood, I am reaching out to express significant concerns regarding the safety and traffic issues stemming from the proposed development at 10756 Wilkins Avenue, which is situated directly opposite SPA. I urge you to reconsider the proposed project in its present form. The development, as planned, is likely to have adverse effects on students, parish members, visitors, and local families, with the benefits seemingly accruing solely to the developer.

I kindly ask that the following points be taken into account regarding this development:

#### ENSURE THE SAFETY OF STUDENTS AND PEDESTRIANS

Every day, over a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School navigate Ohio Avenue and its adjacent streets. Additionally, the School and Parish organize numerous religious and after-school activities, increasing traffic throughout the day and evening. The current intersection, with its non-standard four-way stop, insufficient crosswalks, and absence of crossing guards, presents a hazardous and confusing environment, posing daily risks to students and pedestrians. There have been multiple traffic incidents at this corner in recent years, and the proposed development threatens to exacerbate the existing danger.

#### FOCUS ON SAFER STREETS

The anticipated traffic from the development and the design of the proposed driveway will worsen the current public safety risks for pedestrians and drivers. The proposed driveway, situated on Ohio Avenue (a 'collector' street), directly opposite the Church's driveway, and in close proximity to the complex Ohio/Selby/Wilkins Avenue four-way stop, will significantly reduce visibility for pedestrians, vehicles, and cyclists.

Moving the driveway from Ohio Avenue to Wilkins Avenue, a local street with less traffic, would considerably improve safety. This change would align with LADOT's recommendations for placing driveways on less busy streets.

#### AVOID DEVELOPER EXPLOITATION

The SPA Community is deeply aware of the city's housing challenges and the consequences of

insufficient housing supply. Our neighborhood is a refuge for numerous homeless individuals whom the Church supports with various services and resources.

It is possible to add more units to this development without drastically affecting traffic and safety or undermining the neighborhood's character. The current project's developer is exploiting city policies on density bonuses and waivers, ostensibly to provide affordable housing. However, the inclusion of a mere two affordable housing units after a 102.5% density bonus is granted—far beyond the 35% allowed by state law—is inadequate.

The City is not obligated to approve a conditional use permit for a density bonus exceeding 35%, especially if the project significantly impacts traffic and historical sites. The developer's request for a 102.5% density bonus, along with various waivers, is excessive for this area, especially considering the minimal contribution to affordable housing.

I appreciate your thoughtful evaluation of this project. Should the project proceed, we request a thorough revision to mitigate its negative effects on the Saint Paul the Apostle School and Parish and the wider community.

Best regards,  
Daniel Seif

--



**Kevin Fulton**

City Planning Associate

**Los Angeles City Planning**

200 N. Spring St., Room 750

Los Angeles, CA 90012

T: (213) 978-1210 |

[Planning4LA.org](http://Planning4LA.org)





**Subject:** Re: Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kevin Fulton <kevin.fulton@lacity.org>  
**Date:** 3/29/2024, 1:50 PM  
**To:** Erin Cook <mrserincook@me.com>

Hello,

Thank you for reaching out. Your comment will be included in the case record for consideration by the City Planning Commission.

Best,

Kevin

On Tue, Mar 26, 2024 at 7:48 PM Erin Cook <[mrserincook@me.com](mailto:mrserincook@me.com)> wrote:

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic

volume.

**PREVENT DEVELOPER OVERREACH**

The SPA Community has an acute understanding of the city’s housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city’s density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,



**Kevin Fulton**  
City Planning Associate  
**Los Angeles City Planning**  
200 N. Spring St., Room 750  
Los Angeles, CA 90012  
T: (213) 978-1210 |  
[Planning4LA.org](http://Planning4LA.org)



**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** sonya canton <fatzpoyumyum@outlook.com>  
**Date:** 3/30/2024, 7:20 PM  
**To:** "Councilmember.Yaroslavsky@lacity.org" <Councilmember.Yaroslavsky@lacity.org>, "gary.gero@lacity.org" <gary.gero@lacity.org>, "kristen.pawling@lacity.org" <kristen.pawling@lacity.org>, "jenny.torres@lacity.org" <jenny.torres@lacity.org>, "allen.zipper@lacity.org" <allen.zipper@lacity.org>  
**CC:** "kevin.fulton@lacity.org" <kevin.fulton@lacity.org>, "safetycommittee@sp-apostle.org" <safetycommittee@sp-apostle.org>

Dear Council Member Katy Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers

under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Carl SHUSTERMAN  
Sent from my iPhone

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Hugh Ross <hross13@mac.com>  
**Date:** 3/30/2024, 12:27 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Pat McGuane <patmcguane123@gmail.com>  
**Date:** 3/30/2024, 5:28 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Patricia McGuane



**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Sonya Canton <mabanag@me.com>  
**Date:** 3/30/2024, 1:22 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue - directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,  
Sonya Canton  
Sent from my iPhone

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Claudia Romero Prestine <claudia\_romero@yahoo.com>  
**Date:** 3/31/2024, 9:58 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A

negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

**Claudia Romero**

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Kevin Watne <kevin@generationix.com>  
**Date:** 3/31/2024, 7:12 PM  
**To:** "Councilmember.Yaroslavsky@lacity.org" <Councilmember.Yaroslavsky@lacity.org>, "gary.gero@lacity.org" <gary.gero@lacity.org>, "kristen.pawling@lacity.org" <kristen.pawling@lacity.org>, "jenny.torres@lacity.org" <jenny.torres@lacity.org>, "allen.zipper@lacity.org" <allen.zipper@lacity.org>  
**CC:** "kevin.fulton@lacity.org" <kevin.fulton@lacity.org>, "safetycommittee@sp-apostle.org" <safetycommittee@sp-apostle.org>

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

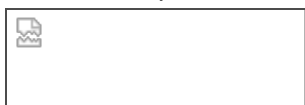
Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

Kevin Watne  
Sent from my iPhone



**Kevin Watne**  
*President*

p 310.477.4441  
c 310.748.3188  
kevin@generationix.com

5839 Green Valley Circle Ste 104  
Culver City, CA 90230



[www.generationix.com](http://www.generationix.com)

**Subject:** Letter Regarding Proposed Development at 10756 Wilkins Ave., Los Angeles, CA 90024 - Case Number(s): CPC-2023-5876-CU-DB-DRB-SPP-VHCA  
**From:** Magdalena Lasota <magdalenalasota1@gmail.com>  
**Date:** 3/31/2024, 10:53 PM  
**To:** Councilmember.Yaroslavsky@lacity.org, gary.gero@lacity.org, kristen.pawling@lacity.org, jenny.torres@lacity.org, allen.zipper@lacity.org  
**CC:** kevin.fulton@lacity.org, safetycommittee@sp-apostle.org

Dear Council Member Yaroslavsky,

I am a member of the Saint Paul the Apostle School and Parish (SPA) located in Westwood, and I'm writing to highlight many safety and traffic concerns associated with the proposed development at 10756 Wilkins Avenue – directly across the street from SPA. I ask you to oppose the proposed development in its current form. As currently proposed, the development will negatively impact students, parishioners, guests, and families in the neighborhood without any consequential upside except for the developer.

I respectfully request that you consider the following issues in connection with this project:

#### PROTECT STUDENTS AND PEDESTRIANS

More than a thousand students from SPA, Emerson Community Charter Middle School, and Fairburn Elementary School utilize Ohio Avenue and the surrounding streets daily. The School and Parish also host multiple religious services and after school events which bring additional traffic throughout the day and into the evening. The existing 4-way (non-perpendicular) stop, inadequate cross walks and lack of crossing guards create a confusing and dangerous thoroughfare that puts students and other pedestrians at risk daily. In recent years, the corner has been the site of several traffic incidents. Aspects of the proposed development will compound this already dangerous thoroughfare.

#### PRIORITIZE SAFE STREETS

Traffic from the project and the proposed driveway design will exacerbate the existing public safety hazards to pedestrians and motorists. The proposed driveway has its only access on Ohio Avenue (a "collector" street), is directly across from the Church's only driveway, is within 100-feet of the dangerous Ohio/Selby/Wilkins Avenue four-way stop, and offers poor visibility to pedestrians, cars, and cyclists.

Although still not ideal, relocating the driveway from Ohio Avenue to Wilkins Avenue (classified as a local street that carries less traffic volume) would be a huge improvement. It would also be consistent with LADOT's Guidelines that driveways be located on streets with the least traffic volume.

#### PREVENT DEVELOPER OVERREACH

The SPA Community has an acute understanding of the city's housing needs and sees the impacts of inadequate supply. The neighborhood is home to dozens of unhoused individuals with whom the Church tries to provide resources and services.

Additional units could easily be added to this property without impacting traffic/safety at such a scale and jeopardizing the character/integrity of the neighborhood. The developer of this project is taking advantage of the city's density bonuses and waivers under the guise of affordable housing. A

negligible two units of affordable housing will be available after granting a 102.5% density bonus, rather than the reasonable 35% under state law.

The City is under no legal mandate to grant the requested conditional use permit for a density bonus greater than 35%, particularly if the project has significant effects related to traffic and historic resources. The developer request for a density bonus of 102.5% in addition to various waivers is egregious for this location, particularly given the limited affordable housing benefit.

Thank you for your thoughtful consideration of this project. If the project cannot be abandoned, we ask that it be completely re-worked in a way that reduces its negative impact on Saint Paul the Apostle School and Parish and the surrounding community.

Sincerely,

---

Magda Lasota  
Founder + CEO  
[MLM Brand](#)  
[@mlmbrand\\_](#)