

PLANNING DEPARTMENT TRANSMITTAL TO THE CITY CLERK'S OFFICE

CITY PLANNING CASE:	ENVIRONMENTAL CASE:	COUNCIL DISTRICT:
CPC-2018-3544-GPA-VZC-HD-CU-SPR	ENV-2018-3545-MND	1 – Hernandez
RELATED CASE NOS.:	COUNCIL FILE NO:	PROCEDURAL REGULATIONS:
<input checked="" type="checkbox"/> N/A	<input checked="" type="checkbox"/> N/A	<input checked="" type="checkbox"/> Ch. 1 as of 1/21/24 (Not subject to Processes & Procedures Ord.) <input type="checkbox"/> Ch. 1A (Subject to Processes & Procedures Ord.)
PROJECT ADDRESS / LOCATION:		
2250 – 2270 West Pico Boulevard; 1309 – 1315 South Arapahoe Street		
APPLICANT:	TELEPHONE NUMBER:	EMAIL ADDRESS:
Min Chun Helen Chen Da Yuh Development Inc 611 South Westlake Avenue Los Angeles, CA 90057	626-780-8080	helenchen134@gmail.com
APPLICANT'S REPRESENTATIVE:	TELEPHONE NUMBER:	EMAIL ADDRESS:
<input checked="" type="checkbox"/> N/A		
APPELLANT:	TELEPHONE NUMBER:	EMAIL ADDRESS:
<input checked="" type="checkbox"/> TBD		
APPELLANT'S REPRESENTATIVE:	TELEPHONE NUMBER:	EMAIL ADDRESS:
<input checked="" type="checkbox"/> TBD		
PLANNER CONTACT:	TELEPHONE NUMBER:	EMAIL ADDRESS:
Connie Chauv	(213) 978-0016	connie.chauv@lacity.org
ITEMS FOR CITY COUNCIL CONSIDERATION (IE. ENTITLEMENTS, LEGISLATIVE ACTIONS):		
<input checked="" type="checkbox"/> <i>The preparation of a draft ordinance by the City Attorney will be required.</i> <ul style="list-style-type: none"> - Consideration of Mitigated Negative Declaration No. ENV-2018-3545-MND - General Plan Amendment to the South Los Angeles Community Plan to change the Land Use Designation of the site project site from Commercial Manufacturing and Low Medium II to Neighborhood Commercial land use, and to amend Footnote No. 4 of the Community Plan Map to allow Height District No. 2 - Vesting Zone Change and Height District Change from [Q]C2-1 and RD1.5-1 to (T)C2-2-CPIO 		
FINAL ENTITLMENTS NOT ADVANCING FOR CITY COUNCIL CONSIDERATION: (UNAPPEALED OR NON-APPEALABLE ITEMS)		
<input checked="" type="checkbox"/> TBD		

ITEMS APPEALED:☒ TBD**ATTACHMENTS:****REVISED:****ENVIRONMENTAL DOCUMENT:****REVISED:**

- ☒ Letter of Determination
- ☒ Findings of Fact
- ☒ Staff Recommendation Report
- ☒ Conditions of Approval
- ☒ T Conditions
- ☒ Proposed Ordinance
- ☒ Zone Change Map and Ordinance
- ☒ GPA Resolution
- ☒ Land Use Map
- ☒ Exhibit A – Plans
- ☒ Mailing List (both Word and PDF)
- ☒ Interested Parties List
- ☐ Appeal
- ☐ Development Agreement
- ☐ Site Photographs
- ☐ Other:

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- ☐ Categorical Exemption (CE)
(Notice of Exemption)
- ☐ Statutory Exemption (SE)
(Notice of Exemption)
- ☐ Negative Declaration (ND)
- ☒ Mitigated Negative Declaration (MND)
- ☐ Environmental Impact Report (EIR)
- ☒ Mitigation Monitoring Program (MMP)
- ☐ Sustainable Communities
Project Exemption (SCPE)
- ☐ Sustainable Communities
Environmental Assessment (SCEA)
- ☐ Sustainable Communities
Environmental Impact Report (SCEIR)
- ☐ Appendices
- ☐ Other:

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NOTES / INSTRUCTIONS:

Please create Council File.

CITY COUNCIL NOTICE TIMING:**NOTICE LIST (SELECT ALL):****NOTICE PUBLICATION:**

- ☐ 10 days
- ☐ 15 days
- ☒ 24 days
- ☐ N/A / None
- ☐ Other: [enter here if applicable]

- ☒ Owner
- ☒ Applicant
- ☐ Adjacent/Abutting
- ☐ 100' radius
- ☐ 300' radius
- ☒ 500' radius
- ☒ Neighborhood Council
- ☒ Interested Parties
- ☐ Other: [enter here if applicable]

- ☐ 10 days
- ☐ 15 days
- ☒ 24 days
- ☐ N/A / None
- ☐ Other: [enter here if applicable]

FISCAL IMPACT STATEMENT:
☒ Yes
☐ No

*If determination states administrative costs are recovered through fees, indicate "Yes."

PLANNING COMMISSION:	
<input checked="" type="checkbox"/> City Planning Commission (CPC) <input type="checkbox"/> Cultural Heritage Commission (CHC) <input type="checkbox"/> Central Area Planning Commission <input type="checkbox"/> East LA Area Planning Commission <input type="checkbox"/> Harbor Area Planning Commission	<input type="checkbox"/> North Valley Area Planning Commission <input type="checkbox"/> South LA Area Planning Commission <input type="checkbox"/> South Valley Area Planning Commission <input type="checkbox"/> West LA Area Planning Commission
PLANNING COMMISSION HEARING DATE:	COMMISSION VOTE:
March 13, 2025	8 – 0
LAST DAY TO APPEAL:	DATE APPEALED:
COUNCIL TIME TO ACT:	TIME TO ACT START:
<input type="checkbox"/> 30 days <input type="checkbox"/> 45 days <input type="checkbox"/> 60 days <input checked="" type="checkbox"/> 75 days <input checked="" type="checkbox"/> 90 days <input type="checkbox"/> 120 days <input type="checkbox"/> N/A / None <input type="checkbox"/> Other: [enter here if applicable]	<input type="checkbox"/> Appeal Filing Date <input checked="" type="checkbox"/> Received by Clerk <input checked="" type="checkbox"/> Last Day to Appeal <input type="checkbox"/> N/A / None <input type="checkbox"/> Other: [enter here if applicable]
TRANSMITTED BY:	TRANSMITTAL DATE:
Cecilia Lamas Commission Executive Assistant II	August 18, 2025



LOS ANGELES CITY PLANNING COMMISSION

200 North Spring Street, Room 272, Los Angeles, California, 90012-4801, (213) 978-1300
www.planning.lacity.org

LETTER OF DETERMINATION

MAILING DATE: AUGUST 18, 2025

Case No.: CPC-2018-3544-GPA-VZC-HD-CU-SPR
CEQA: ENV-2018-3545-MND
Plan Area: South Los Angeles

Council District: 1 – Hernandez

Project Site: 2250 – 2270 West Pico Boulevard, 1309 – 1315 South Arapahoe Street

Applicant: Min Chun Helen Chen, Da Yuh Development, Inc.

At its meeting of **March 13, 2025**, the Los Angeles City Planning Commission took the actions below in conjunction with the following Project:

Construction of a new hotel development comprised of two six-story, 76-foot six-inch tall buildings separated by an alley. The Project will provide a total of 125 guest rooms, 77,828 square feet of floor area, and 2.99:1 Floor Area Ratio (FAR). The Project will provide 84 parking spaces across three levels of subterranean parking. The Project involves the demolition of an existing 9,627 square-foot market and surface parking areas, and the grading of 24,900 cubic yards of soil; zero trees will be removed from the subject site and adjacent public right-of-way.

1. **Found**, pursuant to CEQA Guidelines Section 15074(b), after consideration of the whole of the administrative record, including the Mitigated Negative Declaration, No. ENV-2018-3545-MND ("Mitigated Negative Declaration"), and all comments received, with the imposition of mitigation measures, there is no substantial evidence that the Project will have a significant effect on the environment; **Found** the Mitigated Negative Declaration reflects the independent judgment and analysis of the City; **Found** the mitigation measures have been made enforceable conditions on the project; and **Adopted** the Mitigated Negative Declaration and the Mitigation Monitoring Program prepared for the Mitigated Negative Declaration;
2. **Approved** and **recommended** that the Mayor and City Council **adopt** the attached resolution, pursuant to Los Angeles City Charter Section 555 and Section 11.5.6 of the Los Angeles Municipal Code (LAMC), for a General Plan Amendment to the South Los Angeles Community Plan from Commercial Manufacturing and Low Medium II to Neighborhood Commercial, and to amend Footnote No. 4 of the Community Plan Map to allow Height District No. 2;
3. **Approved** and **recommended** that the City Council **adopt** the attached ordinance, pursuant to LAMC Section 12.32 Q and F, for a Vesting Zone Change and Height District Change from [Q]C2-1 and RD1.5-1 to C2-2-CPIO;
4. **Approved**, pursuant to LAMC Section 12.24 W.24, a Conditional Use Permit to allow a hotel located within 500 feet of an R Zone;
5. **Approved**, pursuant to LAMC Section 16.05, a Site Plan Review for a development project resulting in an increase of 50,000 square feet or more of nonresidential floor area;
6. **Adopted** the attached Modified Conditions of Approval; and
7. **Adopted** the attached Amended Findings.

The vote proceeded as follows:

Moved: Newhouse
Second: Choe
Ayes: Diaz, Klein, Lawshe, Mack, Saitman, Zamora
Absent: Cabildo

Vote: 8 – 0



Cecilia Lamas, Commission Executive Assistant II
Los Angeles City Planning Commission

Fiscal Impact Statement: There is no General Fund impact as administrative costs are recovered through fees.

Effective Date/Appeals: The decision of the Los Angeles City Planning Commission as it relates to the General Plan Amendment is not further appealable and will proceed to the City Council for final decision. The Vesting Zone Change and Height District Change are appealable by the Applicant only if disapproved in whole or in part by the Commission. The decision of the Commission regarding the remaining approvals are appealable to the Los Angeles City Council **within 20 days** after the mailing date of this determination letter. Any Appeal not filed within the 20-day period shall not be considered by the Council. All appeals shall be filed on forms provided at the Planning Department's Development Service Centers located at: 201 North Figueroa Street, Fourth Floor, Los Angeles, CA 90012; or 6262 Van Nuys Boulevard, Suite 251, Van Nuys, CA 91401.

FINAL APPEAL DATE: SEPTEMBER 8, 2025

Notice: An appeal of the CEQA clearance for the Project pursuant to Public Resources Code Section 21151(c) is only available if the Determination of the non-elected decision-making body (e.g., ZA, AA, APC, CPC) **is not further appealable** and the decision is final.

If you seek judicial review of any decision of the City pursuant to California Code of Civil Procedure Section 1094.5, the petition for writ of mandate pursuant to that section must be filed no later than the 90th day following the date on which the City's decision became final pursuant to California Code of Civil Procedure Section 1094.6. There may be other time limits which also affect your ability to seek judicial review.

Attachments: Zone Change Ordinance, Maps, Modified Conditions of Approval, Amended Findings, Resolution, Appeal Filing Procedures

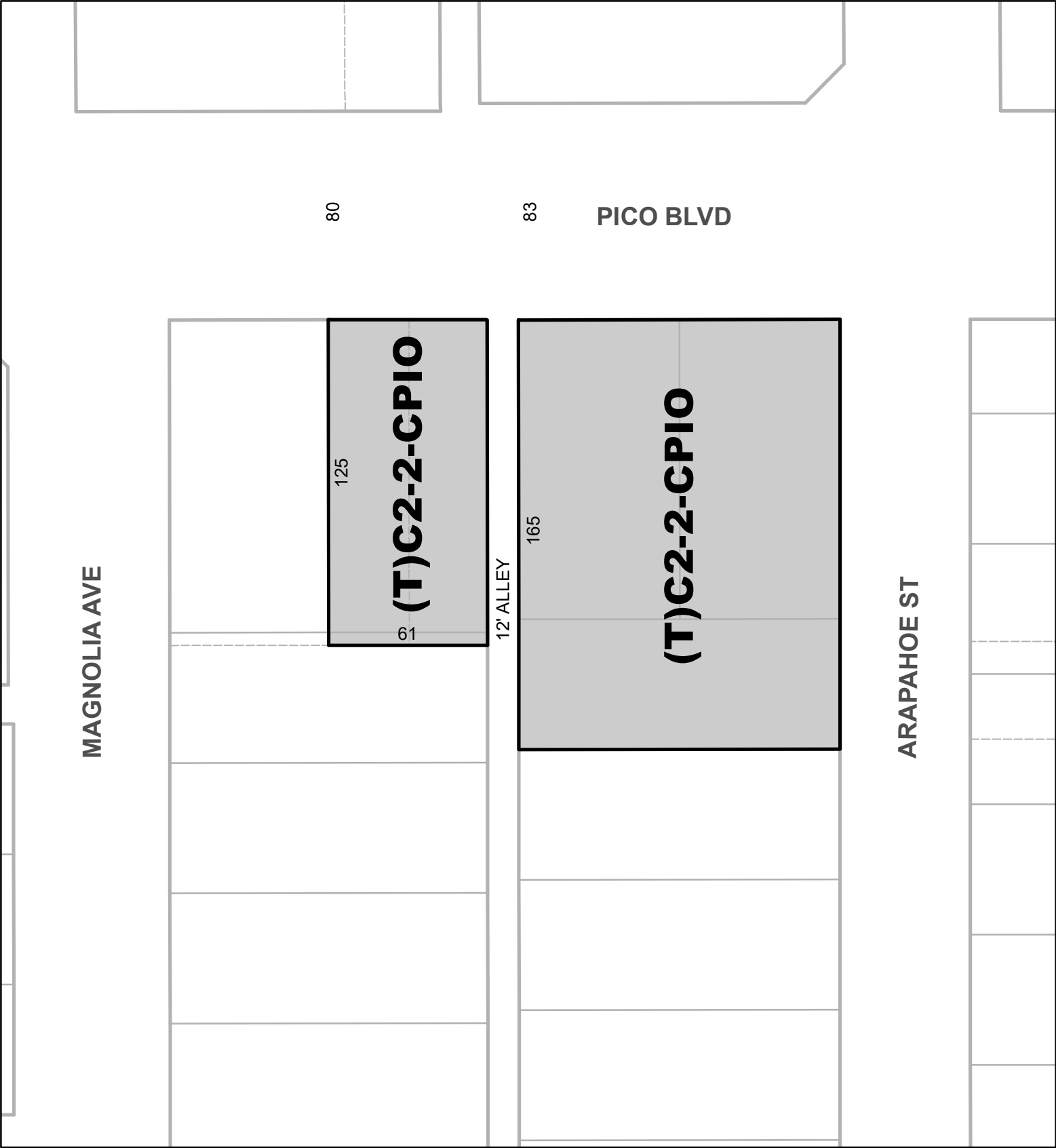
cc: Theodore L. Irving, Principal City Planner
Connie Chauv, Senior City Planner

ORDINANCE NO. _____

An ordinance amending Section 12.04 of the Los Angeles Municipal Code by amending the zoning map.

THE PEOPLE OF THE CITY OF LOS ANGELES DO ORDAIN AS FOLLOWS:

Section 1. Section 12.04 of the Los Angeles Municipal Code is hereby amended by changing the zone and zone boundaries shown upon a portion of the zone map attached thereto and made a part of Article 2, Chapter 1 of the Los Angeles Municipal Code, so that such portion of the zoning map shall be as follows:



80

83

PICO BLVD

MAGNOLIA AVE

125

(T)C2-2-CPIO

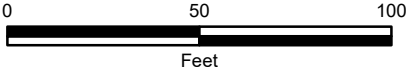
61

12' ALLEY

165

(T)C2-2-CPIO

ARAPAHOE ST

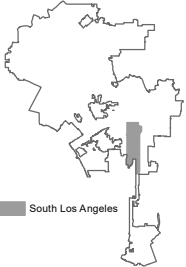


CPC-2018-3544-GPA-VZC-HD-CU-SPR

AA/cf

040225

City of Los Angeles



CONDITIONS FOR EFFECTUATING (T) TENTATIVE CLASSIFICATION REMOVAL

Pursuant to Section 12.32 G of the Municipal Code, the (T) Tentative Classification shall be removed by the recordation of a final parcel or tract map or by posting of guarantees through the B-permit process of the City Engineer to secure the following without expense to the City of Los Angeles, with copies of any approval or guarantees provided to the Department of City Planning for attachment to the subject planning case file.

1. Dedications and Improvements. Prior to the issuance of any building permits, public improvements and dedications for streets and other rights-of-way adjoining the subject property shall be guaranteed to the satisfaction of the Bureau of Engineering, Department of Transportation, Fire Department (and other responsible City, regional, and Federal government agencies as may be necessary).

A. Responsibilities/Guarantees:

- 1) As part of early consultation, plan review, and/or project permit review, the applicant/developer shall contact the responsible agencies to ensure that any necessary dedications and improvements are specifically acknowledged by the applicant/developer.
- 2) Prior to the issuance of sign-offs for final site plan approval and/or project permits by the Department of City Planning, the applicant/developer shall provide written verification to the Department of City Planning from the responsible agency acknowledging the agency's consultation with the applicant/developer. The required dedications and improvements may necessitate redesign of the project. Any changes to the project design required by a public agency shall be documented in writing and submitted for review by the Department of City Planning.

B. Dedication Required:

- 1) Pico Boulevard (Avenue II) – A 3-foot wide strip of land along the property frontage and a 20-foot radius property line return or 15-foot by 15-foot cut corner to complete a 43-foot half right-of-way in accordance with Avenue II Street standards of Mobility Plan 2035.
- 2) Arapahoe Street (Local Street) – A 5-foot wide strip of land along the property frontage to complete at 30-foot wide half right-of-way in accordance with Local Street standards.
- 3) Alley (Westerly of Arapahoe Street) – A 4-foot wide strip of land along both property frontages to complete a 20-foot wide right-of-way in accordance with Alley standards.

C. Improvement Required:

- 1) Pico Boulevard – Construct new 15-foot concrete sidewalk, integral concrete curb and 2-foot gutter along the property frontage and close all unused driveways. Construct a new curb ramp at the intersection with Arapahoe Street and upgrade all open driveways to comply with ADA requirements.

- 2) Arapahoe Street – Construct new 12-foot concrete sidewalk, integral concrete curb and 2-foot gutter along the property frontage and close all unused driveways. Upgrade all open driveways to comply with ADA requirements.
- 3) Alley – Construct a 20-foot wide alley, a 2-foot longitudinal concrete gutter along the centerline of the alley and new alley intersection with Pico Boulevard per City standards.

Install tree wells with root barriers and plant street trees satisfactory to the City Engineer and the Urban Forestry Division of the Bureau of Street Services. The applicant should contact the Urban Forestry Division for further information at (213) 847-3077.

Notes: Street lighting may be required satisfactory to the Bureau of Street Lighting (213) 847-1551.

Department of Transportation may have additional requirements for dedication and improvements.

Refer to the Department of Water and Power regarding power pole (213) 367-2715.

Refer to the Fire Department regarding fire hydrants (213) 482-6543.

- D. Roof drainage and surface run-off from the property shall be collected and treated at the site and drained to the streets through drain pipes constructed under the sidewalk or through curb drains connected to the catch basins.
- E. Sewer lines exist in Arapahoe Street and Pico Boulevard. Extension of the 6-inch house connection laterals to the new property may be required. Facilities Charges and Bonded Sewer Fees are to be paid prior to obtaining a building permit.
- F. An investigation by the Sewer Counter may be necessary to determine the capacity of the existing public sewers to accommodate the proposed development. Submit a request to the Central District Office of the Bureau of Engineering (213) 482-7030.
- G. Submit shoring and lateral support plans to the Bureau of Engineering Excavation Counter for review and approval prior to excavating adjacent to the public right-of-way (213) 482-7274.
- H. Submit parking area and driveway plan to the Central District Office of the Bureau of Engineering and the Department of Transportation for review and approval.

2. Department of Transportation.

- A. A minimum of 20-foot reservoir space be provided between any security gate(s) and the property line when driveway is serving less than 100 parking spaces. Reservoir space will increase to 40-feet and 60-feet when driveway is serving more than 100 and 300 parking spaces respectively or as shall be determined to the satisfaction of the Department of Transportation.
- B. Parking stalls shall be designed so that a vehicle is not required to back into or out of any public street or sidewalk (not applicable when driveways serve not more than two

dwelling units and where the driveway access is to a street other than a major or secondary highway), LAMC 12.21 A.

- C. Driveway(s) and vehicular access for residential component of any development should be limited to the street with lowest classification or as shall be determined to the satisfaction of the Department of Transportation.
 - D. Driveway(s) should be located as far from the intersection as possible. At a minimum, driveways on Arterial Streets should not be placed within 150 feet (or to the extent feasible) from the prolongation of the curb line of the intersecting street. Driveways on Collector or Local Streets should not be placed within 75 feet from the prolongation of the curb line of the intersecting street (or to the extent feasible) or as shall be determined to the satisfaction of the Department of Transportation.
 - E. Driveway(s) or depressed curbs that are abandoned and no longer in use, shall be removed and replaced with full curb-height.
 - F. A parking area and driveway plan be submitted to the Citywide Planning Coordination Section of the Department of Transportation for approval prior to submittal of building permit plans for plan check by the Department of Building and Safety. Transportation approvals are conducted at 201 N. Figueroa Street Room 550. For an appointment, contact LADOT's One Stop email at: ladot.onestop@lacity.org.
 - G. That a fee in the amount of \$205 be paid for the Department of Transportation as required per Ordinance No. 180542 and LAMC Section 19.15 prior to recordation of the final map. Note: the applicant may be required to comply with any other applicable fees per this new ordinance.
3. Fire Department. Prior to issuance of a building permit, a plot plan shall be submitted to the Fire Department for approval.

Notice: If conditions dictate, connections to the public sewer system may be postponed until adequate capacity is available.

Notice: Certificates of Occupancy for the subject property will not be issued by the City until the construction of all the public improvements (streets, sewers, storm drains, etc.) as required herein, are completed to the satisfaction of the City Engineer.

CONDITIONS OF APPROVAL

(As Modified by the City Planning Commission at its meeting on March 13, 2025)

1. **Site Development.** The project shall be in substantial conformance with the plans and materials submitted by the Applicant, including the proposed building design elements and materials, stamped Exhibit "A," with a date of November 12, 2024, attached to the subject case file. No change to the plans shall be made without prior review by the Department of City Planning, Project Planning Bureau, 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 LAMC or the project conditions.
2. **Use.** Approved herein is the construction, use, and operation of a 125-guest room hotel.
3. **Height.** The project shall be limited to a maximum height of 76 feet 6 inches per Exhibit "A".
4. **Floor Area Ratio (FAR).** The project total Floor Area shall be limited to 77,828 square feet or 2.99:1 FAR per Exhibit "A".
5. **Parking Per AB 2097.** The project shall be permitted to provide a minimum of zero parking space pursuant to California Government Code Section 65863.2 (AB 2097). 84 parking spaces are provided, however, as shown in Exhibit "A".
6. **Bicycle Parking.** Bicycle parking shall be provided consistent with LAMC 12.21 A.16.
7. **Building Design.** The project shall incorporate a combination of varied rooflines, recesses, and changes in building materials to add architectural interest and create distinct breaks in the building plane, as provided in Exhibit "A".
 - a. The applicant shall work with the Department of City Planning's Urban Design Studio to increase articulation on all facades of the buildings including the alley frontages and to include vertical elements subject to the review and approval of the Director of Planning.
8. **Trash and Recycling.**
 - a. All trash storage and collection areas shall be located on-site and shall not be visible from the public right-of-way.
 - b. Trash receptacles shall be stored in a fully enclosed building or structure, constructed with a solid roof, at all times.
 - c. Trash/recycling containers shall be locked when not in use.
9. **Mechanical Equipment.** All exterior mechanical equipment, including heating, ventilation and air conditioning (HVAC) equipment, satellite dishes, and cellular antennas, shall be screened from public view through the use of architectural elements such as parapets, as provided in Exhibit "A".
10. **Lighting.** All outdoor and parking lighting shall be shielded and down-cast within the site in a manner that prevents the illumination of adjacent public rights-of-way, adjacent properties, and the night sky (unless otherwise required by the Federal Aviation Administration (FAA) or for other public safety purposes).

11. **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.

12. **Alleyway.**

- a. **Decorative Wall.** A wall system with trellises and a decorative metal green screen shall be constructed along the alleyway facing facades that are not used for driveways, entryways and commercial storefronts. The trellises shall include live plantings, where appropriate, and a maintenance plan of the wall shall be submitted for review and approval by the Director of Planning prior to building permit sign-off.
- b. A pedestrian entrance with glazing shall be located along the facades facing the alleyway.
- c. Lighting fixtures shall be installed on the project site so as to illuminate the adjacent alleyway in the following manner:
 - i. These lighting fixtures shall be shielded and down-cast in a manner that prevents the illumination of adjacent properties and the night sky (unless otherwise required by the Federal Aviation Administration (FAA) or for other public safety purposes).
 - ii. Lighting fixtures shall accent and complement architectural details.
 - iii. Lighting fixtures for the purpose of alleyway illumination shall not be taller than 15 feet above grade.

13. **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.

14. **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.

15. **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.

16. **Soil Depths.** Shrubs, perennials, and groundcover shall require a minimum soil depth as follows:

- a. A minimum depth with a height ranging from 15 to 40 feet shall be 42 inches.
- b. A minimum depth with a height ranging from 1 to 15 feet shall be 24 to 36 inches.

- c. A minimum depth with a height of less than 1 foot shall be 18 inches.
- d. A minimum depth of an extensive green roof shall be 3 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.
- h. 900 cubic feet for trees with a canopy diameter ranging from 30 to 34 feet.

17. **Street Trees.** Street trees shall be provided to the satisfaction of the Urban Forestry Division.
18. **Stormwater/irrigation.** The project shall implement on-site stormwater infiltration as feasible based on the site soils conditions, the geotechnical recommendations, and the City of Los Angeles Department of Building and Safety Guidelines for Storm Water Infiltration. If on-site infiltration is deemed infeasible, the project shall analyze the potential for stormwater capture and reuse for irrigation purposes based on the City Low Impact Development (LID) guidelines.
19. **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.
20. **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.
21. **Signage.** There shall be no off-site commercial signage on construction fencing during construction.
22. **Community Plan Implementation Overlay.** The proposed project is vested and therefore not subject to the objective planning standards of the South Los Angeles Community Plan Implementation Overlay (CPIO) pursuant to Ordinance Nos. 185,927 and 188,312. A future development, however, that is not consistent with the subject Case No. CPC-2018-3544-GPA-VZC-HD-CU-SPR shall comply with the San Pedro CPIO District, including the South LA CPIO District, including the Neighborhood-Serving Corridor (Subarea A) regulations.

Environmental Conditions

23. **MM-GEO-1: Soil Condition.** Prior to the issuance of grading or building permits, the applicant would be required to submit a geotechnical report, prepared by a registered civil engineer or certified engineering geologist, to the Department of Building and Safety, for review and approval. The geotechnical report shall assess potential consequences of any soil expansion and soil strength loss, estimation of settlement, lateral movement or reduction in foundation soil-bearing capacity, and discuss building design consideration that include, but are not limited to: ground stabilization, selection of appropriate foundation type and depths, selection of appropriate structural systems to accommodate anticipated displacements or any combination of these measures. After its review of the geotechnical report, the Department of Building and Safety shall issue a Geology and Soils Report Approval Letter for the proposed Project. The project shall comply with all conditions contained within the letter.
24. **MM-NOI-1 (Increased Noise Levels (Demolition, Grading and Construction Activities)).**
 - a. Construction and demolition shall be restricted to the hours of 7:00 am to 6:00 pm Monday through Friday, and 8:00 am to 6:00 pm on Saturday.

- b. Demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.
- c. The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.
- d. Temporary noise barriers shall be installed on the property line of the construction site abutting residential uses. The noise barrier shall be engineered to reduce construction-related noise levels at the adjacent residential structures with a goal of a reduction of 10dBA. The supporting structure shall be engineered and erected according to applicable codes. The temporary barrier shall remain in place until all windows have been installed and all activities on the Project site are complete.
- e. The Project shall limit the number of noise-generating heavy-duty off-road construction equipment (e.g., backhoes, dozers, excavators, loaders, rollers, etc.) simultaneously used on the Project site within 50 feet of off-site noise sensitive receptors adjacent to the south of the Project site to generally no more than two to three pieces of heavy-duty off-road equipment.

25. **MM-TRANS-1: Work Area Traffic Management Plan.** The Project Applicant shall submit a formal Work Area Traffic Control Plan for review and approval by the Department of Building and Safety prior to the issuance of any construction permits. This plan shall incorporate safety measures around the site to reduce the risk to pedestrian traffic near the work area. This plan shall identify traffic control measures, signs, delineators, and work instructions to be implemented by the construction contractor through the duration of demolition and construction activity. This plan shall include:

- a. Applicant shall plan construction and construction staging as to maintain pedestrian access on adjacent sidewalks throughout all construction phases. This requires the applicant to maintain adequate and safe pedestrian protection, including physical separation (including utilization of barriers such as K-Rails or scaffolding, etc.) from work space and vehicular traffic and overhead protection, due to sidewalk closure or blockage, at all times.
- b. Temporary pedestrian facilities shall be adjacent to the Project site and provide safe, accessible routes that replicate as nearly as practical the most desirable characteristics of the existing facility.
- c. Covered walkways shall be provided where pedestrians are exposed to potential injury from falling objects.
- d. Applicant shall keep sidewalk open during construction until only when it is absolutely required to close or block sidewalk for construction staging. Sidewalk shall be reopened as soon as reasonably feasible taking construction and construction staging into account.
- e. The developer shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety.
- f. The applicant shall be limited to no more than two trucks at any given time within the site's staging area.
- g. There shall be no staging of hauling trucks on any streets adjacent to the project, unless specifically approved as a condition of an approved haul route.
- h. No hauling shall be done before 9 a.m. or after 3 p.m.
- i. Trucks shall be spaced so as to discourage a convoy effect.
- j. A minimum of two flag persons are required. One flag person is required at the entrance to the Project site and one flag person at the next intersection along the haul route.
- k. Truck crossing signs are required within 300 feet of the exit of the Project site in each direction.
- l. A log documenting the dates of hauling and the number of trips (i.e. trucks) per day shall be available on the job site at all times.

- m. The applicant shall identify a construction manager and provide a telephone number for any inquiries or complaints from residents regarding construction activities. The telephone number shall be posted at the site readily visible to any interested party during site preparation, grading and construction.

26. MM-TRANS-2: Public Services (Construction Activity Near Schools)

- a. The developer and contractors shall maintain ongoing contact with administrator of Magnolia Avenue Elementary School, Berends Middle School, and W Adams High. The administrative offices shall be contacted when demolition, grading and construction activity begin on the Project site so that students and their parents will know when such activities are to occur. The developer shall obtain school walk and bus routes to the schools from either the administrators or from the LAUSD's Transportation Branch (323)342-1400 and guarantee that safe and convenient pedestrian and bus routes to the school be maintained.
- b. The developer shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety.
- c. There shall be no staging, idling or parking on construction vehicles, including vehicles to transport workers on any of the streets adjacent to the school during school hours.

27. MM-TRANS-3 Public Services (Schools affected by Haul Route)

- a. Los Angeles Department of Building and Safety (LADBS) shall assign specific haul route hours of operation based upon local school hours of operation.
- b. Haul route scheduling shall be sequenced to minimize conflicts with pedestrians, school buses and cars at the arrival and dismissal times of the school day. Haul route trucks shall not be routed past the schools during periods when school is in session especially when students are arriving or departing from the campus.

Administrative Conditions

- 28. **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.
- 29. **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.
- 30. **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.
- 31. **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.
- 32. **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.

33. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning.
34. **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.

35. 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

(As Amended by the City Planning Commission at its meeting on March 13, 2025)

General Plan/Charter Findings

1. **General Plan Land Use Designation.** The Project Site, 2250 West Pico Boulevard, is located within the South Los Angeles Community Plan which recently underwent a Community Plan Update in 2018, the adoption of the Community Plan Implementation Overlay ("CPIO"), and subsequent amendment to that CPIO. However, the subject case was filed and vested on July 25, 2018, before the Community Plan Update and CPIO became effective on December 29, 2018 (under Ordinance Nos. 185,926 and 185,927, respectively), and before the CPIO amendment became effective on August 26, 2024 (under Ordinance No. 188,312); therefore the Community Plan Update, CPIO, and CPIO Amendment do not apply to the subject case. The project is subject and vested to the 2000 South Los Angeles Community Plan. The site is irregularly-shaped, is comprised of seven (7) lots totaling approximately 28,003 square feet, and is bisected by an alley. At the time the subject case was filed and vested, the northerly portion of the site was previously designated for Commercial Manufacturing land uses, with corresponding zones of CM; the site was zoned [Q]C2-1 which was not consistent with the land use designation. In addition, the southerly portion of the site was previously designated for Low Medium II Residential land uses, with corresponding zones of RD1.5, RD2, RW2, and RZ2.5; the site was zoned RD1.5-1 which was consistent with the land use designation.

As recommended, the amendment would re-designate the entirety of the Project Site to the Neighborhood Commercial land use designation, which lists the following corresponding zones in the Community Plan Update: CR, C1, C1.5, C2, C4, RAS3, and R3. The recommended Zone Change to C2-2-CPIO for the entirety of the Project Site would be consistent with the adoption of the recommended Plan Amendment and would be in substantial conformance with the purpose, intent, and provisions of the General Plan as it is reflected within the South Los Angeles Community Plan Update, as further discussed in Finding Nos. 3 and 5 through 7.

2. **Charter Finding – City Charter Finding 555.** The General Plan may be amended in its entirety, by subject elements or parts of subject elements, or by geographic areas, provided that the part or area involved has significant social, economic, or physical identity.

The project site is located in the South Los Angeles Community Plan at the southwestern corner of the intersection of Pico Boulevard and Arapahoe Street. The subject site is in an urbanized area surrounded primarily by commercial and multi-family residential uses. The site is currently improved with a single-story market and associated surface parking that will be demolished. The Project Site has its own physical identity in that it is currently underutilized in an otherwise developed neighborhood. The ability to develop the existing site is limited, as the existing [Q]C2-1 zone along the northerly portion of the site only allows 1.5:1 FAR, and the existing RD1.5-1 zone along the southerly portion of the site does not allow a hotel use. The General Plan Amendment, Vesting Zone Change, and Height District Change would allow development of the site with a 125-room hotel with 2.99:1 FAR, as proposed. As described in Finding Nos. 1, 3, and 5 through 7, the amendment would allow the development of the site with new hotel rooms that are in close proximity to regional tourist destinations and employment centers in Downtown LA and South Los Angeles to serve tourists, visitors, and business travelers, as well as several other neighborhood-serving uses, jobs, and public transit, consistent with the objectives and policies of the 2000 Community Plan.

3. **Charter Finding – City Charter Finding 556.** When approving any matter listed in Section 558, the City Planning Commission and the Council shall make findings showing that the

action is in substantial conformance with the purposes, intent and provisions of the General Plan. If the Council does not adopt the City Planning Commission's findings and recommendations, the Council shall make its own findings.

The Project Site is located within the South Los Angeles Community Plan area, which is one of 35 community plans that the Land Use Element of the General Plan is comprised of. The Community Plan designates the northerly portion of the site for Commercial Manufacturing land uses, with corresponding zones of CM; the site was zoned [Q]C2-1 which was not consistent with the land use designation. The Community Plan designates the southerly portion of the site for Low Medium II Residential land uses, with corresponding zones of RD1.5, RD2, RW2, and RZ2.5; the site was zoned RD1.5-1 which was consistent with the land use designation.

As recommended, the amendment would re-designate the entirety of the Project Site to the Neighborhood Commercial land use designation, which lists the following corresponding zones in the Community Plan Update: CR, C1, C1.5, C2, C4, RAS3, and R3. The recommended Zone Change to C2-2-CPIO for the entirety of the Project Site would be consistent with the adoption of the recommended Plan Amendment and would be in substantial conformance with the purpose, intent, and provisions of the General Plan as it is reflected within the South Los Angeles Community Plan Update, as further discussed in Finding Nos. 3 and 5 through 7.

The subject site is in an urbanized area surrounded primarily by commercial and multi-family residential uses. The abutting property on the west is improved with a single-story commercial building including a restaurant, church, markets, and offices in the C2-1VL-CPIO zone. Other properties along Pico Boulevard are zoned C2-1VL-CPIO and [Q]C2-1 and improved with commercial uses and multi-family residential buildings up to seven (7) stories in height. Neighboring properties to the south are improved with multi-family residential buildings up to three (3) stories in height and some single-family dwellings in the RD1.5-1 zone.

The ability to develop the existing site is limited, as the existing [Q]C2-1 zone along the northerly portion of the site only allows 1.5:1 FAR, and the existing RD1.5-1 zone along the southerly portion of the site does not allow a hotel use. The General Plan Amendment, Vesting Zone Change, and Height District Change would allow development of the site with a 125-room hotel with 2.99:1 FAR, as proposed. As further discussed in Finding Nos. 1 and 5 through 7, the amendment of the land use designation would be consistent with the purpose, intent, and provisions of the General Plan.

4. **Charter Finding – City Charter Finding 558.** The proposed Amendment to the 2000 South Los Angeles Community Plan will be in conformance with public necessity, convenience, general welfare and good zoning practice.

The recommended amendment to the 2000 South Los Angeles Community Plan would re-designate the land use designation of the Project Site from Commercial Manufacturing and Low Medium II to Neighborhood Commercial. In conjunction with the recommended land use amendment, the recommended zone change from [Q]C2-1 and RD1.5-1 to C2-2-CPIO would allow the development of the Project Site to a 125-room hotel.

Public Necessity, Convenience, and General Welfare

The northerly portion of the site has a land use designation of Commercial Manufacturing and is zoned [Q]C2-1 which only allows 1.5:1 FAR; the southerly portion of the site was previously designated for Low Medium II Residential and is zoned RD1.5-1 which does not allow a hotel

use. The site is currently improved with a single-story market and associated surface parking that will be demolished.

The Project proposes to develop the underutilized site into a 125-room hotel. As the existing land use designation, zone, and height district limit the northerly portion of the site to 1.5:1 FAR, and the southerly portion of the site from a hotel use, the amendment is necessary to permit the development of the site for the hotel as proposed.

In 2013, the Chief Legislative Analyst reported (Council File No. 13- 0991) that Downtown was one of several areas in the City with high demand for hotel rooms. The CLA report found that the City has had about 0.9% compound annual growth in hotel room supply over the past 25 years, while nationally the hotel supply has grown at about 1.8% compounded annually for the same period. In 2015, Los Angeles Tourism and Convention Board (LATCB) reported that 6,400 new hotel rooms were built in New York City in 2014, while only 1,100 new hotel rooms were added in Los Angeles County. Granting the General Plan Amendment from the Commercial Manufacturing and Low Medium II to the Neighborhood Commercial land use designation, and to amend Footnote No. 4 of the South Los Angeles Community Plan Map to allow Height District 2, along with the Zone Change and Height District Change to the C2-2-CPIO Zone would allow the construction of a 125-room hotel on an underutilized site in proximity to Downtown LA.

Good Zoning Practice

The project is subject and vested to the 2000 South Los Angeles Community Plan. At the time the subject case was filed and vested, the northerly portion of the site was previously designated for Commercial Manufacturing land uses and was zoned [Q]C2-1. As previously zoned, the northerly portion of the site was not consistent with the previous land use designation.

The subject site is in an urbanized area surrounded primarily by commercial and multi-family residential uses. The abutting property on the west is improved with a single-story commercial building including a restaurant, church, markets, and offices in the C2-1VL-CPIO zone. Other properties along Pico Boulevard are zoned C2-1VL-CPIO and [Q]C2-1 and improved with commercial uses and multi-family residential buildings up to seven (7) stories in height. Neighboring properties to the south are improved with multi-family residential buildings up to three (3) stories in height and some single-family dwellings in the RD1.5-1 zone. The subject site is within a Transit Priority Area and is located in close proximity to several bus stops served by the Los Angeles County Metropolitan Transportation Authority ("Metro") 2, 30, 33, 204, 754 bus lines, which qualifies as a Major Transit Stop.

The ability to develop the existing site is limited, as the existing [Q]C2-1 zone along the northerly portion of the site only allows 1.5:1 FAR, and the existing RD1.5-1 zone along the southerly portion of the site does not allow a hotel use. The General Plan Amendment, Vesting Zone Change, and Height District Change would allow development of the site with a 125-room hotel with 2.99:1 FAR, as proposed. As further discussed in Finding Nos. 1 and 5 through 7, the amendment of the land use designation would be consistent with the purpose, intent, and provisions of the General Plan.

The amendment to re-designate the site to Neighborhood Commercial would allow it to be developed with a new 125-room hotel. As the immediately surrounding area is developed commercial and multi-family residential uses, the amendment would not be introducing an incompatible use to the area. As provided in Finding Nos. 5 through 8, the amendment would allow the development of the site with a hotel that is consistent with the objectives and policies of the 2000 Community Plan.

5. **General Plan Text.** The 2000 South Los Angeles Community Plan text includes the following relevant objectives, policies, and programs:

- Goal 2: A strong and competitive commercial sector which best serves the need of the community through maximum efficiency and accessibility while preserving the historic commercial and cultural character of the district.*
- Objective 2-1: To conserve and strengthen viable commercial development.*
- Policy 2-1.1: New commercial uses shall be located in existing, established commercial areas or existing shopping centers.*
- Policy 2-1.3: Commercial areas should be consolidated and deepened to stimulate existing businesses, create opportunities for new development and off-street parking, expand the variety of goods and services, and improve shopping convenience as well as offer local employment.*
- Objective 2-5: To enhance the appearance of commercial districts.*
- Policy 2-5.1: Improve the appearance and landscaping of commercial properties.*
- Objective 2-6: To maintain and increase the commercial employment base for community residents whenever possible.*
- Policy 2-6.1: Protect commercial plan designations so that commercial development is encouraged.*

The recommended amendment to re-designate the site to the Neighborhood Commercial land use designation and recommended zone change to C2-2-CPIO would allow the site to be developed with the Project as proposed. The Project would develop an underutilized site with a new hotel project that will add 125 short-term overnight hotel rooms in proximity to regional tourist destinations and employment centers in Downtown LA and South Los Angeles to serve tourists, visitors, and business travelers. The project is located on an established commercial corridor, and will enhance the site by providing active uses, transparency, and landscaping along the street frontages, thereby supporting the viability of the existing commercial corridor.

As recommended, the General Plan Amendment, Vesting Zone Change, and Height District Change would be consistent with the above referenced objectives, policies, and programs of the 2000 South Los Angeles Community Plan.

6. **Framework Element.** The Framework Element for the General Plan (Framework Element) was adopted by the City of Los Angeles in December 1996 and re-adopted in August 2001. The Framework Element provides guidance regarding policy issues for the entire City of Los Angeles, including the project site. The Framework Element also sets forth a Citywide comprehensive long-range growth strategy and defines Citywide policies regarding such issues as land use, housing, urban form, neighborhood design, open space, economic development, transportation, infrastructure, and public services. The Framework Element includes the following provisions, objectives and policies relevant to the instant request:

- Goal 3A: A physically balanced distribution of land uses that contributes towards and facilitates the City's long-term fiscal and economic viability, revitalization of economically depressed areas, conservation of existing residential neighborhoods, equitable distribution of public resources, conservation of*

natural resources, provision of adequate infrastructure and public services, reduction of traffic congestion and improvement of air quality, enhancement of recreation and open space opportunities, assurance of environmental justice and a healthful living environment, and achievement of the vision for a more liveable city.

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

Policy 3.1.4: Accommodate new development in accordance with land use and density provisions of the General Plan Framework Long-Range Land Use Diagram and Table 3-1.

Objective 3.2: Provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicular trips, vehicle miles traveled, and air pollution.

Policy 3.2.1: Provide a pattern of development consisting of distinct districts, centers, boulevards, and neighborhoods that are differentiated by their functional role, scale, and character. This shall be accomplished by considering factors such as the existing concentrations of use, community-oriented activity centers that currently or potentially service adjacent neighborhoods, and existing or potential public transit corridors and stations.

Objective 3.4: Encourage new multi-family residential, retail commercial, and office development in the City's neighborhood districts, community, regional, and downtown centers as well as along primary transit corridors/boulevards, while at the same time conserving existing neighborhoods and related districts.

Policy 3.4.1: Conserve existing stable residential neighborhoods and lower-intensity commercial districts and encourage the majority of new commercial and mixed-use (integrated commercial and residential) development to be located (a) in a network of neighborhood districts, community, regional, and downtown centers, (b) in proximity to rail and bus transit stations and corridors, and (c) along the City's major boulevards, referred to as districts, centers, and mixed-use boulevards, in accordance with the Framework Long-Range Land Use Diagram.

The General Plan Framework identifies Pico Boulevard as a Mixed Use Boulevard. Per the Framework's Long Range Land Use Diagram for the West/Coastal Los Angeles area, a "Mixed Use Boulevard" is identified as "connect[ing] the city's neighborhood districts and community, regional and Downtown centers. Mixed Use development is encouraged along these boulevards, with the scale, density and height of development compatible with the surrounding areas. Generally, different types of Mixed Use Boulevards will fall within a range of floor area ratios from 1.5:1 up to 4.0:1 and be generally characterized by 1- to 2-story commercial structures, up to 3- to 6-story mixed use buildings between centers and higher buildings within centers. Mixed Use Boulevards are served by a variety of transportation facilities". Therefore, as a 6-story hotel project with a maximum 2.99:1 FAR, the proposed project is consistent with the General Plan Framework.

As recommended, the Neighborhood Commercial land use designation and C2 Zone would enable the development of the underutilized site with a new hotel project. The project will

contribute toward and facilitate the City's long-term fiscal and economic viability by adding 125 short-term overnight hotel rooms in proximity to Downtown LA and South Los Angeles to serve visitors and tourists, and would be consistent with the above referenced goals, objectives, and policies of the Framework Element.

7. **Mobility Element.** The Mobility Element of the General Plan is not likely to be affected by the recommended action herein. The proposed project, with the requested General Plan Amendment and Vesting Zone Change, proposes to construct a new six-story hotel project at the intersection of Pico Boulevard and Arapahoe Street. Pico Boulevard, abutting the property to the north, is designated by the Mobility Plan as an Avenue II, with a designated right-of-way width of 86 feet and roadway width of 56 feet, and is currently dedicated to a varying right-of-way width ranging between 80 to 83 feet and approximately 56 foot roadway width, with a curb, gutter, and sidewalk. Arapahoe Street, abutting the property to the west, is designated by the Mobility Plan as a Local Street - Standard, with a designated right-of-way width of 60 feet and roadway width of 36 feet, and is currently dedicated to a 50-foot right-of-way width and approximately 33 foot roadway width, with a curb, gutter, and sidewalk. An alley, bisecting the site, is 12 feet in width. The project will be required to dedicate and improve the public right-of-way to the satisfaction of the Bureau of Engineering. In addition to providing dedications to meet the established Street Standards, the project is also consistent with the following policies of the Mobility Element:

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.

Policy 5.4: Clean Fuels and Vehicles: Continue to encourage the adoption of low and zero emission fuel sources, new mobility technologies, and supporting infrastructure.

The project will provide 125 hotel rooms on a site that is within a transit priority area. The site is within a Transit Priority Area and is located in close proximity to several bus stops served by the Los Angeles County Metropolitan Transportation Authority ("Metro") 2, 30, 33, 204, 754 bus lines, which qualifies as a Major Transit Stop. The Project has been conditioned to comply with EV charging requirements of the LAMC.

Entitlement Findings

8. Zone Change Findings.

- a. **Pursuant to Section 12.32-C of the Municipal Code, and based on these findings, the recommended action is deemed consistent with public necessity, convenience, general welfare and good zoning practice.**

As provided under Finding No. 4, the project is consistent with public necessity, convenience, general welfare as the project will provide a 125-room hotel in proximity to Downtown LA that has a high demand for hotel rooms. The project is consistent with good zoning practice as it will re-designate and re-zone the site to Neighborhood Commercial and C2-2-CPIO, respectively, which correspond to one another.

- b. **Pursuant to Section 12.32-G. of the Municipal Code "T" Classification Findings.** The current action, as recommended, has been made contingent upon compliance with new "T" conditions of approval imposed herein for the proposed project. As recommended, the Zone Change has been placed in temporary "T" Classification in order to ensure consistency with the amendment to the land use designation from Commercial

Manufacturing and Low Medium II to Neighborhood Commercial. The “T” Conditions are necessary to ensure the identified dedications, improvements, and actions are undertaken to meet the public’s needs, convenience, and general welfare served by the actions required. These actions and improvements will provide the necessary infrastructure to serve the proposed community at this site.

10. Conditional Use Findings.

- a. **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 site is located in the South Los Angeles Community Plan at the southwestern corner of the intersection of Pico Boulevard and Arapahoe Street. The site is relatively flat and irregularly-shaped, is comprised of seven (7) lots totaling approximately 28,003 square feet, and is bisected by an alley. The site has approximately 185 feet of combined frontage along the south side of Pico Boulevard (bisected by the 12-foot wide alley), and approximately 165 feet of frontage along the west side of Arapahoe Street. The site is currently improved with a single-story market and associated surface parking that will be demolished.

The proposed project is the construction of a new hotel development comprised of two (2) six-story 76-foot 6-inch tall buildings separated by an alley. The project will provide a total of 125 guest rooms, 77,828 square feet of floor area, and 2.99:1 FAR. The project will voluntarily provide 84 parking spaces across three (3) levels of subterranean parking, as well as six (6) short-term and six (6) long-term bicycle parking spaces.

The applicant has requested a Conditional Use to allow a hotel located within 500 feet of an R Zone. Neighboring properties to the south are improved with multi-family residential buildings up to three (3) stories in height and some single-family dwellings in the RD1.5-1 zone.

The hotel will offer visitors lodging and amenities such as a business center, meeting room, breakfast area, and gift shop for guests. These incidental amenities of the hotel will be located on the ground floor. The second floor will include an open-to-sky courtyard with a pool and outdoor seating. The hotel will serve the needs of those who visit the area, whether as tourists or business travelers. The proposed project will activate the street by encouraging and promoting street-level pedestrian activity along Pico Boulevard and Arapahoe Street.

A hotel use within 500 feet of an R Zone will enhance the built environment by strengthening the existing mixed-use neighborhood made up of commercial and residential uses. Therefore, the proposed project would provide a service that is essential and beneficial to the community, city and region.

- b. **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 hotel development comprised of two (2) six-story 76-foot 6-inch tall buildings separated by an alley. The project will provide a total of 125 guest rooms, 77,828 square feet of floor area, and 2.99:1 FAR. The project will voluntarily provide 84 parking spaces across three (3) levels of subterranean parking, as well as six (6) short-term and six (6) long-term bicycle parking spaces.

The subject site is in an urbanized area surrounded primarily by commercial and multi-family residential uses. The abutting property on the west is improved with a single-story commercial building including a restaurant, church, markets, and offices in the C2-1VL-CPIO zone. Other properties along Pico Boulevard are zoned C2-1VL-CPIO and [Q]C2-1 and improved with commercial uses and multi-family residential buildings up to seven (7) stories in height. Neighboring properties to the south are improved with multi-family residential buildings up to three (3) stories in height and some single-family dwellings in the RD1.5-1 zone. The subject site is within a Transit Priority Area and is located in close proximity to several bus stops served by the Los Angeles County Metropolitan Transportation Authority ("Metro") 2, 30, 33, 204, 754 bus lines, which qualifies as a Major Transit Stop.

The proposed project is the construction of a new hotel development comprised of two (2) six-story 76-foot 6-inch tall buildings separated by an alley. The alley is currently 12 feet wide and will be widened to 20 feet wide per BOE requirements; therefore the alley will provide a 20-foot break in-between the two buildings. Building 1 provides an open-to-sky courtyard on Level 2 that will provide relief in the building mass adjacent to residential neighbors to the south. The site's previous zoning of [Q]C2-1 and RD1.5-1 allow unlimited building height for the northerly portion of the site, and a maximum building height of 45 feet for the southerly portion of the site, respectively. However, the proposed height of 76 feet 6 inches is allowed by the recommended C2-2-CPIO zoning designation which allows unlimited building height. The proposed height is generally consistent with surrounding buildings which range from one to seven stories in height.

Building 1, located at the corner of Pico Boulevard and Arapahoe Street, and to the east of the alley, will be the primary hotel building with a lobby, reception, gift shop and business center, breakfast area and kitchen, and offices at the ground floor. The primary building entrance is accessed from Pico Boulevard. Building 2, located to the west of the alley, will provide a meeting room and pre-function meeting space which are accessed from the alley.

The project will voluntarily provide 84 parking spaces across three (3) levels of subterranean parking, as well as six (6) short-term and six (6) long-term bicycle parking spaces. All vehicular access for parking is provided along the alley. No (0) parking spaces are proposed above-grade. The Traffic Impact Study prepared by Linscott Law & Greenspan Engineers dated February 17, 2017 confirmed that no significant impacts are expected due to the project, and no traffic mitigation measures are required or recommended. The Department of Transportation (LADOT) reviewed the traffic assessment and confirmed its findings in a memo dated March 16, 2017, confirming that none of the study intersections would be significantly impacted by project-related traffic.

Therefore, as described above, the project's size, height, operations, amenities, and features will enhance the surrounding neighborhood rather than further degrade or adversely affect other properties.

- c. **The project is in substantial conformance with the purposes, intent and provisions of the General Plan, applicable community plan, and any specific plan.**

As provided under Finding Nos. 1, 3, 5 through 7, and 11a, the project is in substantial conformance with the Framework Element, Community Plan, and Mobility Element.

11. Site Plan Review Findings.

- a. **The project is in substantial conformance with the purposes, intent and provisions of the General Plan, applicable community plan, and any applicable specific plan.**

As provided under Finding Nos. 1, 3, 5 through 7, and 10c, the project is in substantial conformance with the Framework Element, Community Plan, and Mobility Element.

- b. **The project consists of an arrangement of buildings and structures (including height, bulk and setbacks), off-street parking facilities, loading areas, lighting, landscaping, trash collection, and other such pertinent improvements that is or will be compatible with existing and future development on adjacent properties and neighboring properties.**

The project site is located in the South Los Angeles Community Plan at the southwestern corner of the intersection of Pico Boulevard and Arapahoe Street. The site is relatively flat and irregularly-shaped, is comprised of seven (7) lots totaling approximately 28,003 square feet, and is bisected by an alley. The site has approximately 185 feet of combined frontage along the south side of Pico Boulevard (bisected by the 12-foot wide alley), and approximately 165 feet of frontage along the west side of Arapahoe Street.

The subject site is in an urbanized area surrounded primarily by commercial and multi-family residential uses. The abutting property on the west is improved with a single-story commercial building including a restaurant, church, markets, and offices in the C2-1VL-CPIO zone. Other properties along Pico Boulevard are zoned C2-1VL-CPIO and [Q]C2-1 and improved with commercial uses and multi-family residential buildings up to seven (7) stories in height. Neighboring properties to the south are improved with multi-family residential buildings up to three (3) stories in height and some single-family dwellings in the RD1.5-1 zone.

The proposed project is the construction of a new hotel development comprised of two (2) six-story 76-foot 6-inch tall buildings separated by an alley. The project will provide a total of 125 guest rooms, 77,828 square feet of floor area, and 2.99:1 FAR. The project will voluntarily provide 84 parking spaces across three (3) levels of subterranean parking. The project involves the demolition of an existing 9,627 square-foot market and surface parking areas.

Building 1, located at the corner of Pico Boulevard and Arapahoe Street, and to the east of the alley, will be the primary hotel building with a lobby, reception, gift shop and business center, breakfast area and kitchen, and offices at the ground floor. The primary building entrance is accessed from Pico Boulevard. Vehicular access is provided via the alley, with a parking entrance providing access to a drop-off area and ten (10) at-grade parking spaces, and a second parking entrance that ramps down to the subterranean parking levels.

Building 2, located to the west of the alley, will provide a meeting room and pre-function meeting space, and six (6) at-grade parking spaces at the ground floor, all of which are accessed from the alley.

In total, the hotel will include 95 studios, 2 ADA-compliant (American with Disability Act) rooms, and 28 suites. Recreational amenities are provided in Building 1 and will include an open-to-sky courtyard with a pool and outdoor seating at Level 2.

Height

The project consists of two (2) six-story hotel buildings that are 76 feet 6 inches in height. The site's previous zoning of [Q]C2-1 and RD1.5-1 allow unlimited building height for the northerly portion of the site, and a maximum building height of 45 feet for the southerly portion of the site, respectively. However, the proposed height of 76 feet 6 inches is allowed by the recommended C2-2-CPIO zoning designation which allows unlimited building height. The proposed height is generally consistent with surrounding buildings which range from one to seven stories in height.

Bulk/Massing

The proposed project is the construction of a new hotel development comprised of two (2) six-story 76-foot 6-inch tall buildings separated by an alley. The alley is currently 12 feet wide and will be widened to 20 feet wide per BOE requirements; therefore the alley will provide a 20-foot break in-between the two buildings. Building 1 provides an open-to-sky courtyard on Level 2 that will provide relief in the building mass adjacent to residential neighbors to the south.

Building Materials

The building design incorporates changes in building plane, recesses, and varied building materials and colors to add architectural interest to the building and creates distinct breaks in the building plane. Street-facing facades are treated with a variety of building materials including wood veneer, stone, and cement plaster in various colors and finishes. The project has been conditioned so that the applicant shall work with the Department of City Planning's Urban Design Studio to increase articulation on all facades of the buildings including the alley frontages and to include vertical elements subject to the review and approval of the Director of Planning. Together, these elements are applied to create sufficient breaks in plane and articulation. The project reserves areas on the roof for solar panels, and provided in Exhibit "A" and conditioned herein.

Entrances

Building 1, located at the corner of Pico Boulevard and Arapahoe Street, and to the east of the alley, will be the primary hotel building with a lobby, reception, gift shop and business center, breakfast area and kitchen, and offices at the ground floor. The primary building entrance is accessed from Pico Boulevard. Building 2, located to the west of the alley, will provide a meeting room and pre-function meeting space which are accessed from the alley. The applicant has proposed windows at the corner of Arapahoe Street, and enhanced the transition between Buildings 1 and 2 at the alley with added side entries and planters.

Setbacks

The project will provide varying front yard setbacks of 1 foot 4 inches to 2 feet along Pico Boulevard, side yard setback of 1 foot 5 inches along Arapahoe Street and 5 feet to the west, and varying rear yard setbacks of 15 to 18 feet to the south. The project is conditioned so that all open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be landscaped.

Parking/Loading

The project is eligible to provide a minimum of zero parking space pursuant to California Government Code Section 65863.2 (AB 2097). However, the project will voluntarily provide 84 parking spaces across three (3) levels of subterranean parking, as well as six (6) short-term and six (6) long-term bicycle parking spaces. All vehicular access for parking is provided along the alley. For Building 1, access is provided via the alley, with a parking entrance providing access to a drop-off area and ten (10) at-grade parking spaces,

and a second parking entrance that ramps down to the subterranean parking levels. For Building 2, six (6) at-grade parking spaces are provided at the ground floor along the alley. No (0) curb cuts are proposed, and no (0) parking spaces are proposed above-grade. The Project has been conditioned to provide electric vehicle charging spaces and electric vehicle charging stations to comply with LAMC requirements. The project proposes a loading zone along Arapahoe Street to provide access to trash collection and align with existing trash pick-up routes.

Lighting

The project is conditioned so that all pedestrian walkways and vehicle access points will be well-lit with lighting fixtures that are harmonious with the building design. As conditioned, all outdoor lighting provided on-site will be shielded to prevent excessive illumination and spillage onto adjacent public rights-of-way, adjacent properties, and the night sky.

Landscaping / Open Space

Recreational amenities are provided in Building 1 and will include an open-to-sky courtyard with a pool and outdoor seating at Level 2. The project is conditioned to submit landscape plans prepared by a licensed landscape architect or licensed architect to show the size and location of all plants, and ensure sufficient depth and soil volume for trees and green roofs.

Trash Collection

The project provides a trash enclosure at the southerly portion of the site that is accessed from a driveway and loading area. As conditioned, the trash storage and collection shall be located in a fully enclosed building or structure, so that it is not visible from public view from the street. Service providers will access the trash area from Arapahoe Street, consistent with existing trash pick-up routes. Therefore, trash collection will not affect circulation for surrounding properties.

- c. **The residential project provides recreational and service amenities to improve habitability for its residents and minimize impacts on neighboring properties.**

The proposed 125-room hotel includes an outdoor courtyard with a pool and outdoor seating. Therefore, as conditioned, the project provides recreational and service amenities to improve habitability for its residents and minimize impacts on neighboring properties.

Environmental Findings

12. **Mitigated Negative Declaration.** A Mitigated Negative Declaration (ENV-2018-3545-MND) was prepared for the proposed project. On the basis of the whole of the record before the lead agency including any comments received, that there is no substantial evidence that the proposed project will have a significant effect on the environment. The attached Mitigated Negative Declaration reflects the lead agency's independent judgment and analysis. The records upon which this decision is based are with the Project Planning Division of the Planning Department in Room 721, 200 North Spring Street.
13. **Flood Insurance.** 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 in an area of minimal flood hazard.

RESOLUTION

WHEREAS, the subject property is located within the area covered by the South Los Angeles Community Plan ("Community Plan"), which was adopted by the City Council on March 22, 2000 (CF 98-1192); and

WHEREAS, the applicant is proposing to develop a hotel development comprised of two (2) six-story 76-foot 6-inch tall buildings separated by an alley; that will provide a total of 125 guest rooms, 77,828 square feet of floor area, and 2.99:1 FAR; provide 84 parking spaces across three (3) levels of subterranean parking; involve the demolition of an existing 9,627 square-foot market and surface parking areas; with zero (0) protected trees to be removed from the subject site, and zero (0) street trees to be removed from the adjacent public right-of-way; and the grading of approximately 24,900 cubic yards of soil; and

WHEREAS, to carry out the above-referenced project, the applicant has requested a General Plan Amendment to (a) change the land use designation for the subject property from Commercial Manufacturing and Low Medium II to Neighborhood Commercial within the South Los Angeles Community Plan ("Community Plan"), and amend Footnote No. 4 of the Community Plan Map to allow Height District No. 2; and (b) amend the General Plan Generalized Land Use Map for the Community Plan area to reflect the Neighborhood Commercial land use designation; and

WHEREAS, the General Plan Amendment is consistent with Charter Sections 555, 556, and 558, representing an Amendment in Part of the South Los Angeles Community Plan, representing a change to the social, physical and economic identity of the project site; and

WHEREAS, the City Planning Commission at its meeting of March 13, 2025, approved the foregoing General Plan Amendment; and

WHEREAS, the General Plan Amendment is necessary to achieve and maintain consistency between zoning and the adopted Community Plan as required by California State law; and

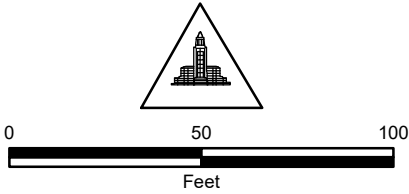
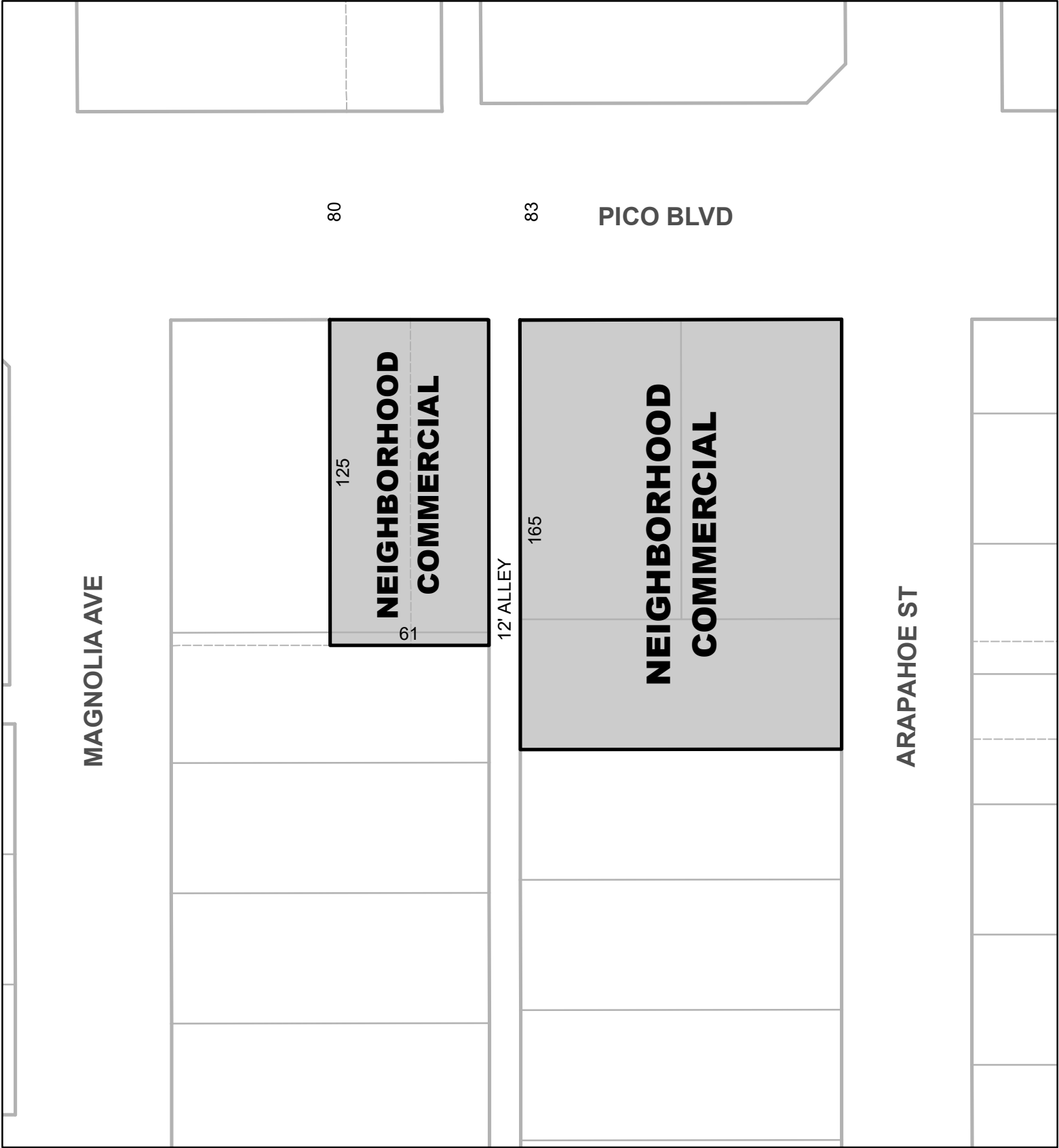
WHEREAS, pursuant to the provisions of the Los Angeles City Charter, the Mayor and the City Planning Commission have transmitted their recommendations; and

WHEREAS, the requested General Plan Amendment is consistent with the intent and purpose of the South Los Angeles Community Plan to designate land uses in an orderly and unified manner; and

WHEREAS, the subject request would provide for a more logical and uniform pattern of planned land use development that is compatible with surrounding land use designations on the General Plan; and

WHEREAS, the project has been reviewed by Mitigated Negative Declaration, ENV-2018-3545-MND, in accordance with the City's Guidelines for implementation of the California Environmental Quality Act ("CEQA") by the City Planning Department.

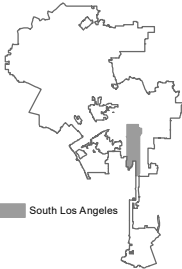
NOW, THEREFORE, BE IT RESOLVED that the Community Plan shall be amended as shown on the attached General Plan Amendment Map.

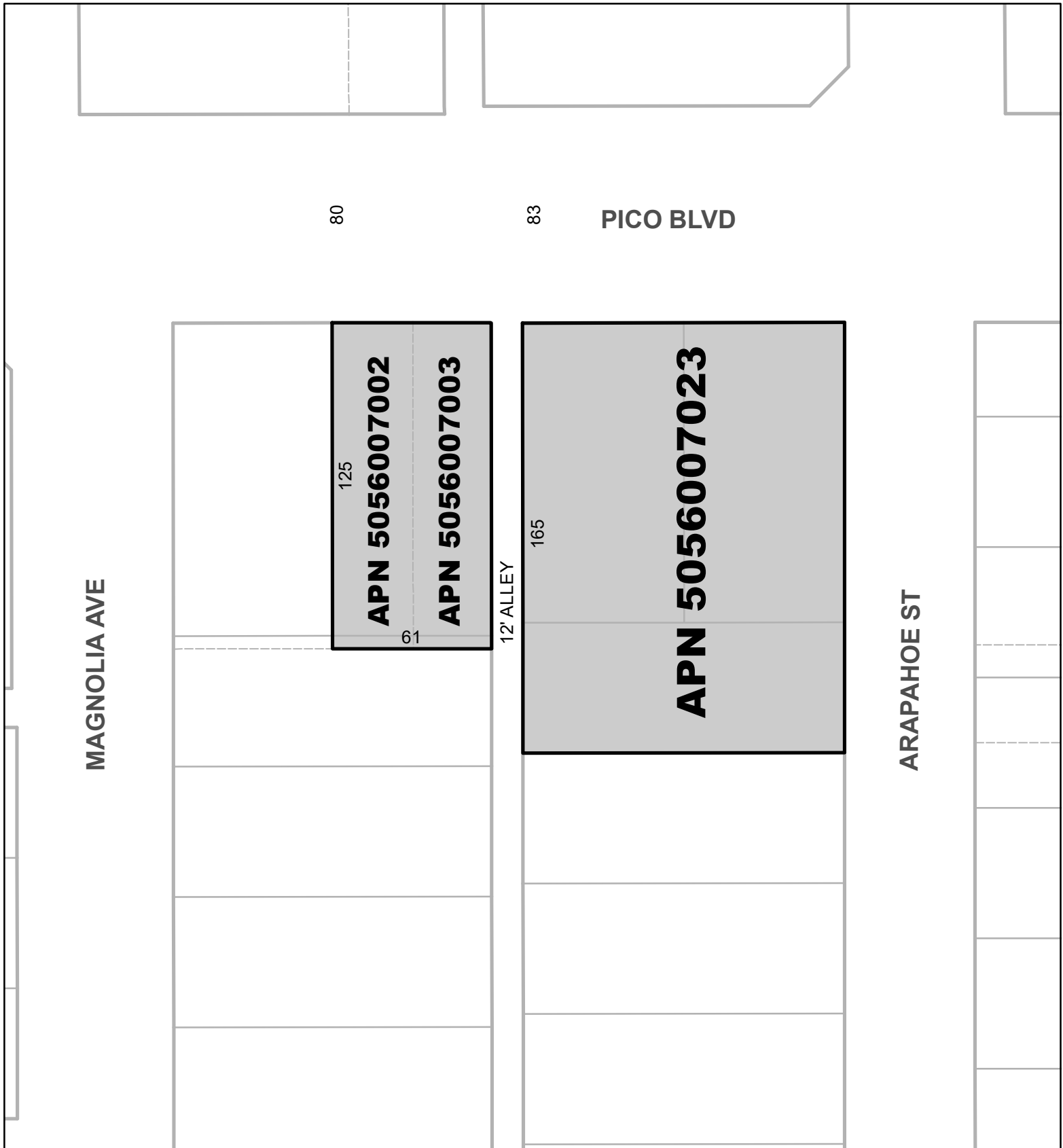


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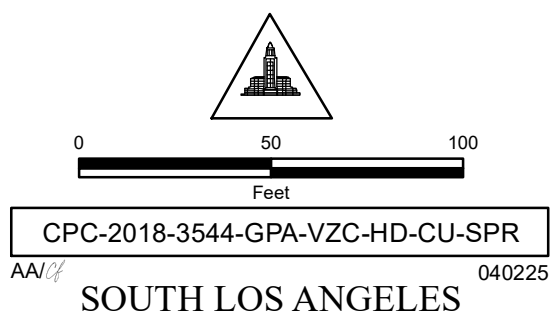
City of Los Angeles





Footnote #4 amended for the South Los Angeles Community Plan General Plan Land Use Map (established under CPC-2013-3151-GPA-ZC-SPR).

4. Height District No. 1
The property comprised of APNs No. 5056007002, 5056007003, and 5056007023 shall be permitted Height District No. 2 pursuant to CPC-2018-3544-GPA-VZC-HD-CU-SPR.





LOS ANGELES CITY PLANNING APPEAL FILING PROCEDURES

Entitlement and CEQA appeals may be filed using either the Online Application System (OAS) or in person Drop Off at DSC (Development Services Center).

Online Application System: The OAS (<https://planning.lacity.org/oas>) allows appeals to be submitted entirely electronically online; fee payment is by credit card or e-check.

Drop off at DSC: Appeals of this determination can be submitted in person at the Metro or Van Nuys DSC locations, and payment can be made by credit card or check. City Planning has established drop-off areas at the DSCs with physical boxes where appellants can drop off appeal applications; alternatively, appeal applications can be filed with staff at DSC public counters. Appeal applications must be on the prescribed forms, and accompanied by the required fee and a copy of the determination letter. Appeal applications shall be received by the DSC public counter and paid for on or before the above date or the appeal will not be accepted.

Forms are available online at <http://planning.lacity.org/development-services/forms>. Public offices are located at:

Metro DSC

(213) 482-7077

201 N. Figueroa Street

Los Angeles, CA 90012

Van Nuys DSC

(818) 374-5050

6262 Van Nuys Boulevard

Van Nuys, CA 91401

West Los Angeles DSC

(CURRENTLY CLOSED)

(310) 231-2901

1828 Sawtelle Boulevard

West Los Angeles, CA 90025

City Planning staff may follow up with the appellant via email and/or phone if there are any questions or missing materials in the appeal submission, to ensure that the appeal package is complete and meets the applicable Los Angeles Municipal Code provisions.

An appeal application must be submitted and paid for before 4:30 PM (PST) on the final day to appeal the determination. Should the final day fall on a weekend or legal City holiday, the time for filing an appeal shall be extended to 4:30 PM (PST) on the next succeeding working day. Appeals should be filed early to ensure that DSC staff members have adequate time to review and accept the documents, and to allow appellants time to submit payment.



QR Code to Online
Appeal Filing



QR Code to Forms
for In-Person Filing