



## DEPARTMENT OF CITY PLANNING

### RECOMMENDATION REPORT

#### City Planning Commission

**Date:** March 13, 2025  
**Time:** after 8:30 a.m.  
**Place:** Los Angeles City Hall  
Council Chambers  
200 North Spring Street, Room 340  
Los Angeles, CA 90012

This meeting may be available virtually, in a hybrid format. Please check the meeting agenda approximately 72 hours before the meeting for additional information at: <https://planning.lacity.org/about/commissions-boards-hearings> and/or by contacting [cpc@lacity.org](mailto:cpc@lacity.org)

**Public Hearing:** January 10, 2024  
March 13, 2025

**Appeal Status:** General Plan Amendment is not appealable. Zone Change and Height District Change are appealable by applicant if denied. Conditional Use and Site Plan Review are appealable to City Council.

**Expiration Date:** April 30, 2025

**Multiple Approval:** Yes

**PROJECT LOCATION:** **2250-2270 West Pico Boulevard, 1309-1315 South Arapahoe Street**  
(legally described as Lots FR 2-3 (arbs 1-2), 25-27, Block A, The Loomis Tract Addition)

**PROPOSED PROJECT:** 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 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. Zero (0) protected trees will be removed from the subject site, and zero (0) street trees will be removed from the adjacent public right-of-way. The project involves the grading of approximately 24,900 cubic yards of soil.

**REQUESTED ACTIONS:** 1. Pursuant to CEQA Guidelines Section 15074(b), consideration of the whole of the administrative record, including the Mitigated Negative Declaration, No. ENV-2018-3545-MND ("Mitigated Negative Declaration"), all comments received, the imposition of mitigation measures and the Mitigation Monitoring Program prepared for the Mitigated Negative Declaration.

**Case No.:** CPC-2018-3544-GPA-VZC-HD-CU-SPR  
**CEQA No.:** ENV-2018-3545-MND  
**Incidental Cases:** N/A  
**Related Cases:** N/A  
**Council No.:** 1 - Hernandez  
**Plan Area:** South Los Angeles  
**Plan Overlay:** N/A  
**Certified NC:** Pico Union  
**Previous GPLU:** Commercial  
Manufacturing, Low  
Medium II Residential  
**Previous Zone:** [Q]C2-1, RD1.5-1  
**Applicant/Representative:** Min Chun Helen Chen,  
Da Yuh Development Inc



2. Pursuant to City Charter Section 555 and Los Angeles Municipal Code (“LAMC”) Section 11.5.6, a General Plan Amendment to the South Los Angeles Community Plan<sup>1</sup> 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. Pursuant to LAMC Section 12.32 Q. and F., a Vesting Zone Change and Height District Change from [Q]C2-1 and RD1.5-1 to C2-2;
4. Pursuant to LAMC Section 12.24 W.24, a Conditional Use Permit to allow a hotel located within 500 feet of an R Zone; and,
5. 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.

#### RECOMMENDED ACTIONS:

1. **Find**, 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; **Find** the Mitigated Negative Declaration reflects the independent judgment and analysis of the City; **Find** the mitigation measures have been made enforceable conditions on the project; and **Adopt** the Mitigated Negative Declaration and the Mitigation Monitoring Program prepared for the Mitigated Negative Declaration.
2. **Approve** and **Recommend**, pursuant to City Charter Section 555 and Los Angeles Municipal Code (“LAMC”) Section 11.5.6, 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. **Approve** and **Recommend** that the City Council adopt, pursuant to LAMC Section 12.32 Q. and F., a **Vesting Zone Change** and **Height District Change** from [Q]C2-1 and RD1.5-1 to C2-2-CPIO.
4. **Approve**, 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. **Approve**, 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.

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<sup>1</sup> Based off the 2000 South Los Angeles Community Plan (Council File No. 98-1192) provided in Exhibit G. All future references to the Community Plan refer to the 2000 Community Plan unless otherwise noted.

VINCENT P. BERTONI, AICP  
Director of Planning

*Theodore L. Irving*

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Theodore L. Irving, AICP, Principal City Planner

*Connie Chauv*

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Connie Chauv, Senior City Planner  
Connie.chauv@lacity.org  
Telephone: (213) 978-0016

**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 273, City Hall, 200 North Spring Street, Los Angeles, CA 90012* (Phone No. 213-978-1300). 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 agendaized 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.

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## PROJECT ANALYSIS

### **PROJECT SUMMARY**

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 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.

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.

The site is currently improved with an existing 9,627 square-foot market and surface parking areas that will be demolished. The tree disclosure statement, signed by Helen Chen dated July 22, 2024, stated that there are no protected tree or shrub species on the site or adjacent to the site, and there are no street trees located on the public right-of-way abutting the project site. Therefore, no (0) protected trees will be removed from the subject site, and no (0) street trees will be removed from the adjacent public right-of-way.

### **BACKGROUND**

#### **Subject Property**

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 project site is located within the Puente Hills Blind Thrust Fault Zone, however it is not located within the Alquist-Priolo Fault Zone, Liquefaction Zone, Landslide Area, Methane Zone, or Very High Fire Severity Zone, or BOE Special Grading Area.



### Zoning and Land Use Designation

The project site is in the South Los Angeles Community Plan which recently underwent a Community Plan Update, 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 (provided in Exhibit “G”).

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. The [Q]C2-1 zone allows a hotel use at R4 density of 1 guest room per 200 square feet of lot area, however the Qualified “Q” Conditions were established under Ordinance No. 167,121 (Subarea 113) to prohibit residential uses at the density of R4 and R5 zones. Height District No. 1 allows unlimited building height and maximum 1.5:1 FAR, however Footnote No. 4 of the Community Plan Map restricts the site to Height District No. 1VL which allows a maximum building height of 45 feet and maximum 1.5:1 FAR.

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. The RD1.5-1 zone does not allow a hotel use, however Height District No. 1 allows a maximum building height of 45 feet and maximum 3:1 FAR.

The applicant has requested a General Plan Amendment, Vesting Zone Change, and Height District Change to the Neighborhood Commercial land use designation and C2-2 zoning designation, to allow the proposed project. The proposed zone would allow hotel uses across the entire site with a density of 1 guest room per 200 square feet of lot area, for a maximum of 140 guest rooms on-site, unlimited building height, and maximum 6:1 FAR.

Note: Although the 2018 Community Plan Update post-dates the filing for the proposed project, it is important to highlight that the 2018 Community Plan Update established a Neighborhood Commercial land use and C2-1VL-CPIO zoning on the subject site. The site is also within the new South LA CPIO Neighborhood-Serving Corridor (Subarea A) which established development standards for building height, building disposition, building design, and parking design. Staff recommends that the subject site be included in the CPIO zoning designation in order to maintain consistency with surrounding properties; therefore the recommended zoning designation is C2-2-CPIO.

### Surrounding Uses

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.

### Streets and Circulation

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 east, 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.

Alley, bisecting the site, is 12 feet in width.

### Public Transit

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.

### Relevant Cases and Building Permits

#### **Subject Site:**

Case No. CPC-2008-1552-CPU: On September 1, 2017, the City Planning Commission approved the amendment of the policy document and land use map of the South Los Angeles Community Plan, which included adoption of two zoning ordinances to implement the update to the community plan, including changes for certain portions of the Community Plan Area to allow specific uses, development standards (including height, Floor Area Ratio, and massing) and design standards including amendments to the Zoning Map for zone and height district changes under LAMC Section 12.32 and the Community Plan Implementation Overlay (CPIO) District under LAMC Section 13.14, and amendments to the Framework and Circulation Elements of the General Plan, and others as necessary. The Community Plan Update was adopted under Ordinance Nos. 185,926 and 185,927, which became effective on December 29, 2018.

Case No. CPC-2022-5432-ZC-CPIOA: On November 28, 2022, the City Planning Commission approved the South LA CPIO Amendment, which included zone changes that amended the text and figures in the South LA CPIO District and created new Protected Unit Area in the Residential Subareas. The CPIO Amendment was adopted under Ordinance No. 188,312, which became effective on August 26, 2024.

#### **Surrounding Sites:**

None

### **REQUESTED ACTIONS**

#### General Plan Amendment

The General Plan Amendment was initiated by City Council through a Council Motion under Council File No. 17-0727. The Council Motion acknowledged the dual zoning of the site, which is inconsistent with good zoning practice and prohibitive to the proposed development opportunity, and noted that the Community Plan Update's designation of the site in CPIO Subareas A and C

would limit the site to R3 density which would only accommodate a maximum of 43 guest rooms. The Council Motion instructed the Department of City Planning to initiate consideration of a General Plan Amendment to change the Commercial Manufacturing and Low Medium II Residential land use designations to General Commercial, and to amend Footnote No. 4 of the South Los Angeles Community Plan Map to allow Height District No. 2, and Zone and Height District Change from [Q]C2-1 and RD1.5-1 to C2-2 for the subject site. The Council Motion was adopted on August 30, 2017.

The applicant has requested a General Plan Amendment to amend the land use designation of the subject site from Commercial Manufacturing and Low Medium II Residential to Neighborhood Commercial, and to amend Footnote No. 4 of the Community Plan Map to allow Height District No. 2.

#### Vesting Zone Change and Height District Change

In conjunction with the requested General Plan Amendment, the applicant has also requested a Zone Change to change the site's zoning designation from [Q]C2-1 and RD1.5-1 to C2-2, which includes the removal of the Qualified "Q" Conditions established under Ordinance No. 167,121 (Subarea 113), as well as a Height District Change from Height District No. 1 to Height District No. 2.

#### Conditional Use

The applicant has requested a Conditional Use Permit to allow a hotel located within 500 feet of an R Zone.

#### Site Plan Review

In accordance with LAMC Section 16.05, the applicant has requested Site Plan Review for a development project resulting in an increase of 50,000 square feet or more of nonresidential floor area.

#### CEQA

The City Planning Commission shall consider, pursuant to CEQA Guidelines Section 15074(b), the whole of the administrative record, including the Mitigated Negative Declaration, No. ENV-2018-3545-MND ("Mitigated Negative Declaration"), and all comments received. The Mitigated Negative Declaration and associated environmental documents are provided in the case file and attached as Exhibit D.

### **ISSUES**

#### Vesting Rights

The project site is in the South Los Angeles Community Plan which recently underwent a Community Plan Update, 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.

### Land Use and Zoning

The site has been subject to and is being considered for various land use and zoning designations, as follows:

- 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 a [Q]C2-1 zoning designation, and the southerly portion of the site was previously designated for Low Medium II Residential land uses with an RD1.5-1 zoning designation (“Previous Zoning”).
- As a result of the 2018 Community Plan Update, the entire site is currently designated for Neighborhood Commercial land uses with a C2-1VL-CPIO zoning designation (“Current Zoning”).
- The applicant proposes a Neighborhood Commercial land use designation and a C2-2 zoning designation (“Proposed Zoning”).

The table below provides a summary of the various land use and zoning designations and their respective development potential:

	<b><i>Previous Zoning</i></b>		<b><i>Current Zoning</i></b>	<b><i>Proposed Zoning</i></b>
	<i>Northerly portion</i>	<i>Southerly portion</i>	<i>Entire site</i>	<i>Entire site</i>
<b>GPLU</b>	Commercial Manufacturing	Low Medium II Residential	Neighborhood Commercial	Neighborhood Commercial
<b>Zone</b>	[Q]C2-1	RD1.5-1	C2-1VL-CPIO	C2-2
<b>Use</b>	CU for hotel	Hotel not allowed	CU for hotel	CU for hotel
<b>Density</b>	1/200	N/A	1/200	1/200
<b>Height</b>	45 feet	45 feet	45 feet	Unlimited height
<b>FAR</b>	1.5:1	3:1	1.5:1	6:1 FAR

The proposed land use designation is consistent with the current designation of Neighborhood Commercial. The proposed zoning designation is consistent with the current C2 zoning designation, which would allow the same use and density. Although the proposed Height District would allow unlimited building height and 6:1 FAR, the project proposes a 2.99:1 FAR and a 76-foot 6-inch tall building height.

### CPIO

Although the project is vested from the 2018 Community Plan Update and CPIO, Staff recommends that the CPIO be incorporated into the Zone Change as good zoning practice in order to be consistent with surrounding properties. The site and adjacent properties are currently within the South LA CPIO Neighborhood-Serving Corridor (Subarea A) which establishes development standards for building height, building disposition, building design, and parking design. Staff recommends the subject site be included in the CPIO zoning designation in order to maintain consistency with surrounding properties; therefore the recommended zoning designation is C2-2-CPIO.

As conditioned, the proposed project will not be subject to the CPIO. However, should the project be withdrawn or abandoned, the proposed zoning designation of C2-2-CPIO will ensure that future projects on the site be subject to the CPIO and development standards therein.



### Public Hearing and Written Correspondence

The public hearing was held on January 10, 2024 at approximately 11:00 a.m. Due to concerns over COVID-19, the Public Hearing was conducted in a virtual format. The public hearing was attended by the applicant team (Helen Chen, Michael Sun) and approximately three (3) speakers who provided comments in support.

A second public hearing was required due to technical issues with the Hearing Officer hearing, and that second public hearing will be conducted by the City Planning Commission on March 13, 2025.

Staff received letters in support of the project from the Pico Union Neighborhood Council, Byzantine Latino Quarter Business Improvement District, and Berendo Neighborhood Association; as well as form letters signed by approximately 86 residents, business owners, workers from the Pico Union neighborhood; and three (3) other individuals.

### Alley

The project site is comprised of seven (7) lots bisected by a 12-foot wide alley. The alley will provide all vehicular access to both buildings, and will also serve as the primary entrance for Building 2.

The Bureau of Engineering has required a 4-foot dedication along both sides of the alley to complete a 20-foot wide right-of-way along the alley. In response to PVP comments, the applicant added 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. In addition, staff recommends the building facades along the alley be enhanced with a decorative wall and lighting fixtures, in order to further activate and encourage the use of the alley.

### 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. 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.

### Parking / Traffic

LAMC Section 12.21 A.4 requires hotels provide parking at a ratio of 1 parking space per guestroom for the first 30 guestrooms, one-half parking space per guestroom for the next 30 guestrooms, and one-third parking space per guestroom for the remaining guestrooms. The project will provide a total of 125 guestrooms, and is therefore required 67 parking spaces pursuant to LAMC Section 12.21 A.4. 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) 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.

#### Urban Design Studio / Professional Volunteer Program

The proposed project was reviewed by the Department of City Planning's Urban Design Studio ("UDS") and Professional Volunteer Program ("PVP"). The resulting comments and suggestions focus primarily on the pedestrian experience, 360-degree design, and climate adaptive design. The following includes a discussion of PVP comments and suggestions and the applicant's response.

#### Pedestrian First:

- Project has a perfunctory connection with the public realm, turning solid walls at ground floor toward corner at Arapahoe when one might expect greater transparency plus with Building 2 lacking *any* direct passage at all to/from sidewalk; why aren't elevator lobbies taken down to the ground level (one changed element that might improve design)?
- More work must be done to integrate Building 2 into a less-awkward relationship with the larger building, where guests check in and access most of the amenities
- If primary entry sequence for guests and conference-goers is from drop-off area at on-grade parking, then enhanced paving, lighting and landscape treatment of alley is needed to better tie the two buildings together and to provide a better experience, more of a plaza feel
- Especially as the project is over-parked by twenty spaces, all or most of the on-grade parking at Building 2 should be eliminated or reworked to align the doors so that a visual connection and a pleasant and direct route between the primary building entrances is created, i.e. without guests having to wander behind parked cars and in drive aisles
- Some skill needs to be applied to craft an outdoor *lobby* feel between the two buildings, as opposed to crossing an alley between two parking lots, partly under building overhang

In response to the PVP comments, the applicant added 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.

#### 360° Design:

- With such a big entitlements *ask* as a GPA, the project will be better received by the Commission if it better complies with key objectives of the South LA CPIO—even though project was filed prior to its adoption—such as the transitional height requirement (Bldg. 1)
- All of the ground floor spaces need to be better integrated into one coherent experience, with lobby, reception and drop-off thought of as one space/subspaces with meeting room
- South stairwell (Building 1) has a closed, prison-like aspect, that could be improved by opening it up in a similar way to the stairs at corner with Pico, making it an amenity
- Loss of potential housing (ZC on one Arapahoe lot) is not insignificant in such a dense part of the City, so much more generous concessions should be made to offset this impact; what is applicants' argument that this project is more beneficial to neighborhood than existing?

- Loading zone adjacent to existing housing is also not improving transition to housing
- Perhaps vacation of alley, developing hotel as a single building and providing access through (loading zone) to Arapahoe might give flexibility to improve project's design
- Have all LADWP setback requirements been met between the utility poles and habitable spaces (or are these planned to be undergrounded)?
- With two subterranean parking levels, couldn't transformer be below ground in a vault?
- [Additional request to reduce rear (south) and side (west) setbacks may be needed, as shouldn't increased setbacks not *only* apply to upper floors?]

In response to the PVP comments, the applicant added glazing to the southern stairwell in Building. The applicant responded they are open to future regulations for the transformer location, and are exploring options for the loading zone however the proposed loading zone along Arapahoe Street aligns with existing trash pick-up routes due to the narrow alley width along the remainder of the block. No other design changes have been made.

Climate-Adapted:

- Outdoor amenity spaces such as the outdoor seating area and balcony located under upper floors are not convincing as attractive spaces that will be highly usable and used by guests
- Reducing guest rooms at the project's southeast corner and south side of courtyard, as a nod toward the transitional height requirement, could admit more daylight and natural cross-ventilation into core of Building 1 and provide for a better sense of indoor/outdoor living
- Nothing is done to differentiate south- and west-facing windows in response to solar orientation (all sides uniform treatment), to help cut glare and heat gain
- Setbacks added to create vine pockets are pretty minimal and vegetation proposed for under building overhangs may not be viable
- Consider providing generous planters in courtyard in order to accommodate larger-growing species of trees, to attenuate acoustic impacts and sequester more carbon
- Reserve area for future solar may be difficult to accommodate on roof, in current configuration, unless alternative Title 24 compliance is being planned

In response to the PVP comments, the applicant added awnings on the southern and western elevations, planters to the courtyard near the pool, and a solar area on the roof. The applicant responded they will not be reducing the room count, but they are open to exploring alternative strategies to enhance daylighting, natural ventilation, and the overall sense of indoor/outdoor living.

## **CONCLUSION**

Based on the information submitted to the record, and the surrounding uses and zones, Staff recommends that the City Planning Commission approve the requested General Plan Amendment, Vesting Zone Change and Height District Change, Conditional Use, and Site Plan Review, subject to the Conditions of Approval, in conjunction with the construction of a new six-story 125-room hotel.

## **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](mailto: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

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".
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

### **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. 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.



## PUBLIC HEARING AND COMMUNICATIONS

A public hearing was conducted on the matter by a Hearing Officer on January 10, 2024. A second public hearing was required due to noticing issues with the Hearing Officer hearing, and that second public hearing will be conducted by the City Planning Commission on March 13, 2025.

### PUBLIC HEARING – January 10, 2024

The public hearing was held on January 10, 2024 at approximately 11:00 a.m. Due to concerns over COVID-19, the Public Hearing was conducted in a virtual format. The hearing was conducted by the Hearing Officer, Sergio Ibarra, on behalf of the City Planning Commission in taking testimony for Case No. CPC-2018-3544-GPA-VZC-HD-CU-SPR and ENV-2018-3545-MND. 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 analysis was among the matters to be considered at the hearing. The hearing notice was mailed on December 14, 2023, and was posted on-site on January 10, 2024, in accordance with LAMC noticing requirements.

The public hearing was attended by the applicant team (Helen Chen, Michael Sun) and approximately three (3) speakers who provided comments in support.

#### Applicant Presentation

- Strong background in hospitality with franchise hotel properties in Downtown Los Angeles and over 40 years of experience.
- Family-operated and serve the local community.
- Lots of tourists will be coming to watch the Olympic games
- This will be a mid-tier more affordable hotel
- Community benefits will improve the current environment, reduce crime and homelessness, address graffiti, support local businesses, provide tax revenue, and provide construction job opportunities
- Will provide banquet spaces for local community groups and worldwide events
- This is part of the Hilton Intercontinental Group franchise that started 5 years ago. The prototype is Holiday Inn Suite
- Transformer pads will be accessible from the public street and open to sky with soil underneath.
- Alley area will be widened and changed for utility
- Building is recessed another 4 feet from the dedication line
- Bicycle parking was added per recommendation
- Providing a 4-foot dedication to widen the sidewalk and an additional 1 foot 5 inches for planter landscaping
- Street trees were added

#### Public Comments in Support:

- There is currently violence, vandalism, and trash in the area. It will help the community to have the hotel built there
- Project will provide better job opportunities, and stimulate the local community and economy. All local businesses will benefit from this project especially during the upcoming Olympics
- Project will require contractors that provide local prevailing wage and state accredited training program. Investments in growing and diversifying the workforce can affect returns on climate efforts. Local hiring can result in air pollutant reduction.

**PUBLIC HEARING REQUIRED – March 13, 2025**

A second public hearing was required due to noticing issues with the Hearing Officer hearing, and that second public hearing will be conducted by the City Planning Commission on March 13, 2025. The hearing notice was mailed on February 14, 2025, published in the newspaper on February 14, 2025, and was posted on-site on March 3, 2025, in accordance with LAMC noticing requirements.

**WRITTEN CORRESPONDENCE**

The Pico Union Neighborhood Council submitted a letter dated March 21, 2024 in support of the proposed project, indicating that the project will be an asset to the community, with conditions that the applicant will hire local, provide a direct line of communication to the community for any concerns or issues, and plant California native plants on-site and along the right-of-way.

The Byzantine Latino Quarter Business Improvement District submitted a letter dated July 2, 2018 in support of the proposed project, indicating its potential for transforming Pico Boulevard and providing opportunities for job development and training.

The Berendo Neighborhood Association submitted a letter dated January 2, 2024 in support of the proposed project, indicating it as an environmental improvement by attracting travelers, supporting local businesses, generating tax revenue, providing jobs for local residents, and accommodating local community to host their events, meetings, or banquets.

Planning Staff has received form letters signed by approximately 86 residents, business owners, workers from the Pico Union neighborhood expressing support of the project because of the following reasons:

- Supporting local businesses
- Providing more local job opportunities
- Reducing crime, homelessness, and graffiti issues
- Better accommodating local community events
- Generate more tax revenue to the city

Planning Staff has received written correspondence from approximately three (3) other individuals expressing support for the project. Their comments are included in Exhibit E and summarized as follows:

- The project will support the continued growth of the Pico-Union neighborhood
- The property has been sitting vacant and fallow for many years. It serves to attract crime, homelessness, and graffiti.
- A new hotel at this site would create much-needed economic revitalization through, jobs, tax revenue, and supporting local businesses.
- The project will accommodate the local community to host their events, meetings, or banquets.
- The project has ample parking.
- The project will have a positive economic and social impact on an area that has faced historical economic and political challenges including the COVID-19 pandemic.
- The project is well-designed
- The project could catalyze economic change, and provide jobs and essential amenities to Pico-Union residents.

**EXHIBIT A**

**PROJECT PLANS**

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



BASEMENT LEVEL 1 AND LEVEL 2 FLOOR PLAN



JWD&MS Architects  
ARCHITECTS / INTERIOR DESIGN / PLANNING  
JAMES J. WOODWARD, AIA  
JENNIFER M. SMITH, AIA  
1000 N. GARDEN STREET, SUITE 200  
LOS ANGELES, CA 90012  
PHONE: (213) 399-1999 FAX: (213) 399-1998

PROFESSIONAL SEAL  
JAMES J. WOODWARD, AIA  
JENNIFER M. SMITH, AIA  
1000 N. GARDEN STREET, SUITE 200  
LOS ANGELES, CA 90012  
PHONE: (213) 399-1999 FAX: (213) 399-1998

HOLIDAY INN EXPRESS  
2250 W. PICO BLVD  
LOS ANGELES, CA 90008

1 BASEMENT LEVEL 1 FLOOR PLAN

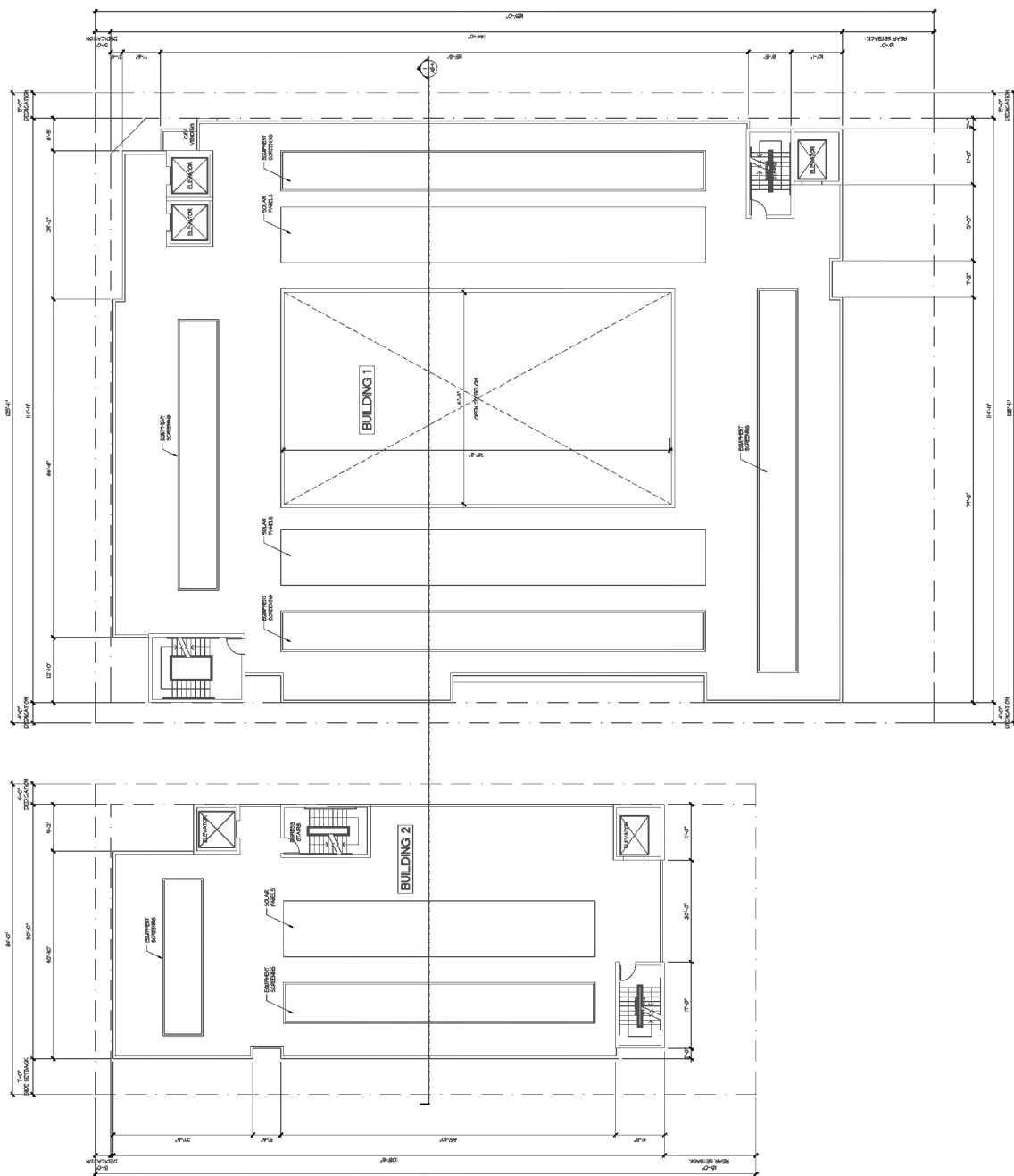
2 BASEMENT LEVEL 2 FLOOR PLAN









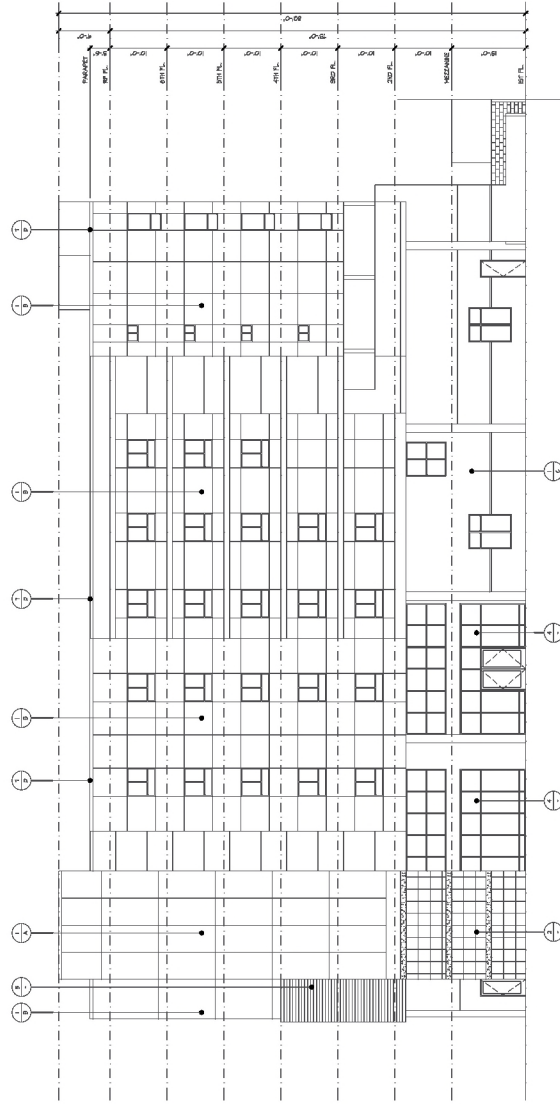
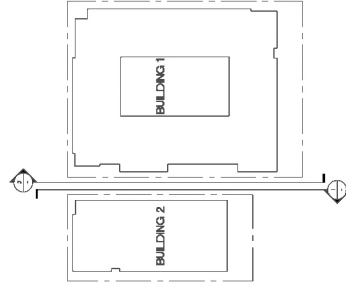




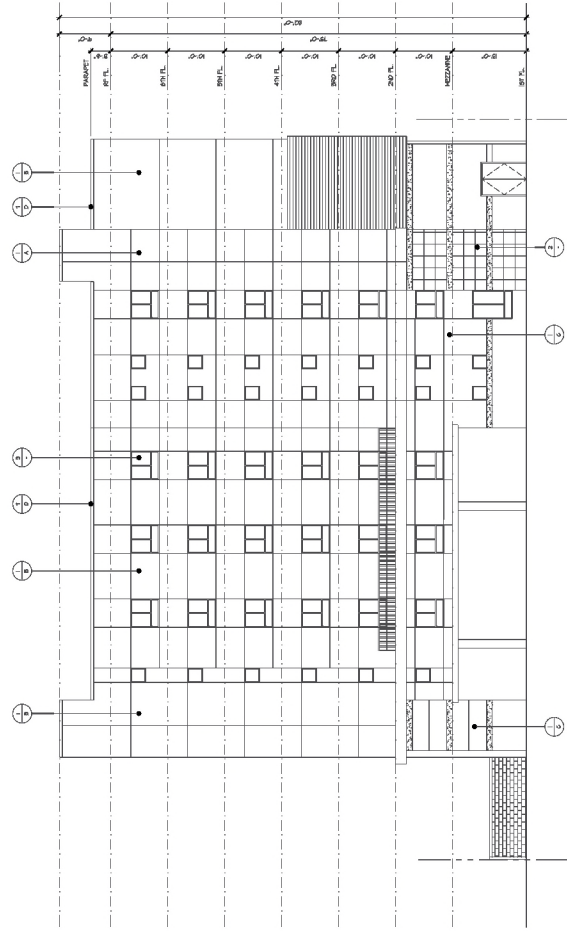


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## ELEVATIONS



7 SOUTH ELEVATION - BUILDING 162



1 WEST ELEVATION - BUILDING 1  
1/16/2009

[illegible]

DATE	1-24-17
BY	JKS
CHKD	
DATE	02-14-17
BY	
CHKD	
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BY	
CHKD	
DATE	02-14-17
BY	
CHKD	

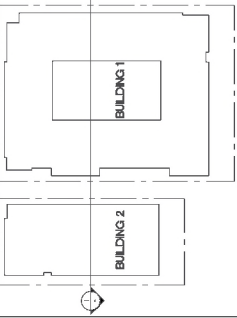
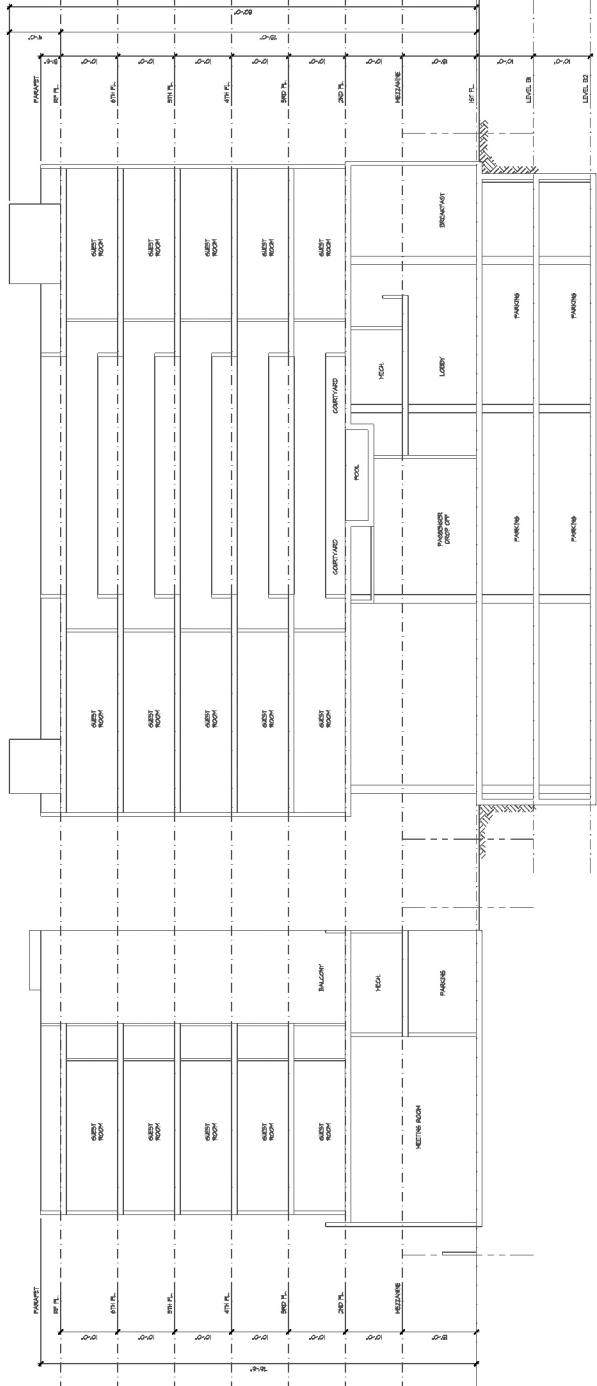
SECTION



**JWDA-MS Architects**  
ARCHITECTS / INTERIORS DESIGN / PLANNING  
10000 Wilshire Blvd., Suite 200  
Beverly Hills, CA 90210  
Phone: (310) 274-4444 Fax: (310) 274-4444

**HOLIDAY INN EXPRESS**  
2250 W. PICO BLVD  
LOS ANGELES CA 90008  
PROJECT #2016-0001

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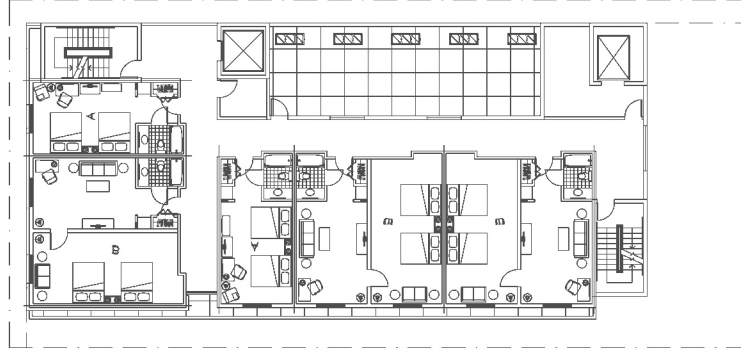
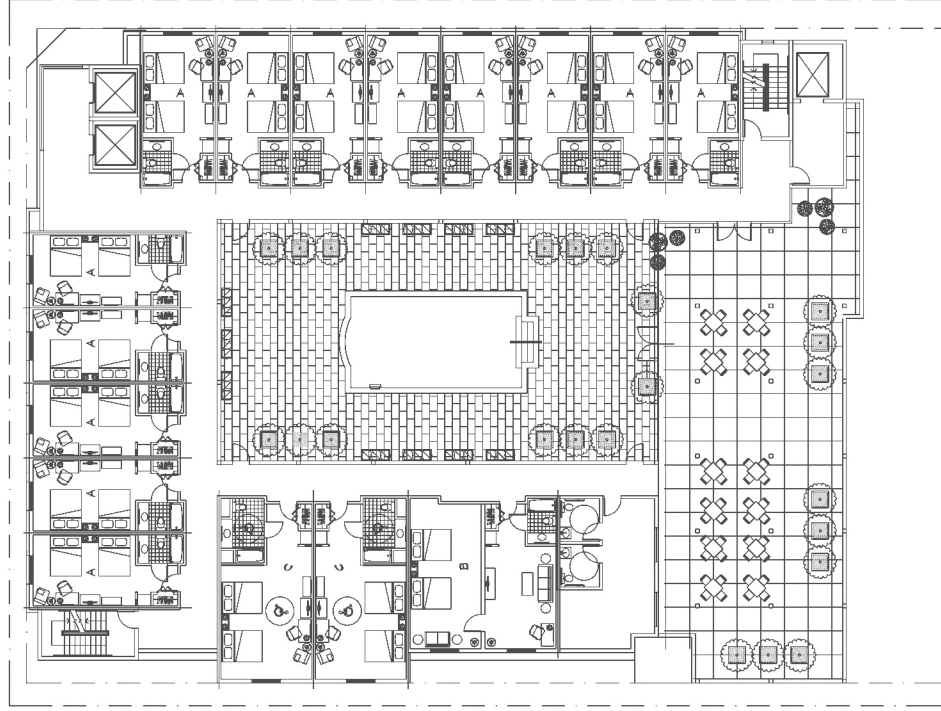


1 1ST FLOOR CONCEPTUAL LANDSCAPE PLAN  
10'x10'












JWDA-MS Architects  
TECHNOLOGICAL / INTERIOR DESIGN / PLANNING

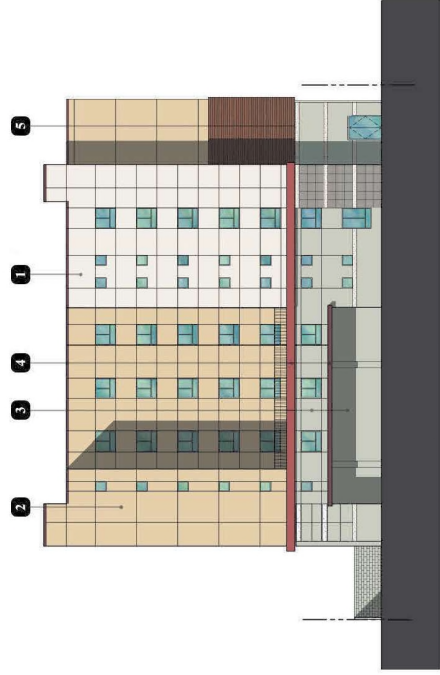
These findings, which are the first to show that the brain can learn to control a prosthetic arm, are a significant step toward the development of a functional, artificial limb for people who have lost an arm or hand. The researchers say that the next step is to develop a more sophisticated prosthetic arm that can perform more complex tasks, such as grasping and manipulating objects. They also plan to study the long-term effects of the brain-machine interface on the brain and the user's quality of life.

HOLIDAY INN EXPRESS  
2250 W. PICO BLVD  
LOS ANGELES CA 90006

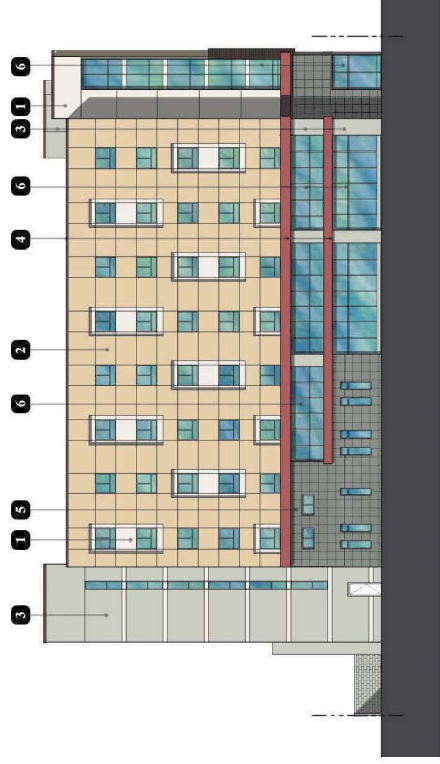
### PLANT LEGEND

SPINDEL	SCHEMATIC NAME	CROWN NAME	SIZE	TYPE
	LAMBERTSIA (NOVA) "NOVAE"	CAVE HOLE	3M BOX	TRIZ
	BAFANDIA (NOVA) "FANTASIC BOUNTY"	NOVA ANTHEM	3M BOX	TRIZ
	PINIA LANCER (NOVA) "NOVAE"	SCARF (NOVA)	2.5AL	TRIZ
	BAFANDIA (NOVA) "FANTASIC BOUNTY"	LORDY (NOVA)	2.5AL	TRIZ
	NOVA (NOVA) "NOVA"	PRIDE (NOVA)	2.5AL	TRIZ
	NOVA (NOVA) "NOVA"	KOBBY (NOVA)	2.5AL	TRIZ
	ELAMANDIA (NOVA) "NOVA"	NOVA (NOVA)	2.5AL	TRIZ
	NOVA (NOVA) "NOVA"	NOVA (NOVA)	2.5AL	TRIZ
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	NOVA (NOVA) "NOVA"	NOVA (NOVA)	2.5AL	TRIZ
	NOVA (NOVA) "NOVA"	NOVA (NOVA)	2.5AL	TRIZ
	NOVA (NOVA) "NOVA"	NOVA (NOVA)	2.5AL	TRIZ
	NOVA (NOVA) "NOVA"	NOVA (NOVA)	2.5AL	TRIZ
	NOVA (NOVA) "NOVA"	NOVA (NOVA)	2.5AL	TRIZ
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	NOVA (NOVA) "NOVA"	NOVA (NOVA)	2.5AL	TRIZ

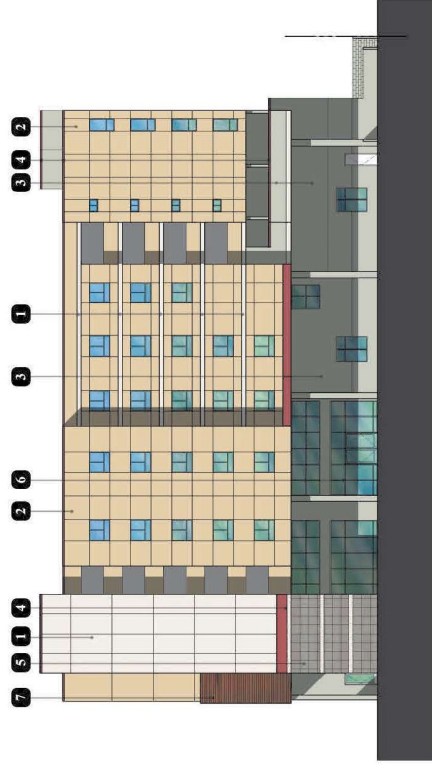




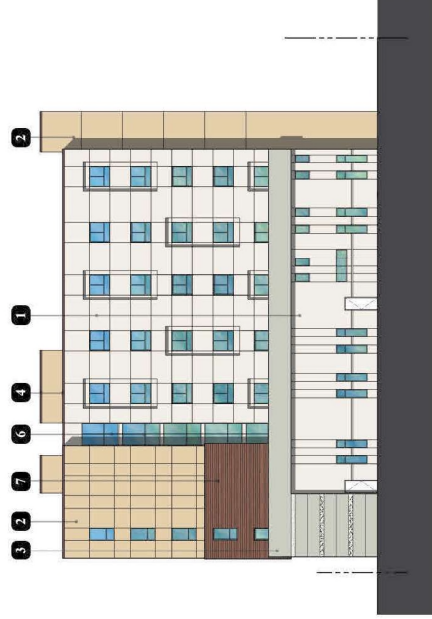
EAST FACE INTERIOR ELEVATION



EAST FRONTAGE ELEVATION (ARAPAOHE ST.)



WEST FACING INTERIOR ELEVATION



WEST ELEVATION



1  
EXTERIOR CEMENT  
STUCCO 20/30  
PAINTED WITH  
DUNN EDWARDS  
FOSSIL  
DE6228 RL #516  
LOOK OR EQ.



2  
EXTERIOR CEMENT  
STUCCO 20/30  
PAINTED WITH  
DUNN EDWARDS  
NOMADIC TAUPE  
DE6192 RL #511  
LOOK OR EQ.



3  
EXTERIOR CEMENT  
STUCCO 20/30  
PAINTED WITH  
DUNN EDWARDS  
SILHOUETTE  
DE6276 RL #523  
LOOK OR EQ.



4  
EXTERIOR CEMENT  
STUCCO 20/30  
PAINTED WITH  
DUNN EDWARDS  
REVIVAL RED  
DET441 RL #738  
LOOK OR EQ.



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ELDORADO  
STONE  
FOGGY MEADOW  
LONGITUDE  
24 LOOK OR EQ.



6  
STOREFRONT  
ARCADIA INC  
COLOR: BLACK  
LOOK OR EQ.



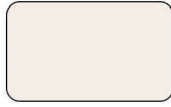
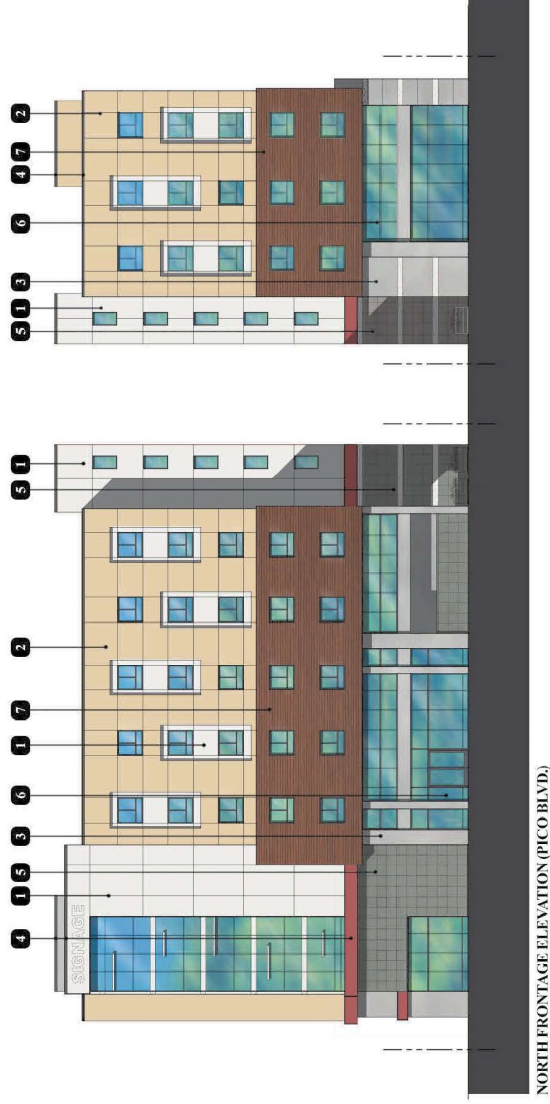
7  
REYSTA WOOD  
VENNER  
COLOR PFG C15  
DARK SIAM  
LOOK OR EQ.

## LOS ANGELES HOTEL

226 WEST PICO BLVD, LOS ANGELES, CA 90006

## JWDA-MS ARCHITECTS

8932 E MISSION DR #101, ROSEMEAD CA 91770  
TEL: 626-288-9199 FAX: 626-288-9159



**1**  
EXTERIOR CEMENT  
STUCCO 20/30  
PAINTED WITH  
DUNN EDWARDS  
FOSSIL  
DE628 RL#516  
LOOK OR EQ.



**2**  
EXTERIOR CEMENT  
STUCCO 20/30  
PAINTED WITH  
DUNN EDWARDS  
NOMADIC TAUPE  
DE692 RL#511  
LOOK OR EQ.



**3**  
EXTERIOR CEMENT  
STUCCO 20/30  
PAINTED WITH  
DUNN EDWARDS  
SILHOUETTE  
DE6276 RL#523  
LOOK OR EQ.



**4**  
EXTERIOR CEMENT  
STUCCO 20/30 PAINTED  
WITH DUNN EDWARDS  
REVIVAL RED  
DET441 RL#738  
LOOK OR EQ.



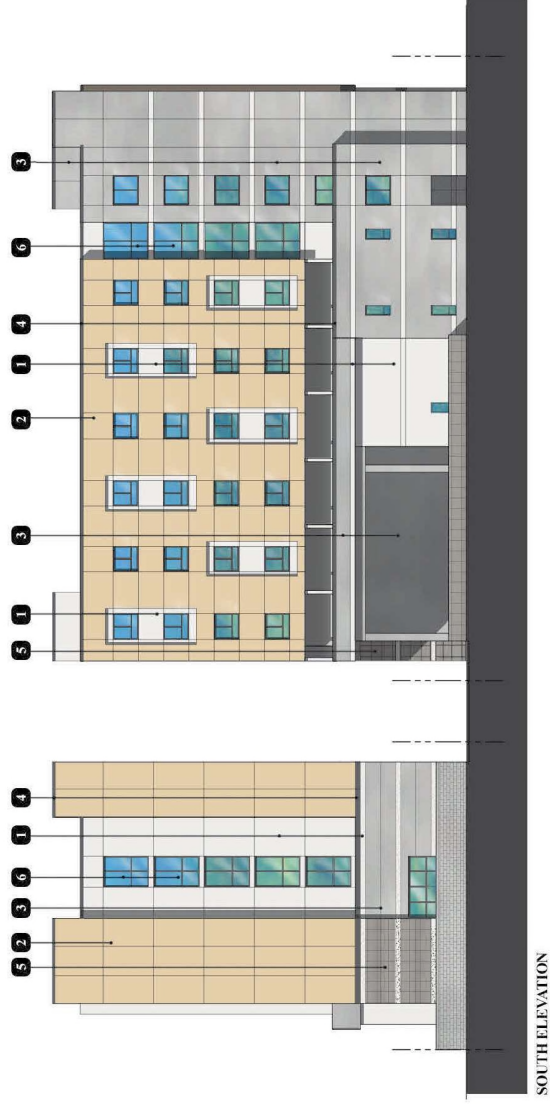
**5**  
ELDORADO  
STONE  
FOGGY MEADOW  
LONGITUDE  
24 LOOK OR EQ.



**6**  
STOREFRONT  
ARCADIA INC  
COLOR: BLACK  
LOOK OR EQ.



**7**  
RESYSTA WOOD  
VENNER  
COLOR FVG C15  
DARK SIAM  
LOOK OR EQ.



# LOS ANGELES HOTEL

226 WEST PICO BLVD, LOS ANGELES, CA 90006

JWDA-MS ARCHITECTS

8932 E MISSION DR #101, ROSEMEAD CA 91770  
TEL: 626-288-9159 FAX: 626-288-9159





**LOS ANGELES HOTEL**  
2268 PICO BLVD. LOS ANGELES, CA 90006

**JWDA-MS Architects**  
8932 MISSION DR. #101, ROSEMead, CA 91770  
TEL: 626-288-9199

## **EXHIBIT B**

### **MAPS AND PHOTOS**

B1 – Vicinity Map

B2 – Radius Map

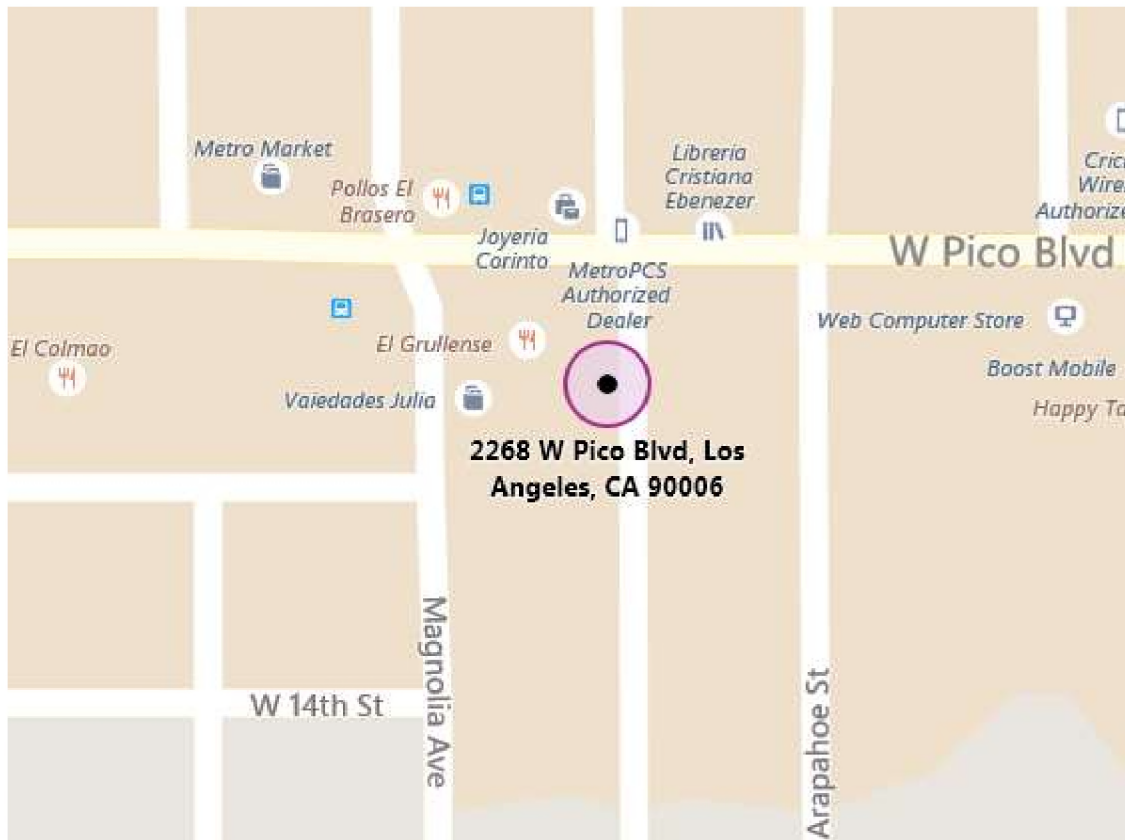
B3 – Land Use & Zoning Maps

B4 – ZIMAS Parcel Profile Report


B5 – Site Photos

# Vicinity Map

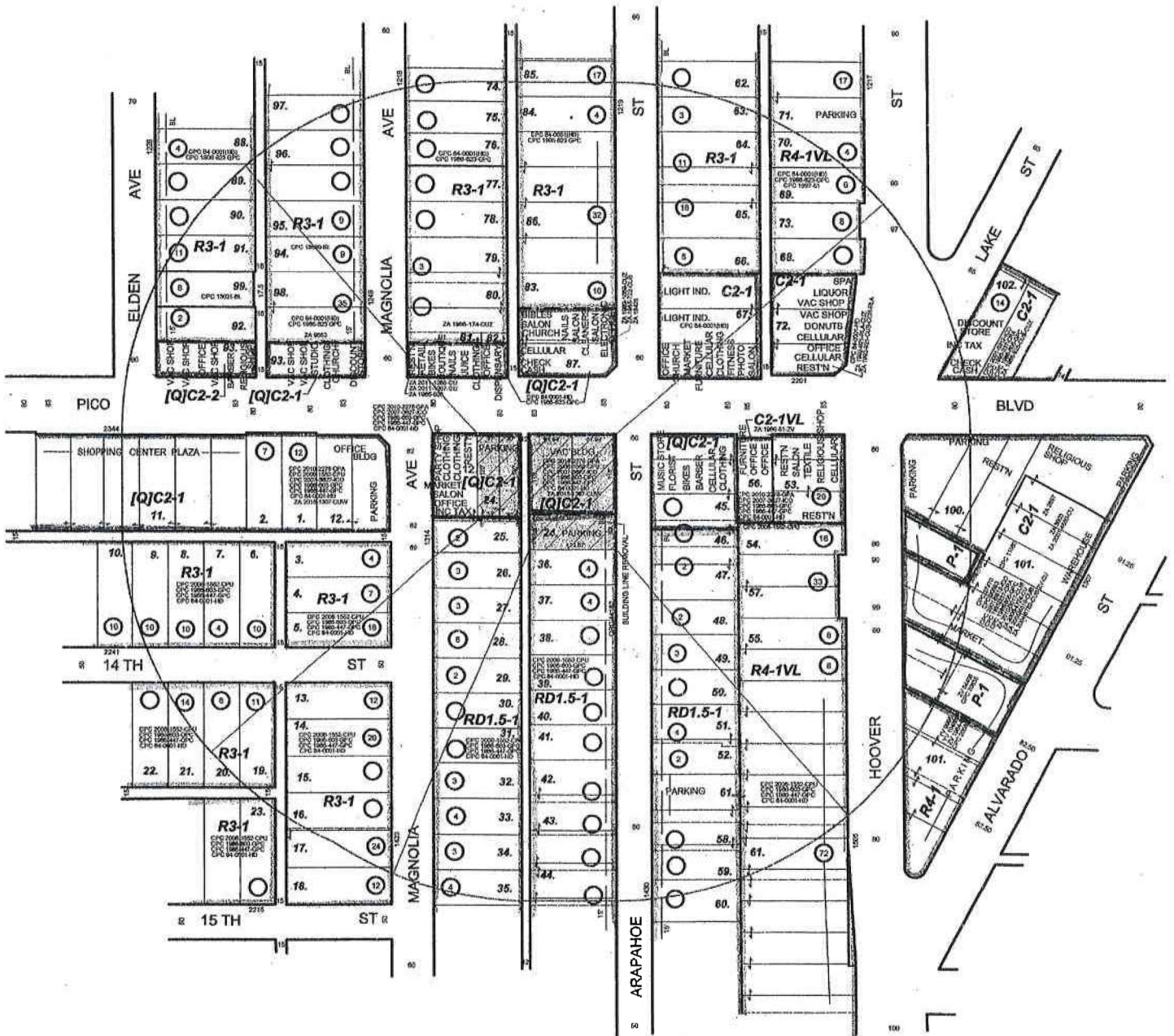
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Address: 2268 W. PICO BLVD

 #18-108B





FROM [Q]C2-1 & RD1.5-1 TO C2-2D

C.D. 1  
C.T. 2211.10  
P.A. SOUTH LOS ANGELES  
N.C. PICO UNION

# GENERAL PLAN AMENDMENT, VESTING ZONE CHANGE HEIGHT DISTRICT CHANGE, BUILDING LINE REMOVAL CONDITIONAL USE PERMIT & SITE PLAN REVIEW



## RADIUS MAPS ETC

3544 PORTOLA AVENUE  
LOS ANGELES CA 90032  
OFF/FAX: (323) 221-4555  
[radiusmapsetc@sbcglobal.net](mailto:radiusmapsetc@sbcglobal.net)

**SITE LOCATION:**  
2268 W. PICO BOULEVARD  
LOS ANGELES CA 90006

**LEGAL DESCRIPTION:**  
LOTS 25, 26, AND 27, BLOCK A, LOMIS  
TRACT ADDITION, M.R. 53-92; LOT 2, POR  
LOT 3, BLK A, LOMIS TRACT, M.R. 14-71  
(SEE APPLICATION)

CASE NO.:

DATE: 10-04-2017  
SCALE: 1" = 100'  
USES: FIELD  
D.M.: 129 A 201, 129 B 197  
T.B. PAGE: 634 GRID: B-4  
A.P.N.: 5056-007-002,003,023

## EXISTING LAND USES



2268 W. PICO BLVD.

CASE NO.:

DATE: 10 - 04 - 2017

SCALE: 0' 100' 200' 300' 400' 500'

## RADIUS MAPS ETC

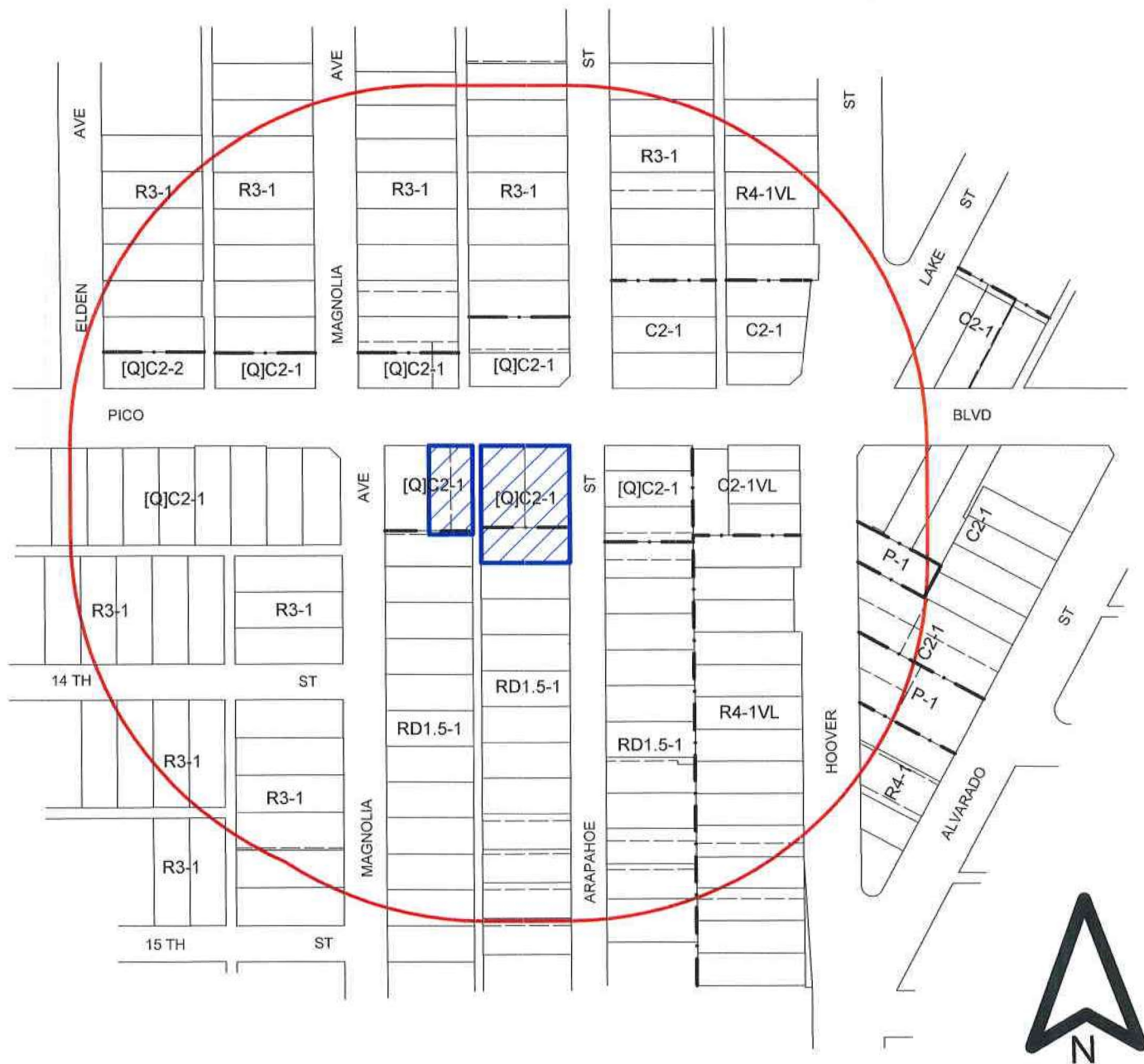
3544 PORTOLA AVENUE

LOS ANGELES CA 90032

(323) 221-4555

RADIUSMAPSETC@SBCGLOBAL.NET





## EXISTING ZONING



[Q]C2-1 & RD1.5-1 TO C2-2D



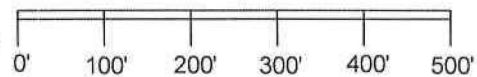
ZONE BOUNDARY LINE

CASE NO.:

DATE:

10 - 04 - 2017

SCALE:



## RADIUS MAPS ETC

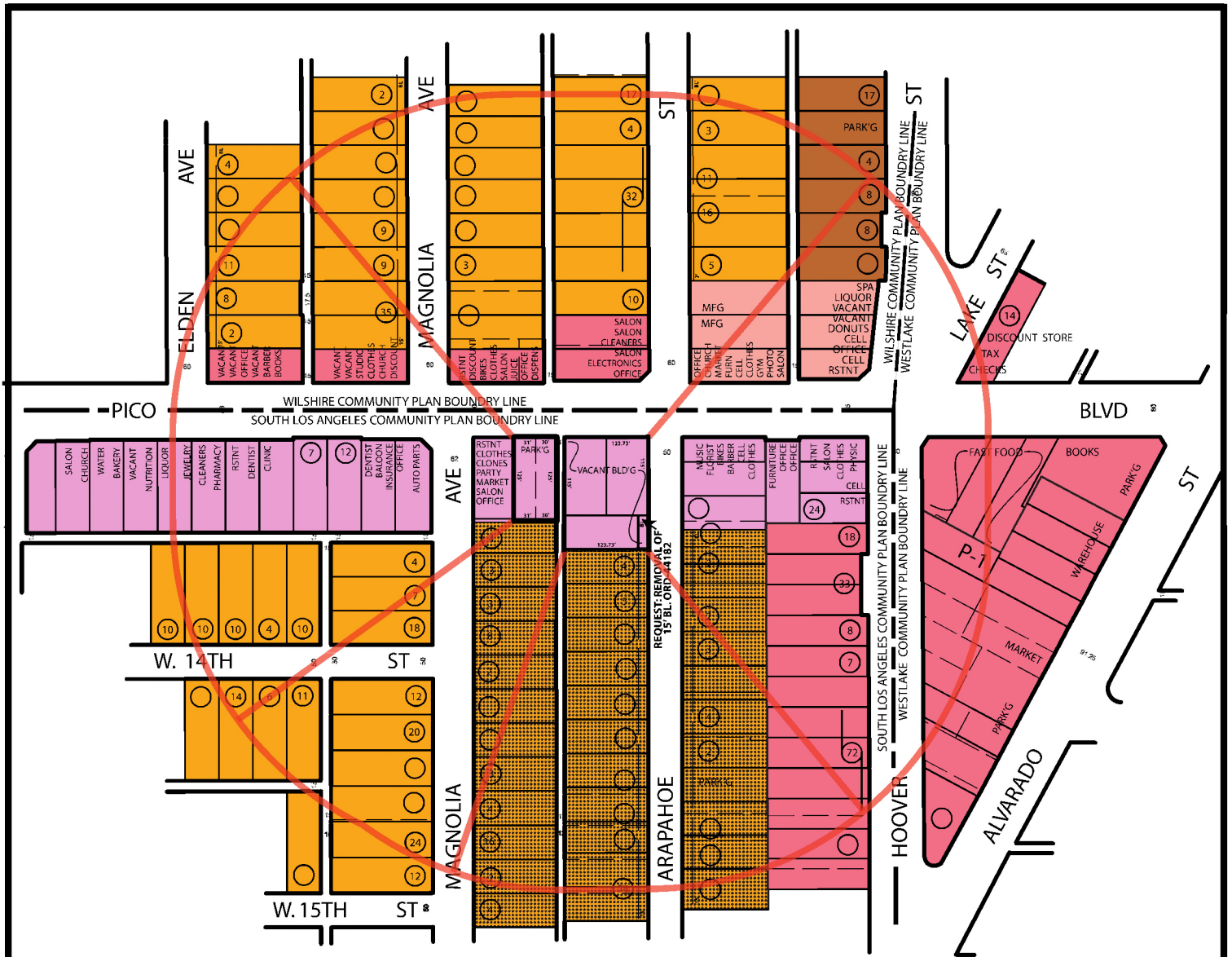
3544 PORTOLA AVENUE

LOS ANGELES CA 90032

(323) 221-4555

RADIUSMAPSETC@SBCGLOBAL.NET





## PROPOSED SOUTH LOS ANGELES COMMUNITY PLAN



**NEIGHBORHOOD COMMERCIAL**  
CR,C1,C1.5,C2,C4,RAS3,R3



**GENERAL COMMERCIAL**  
C2,C4,RAS3,RAS4,R4



**LOW MEDIUM II RESIDENTIAL**  
RD1.5,RD2,RZ2.5



**MEDIUM RESIDENTIAL**  
R3

## EXISTING WILSHIRE COMMUNITY PLAN



**GENERAL COMMERCIAL**  
C1.5,C2,C4,RAS3,RAS4



**HIGH MEDIUM RESIDENTIAL**  
R4



**MEDIUM RESIDENTIAL**  
R3



**NEIGHBORHOOD COMMERCIAL**  
C1,C1.5,C2,C4,P,CR,RAS3,RAS4

## EXISTING WESTLAKE COMMUNITY PLAN



**HIGHWAY ORIENTED COMMERCIAL**  
C2,C1,CR,RAS3,RAS4,P



Quality Mapping Service

PHONE: (818) 997-7949

DATE: 02-17-2024

QMS 18-108B

NORTH



# City of Los Angeles Department of City Planning

## 6/15/2018 PARCEL PROFILE REPORT

### PROPERTY ADDRESSES

2250 W PICO BLVD  
1309 S ARAPAHOE ST

### ZIP CODES

90006

### RECENT ACTIVITY

ZA-2015-1397-CUW  
ENV-2015-1398-EAF  
ENV-2017-2276-SE

### CASE NUMBERS

CPC-2010-2278-GPA  
CPC-2008-1552-CPU  
CPC-2007-3827-ICO  
CPC-1986-603-GPC  
CPC-1986-447-GPC  
CPC-1984-1-HD  
ORD-180103  
ORD-167121-SA113  
ORD-161116-SA38A  
ENV-2013-3392-CE  
ENV-2010-2279-CE  
ENV-2008-1781-EIR

### Address/Legal Information

PIN Number	129A201 239
Lot/Parcel Area (Calculated)	7,083.2 (sq ft)
Thomas Brothers Grid	PAGE 634 - GRID B4
Assessor Parcel No. (APN)	5056007023
Tract	THE LOOMIS TRACT ADDITION
Map Reference	M R 53-92
Block	A
Lot	FR 25
Arb (Lot Cut Reference)	None
Map Sheet	129A201

### Jurisdictional Information

Community Plan Area	South Los Angeles
Area Planning Commission	South Los Angeles
Neighborhood Council	Pico Union
Council District	CD 1 - Gilbert Cedillo
Census Tract #	2211.10
LADBS District Office	Los Angeles Metro

### Planning and Zoning Information

Special Notes	None
Zoning	[Q]C2-1
Zoning Information (ZI)	ZI-2452 Transit Priority Area in the City of Los Angeles ZI-2477 South Los Angeles Community Plan Adoption
General Plan Land Use	Commercial Manufacturing
General Plan Note(s)	Yes
Hillside Area (Zoning Code)	No
Specific Plan Area	None
Subarea	None
Special Land Use / Zoning	None
Design Review Board	No
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
Subarea	None
CUGU: Clean Up-Green Up	None
NSO: Neighborhood Stabilization Overlay	No
POD: Pedestrian Oriented Districts	None
SN: Sign District	No
Streetscape	No
Adaptive Reuse Incentive Area	None
Affordable Housing Linkage Fee	
Residential Market Area	Low
Non-Residential Market Area	Low

Transit Oriented Communities (TOC)	Tier 2
CRA - Community Redevelopment Agency	None
Central City Parking	No
Downtown Parking	No
Building Line	15
500 Ft School Zone	No
500 Ft Park Zone	No
<b>Assessor Information</b>	
Assessor Parcel No. (APN)	5056007023
APN Area (Co. Public Works)*	0.470 (ac)
Use Code	1400 - Commercial - Supermarket - Supermarket - 12,000 SF or More - One Story
Assessed Land Val.	\$2,550,000
Assessed Improvement Val.	\$918,000
Last Owner Change	08/15/2016
Last Sale Amount	\$4,400,044
Tax Rate Area	210
Deed Ref No. (City Clerk)	4-507
	340843
	320014-20
	2188463
Building 1	
Year Built	1934
Building Class	C55A
Number of Units	1
Number of Bedrooms	0
Number of Bathrooms	0
Building Square Footage	9,627.0 (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
<b>Additional Information</b>	
Airport Hazard	None
Coastal Zone	None
Farmland	Area Not Mapped
Urban Agriculture Incentive Zone	YES
Very High Fire Hazard Severity Zone	No
Fire District No. 1	No
Flood Zone	None
Watercourse	No
Hazardous Waste / Border Zone Properties	No
Methane Hazard Site	None
High Wind Velocity Areas	No
Special Grading Area (BOE Basic Grid Map A-13372)	No
Oil Wells	None
<b>Seismic Hazards</b>	
Active Fault Near-Source Zone	
Nearest Fault (Distance in km)	Within Fault Zone
Nearest Fault (Name)	Puente Hills Blind Thrust
Region	Los Angeles Blind Thrusts
Fault Type	B
Slip Rate (mm/year)	0.70000000
Slip Geometry	Reverse

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.

Slip Type	Moderately / Poorly Constrained
Down Dip Width (km)	19.00000000
Rupture Top	5.00000000
Rupture Bottom	13.00000000
Dip Angle (degrees)	25.00000000
Maximum Magnitude	7.10000000
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	BYZANTINE LATINO QUARTER - PICO BOULEVARD
Promise Zone	None
Renewal Community	No
Revitalization Zone	Central City
State Enterprise Zone	None
Targeted Neighborhood Initiative	Byzantine Latino Quarter

#### **Housing**

Direct all Inquiries to	Housing+Community Investment Department
Telephone	(866) 557-7368
Website	<a href="http://hcidla.lacity.org">http://hcidla.lacity.org</a>
Rent Stabilization Ordinance (RSO)	No
Ellis Act Property	No

#### **Public Safety**

Police Information	
Bureau	West
Division / Station	Olympic
Reporting District	2079
Fire Information	
Bureau	Central
Batallion	11
District / Fire Station	13
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-2010-2278-GPA
Required Action(s):	GPA-GENERAL PLAN AMENDMENT
Project Descriptions(s):	GENERAL PLAN AMENDMENT FOR EXISTING FAST FOOD INTERIM CONTROL ORDINANCE (ICO) TO CREATE A GENERAL PLANT FOOTNOTE FOR THE PROHIBITION OF CERTAIN PROJECTS.
Case Number:	CPC-2008-1552-CPU
Required Action(s):	CPU-COMMUNITY PLAN UPDATE
Project Descriptions(s):	SOUTH LOS ANGELES NEW COMMUNITY PLAN PROGRAM
Case Number:	CPC-2007-3827-ICO
Required Action(s):	ICO-INTERIM CONTROL ORDINANCE
Project Descriptions(s):	ESTABLISHMENT OF AN ICO TO TEMPORARILY PROHIBIT THE ISSUANCE OF ALL PERMITS RELATED TO THE ESTABLISHMENT OF NEW FAST-FOOD RESTAURANTS LOCATED IN WHOLE OR IN PART WITHIN THE PROPOSED ICO BOUNDARY.
Case Number:	CPC-1986-603-GPC
Required Action(s):	GPC-GENERAL PLAN/ZONING CONSISTENCY (AB283)
Project Descriptions(s):	GENERAL PLAN/ZONING CONSISTENCY PROGRAM
Case Number:	CPC-1986-447-GPC
Required Action(s):	GPC-GENERAL PLAN/ZONING CONSISTENCY (AB283)
Project Descriptions(s):	PLAN AND ZONE CONSISTENCY - SOUTH CENTRAL LOS ANGELES (HERB GLASCOV)
Case Number:	CPC-1984-1-HD
Required Action(s):	HD-HEIGHT DISTRICT
Project Descriptions(s):	CHANGE OF HEIGHT DISTRICT WITHIN THE "CORE AREA OF L.A."- GENERAL PLAN ZONE CONSISTENCY PROGRAM.
Case Number:	ENV-2013-3392-CE
Required Action(s):	CE-CATEGORICAL EXEMPTION
Project Descriptions(s):	THE PROPOSED ORDINANCE MODIFIES SECTION 22.119 OF THE LOS ANGELES ADMINISTRATIVE CODE TO ALLOW ORIGINAL ART MURALS ON LOTS DEVELOPED WITH ONLY ONE SINGLE-FAMILY RESIDENTIAL STRUCTURE AND THAT ARE LOCATED WITHIN COUNCIL DISTRICTS 1, 9, AND 14.
Case Number:	ENV-2010-2279-CE
Required Action(s):	CE-CATEGORICAL EXEMPTION
Project Descriptions(s):	GENERAL PLAN AMENDMENT FOR EXISTING FAST FOOD INTERIM CONTROL ORDINANCE (ICO) TO CREATE A GENERAL PLANT FOOTNOTE FOR THE PROHIBITION OF CERTAIN PROJECTS.
Case Number:	ENV-2008-1781-EIR
Required Action(s):	EIR-ENVIRONMENTAL IMPACT REPORT
Project Descriptions(s):	SOUTH LOS ANGELES NEW COMMUNITY PLAN PROGRAM

## DATA NOT AVAILABLE

ORD-180103

ORD-167121-SA113

ORD-161116-SA38A



ZIMAS PUBLIC

Generalized Zoning

06/15/2018

City of Los Angeles  
Department of City Planning



Address: 2250 W PICO BLVD

Tract: THE LOOMIS TRACT  
ADDITION

Zoning: [Q]C2-1

APN: 5056007023

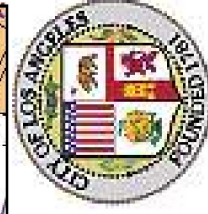
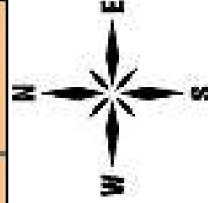
Block: A

Lot: FR 25

General Plan: Commercial Manufacturing

PIN #: 129A201 239

Arb: None



# LEGEND

## GENERALIZED ZONING

- OS, GW
- A, RA
- RE, RS, R1, RU, RZ, RW1
- R2, RD, RMP, RW2, R3, RAS, R4, R5
- CR, C1, C1.5, C2, C4, C5, CW, ADP, LASED, CEC, USC, PVSP, PPSP
- CM, MR, WC, CCS, UV, UI, UC, M1, M2, LAX, M3, SL
- P, PB
- PF

## GENERAL PLAN LAND USE

### LAND USE

#### RESIDENTIAL

- Minimum Residential
- Very Low / Very Low I Residential
- Very Low II Residential
- Low / Low I Residential
- Low II Residential
- Low Medium / Low Medium I Residential
- Low Medium II Residential
- Medium Residential
- High Medium Residential
- High Density Residential
- Very High Medium Residential

#### COMMERCIAL

- Limited Commercial
- Limited Commercial - Mixed Medium Residential
- Highway Oriented Commercial
- Highway Oriented and Limited Commercial
- Highway Oriented Commercial - Mixed Medium Residential
- Neighborhood Office Commercial
- Community Commercial
- Community Commercial - Mixed High Residential
- Regional Center Commercial

### FRAMEWORK

#### COMMERCIAL

- Neighborhood Commercial
- General Commercial
- Community Commercial
- Regional Mixed Commercial

#### INDUSTRIAL

- Commercial Manufacturing
- Limited Manufacturing
- Light Manufacturing
- Heavy Manufacturing
- Hybrid Industrial

#### PARKING

- Parking Buffer

#### PORT OF LOS ANGELES

- General / Bulk Cargo - Non Hazardous (Industrial / Commercial)
- General / Bulk Cargo - Hazard
- Commercial Fishing
- Recreation and Commercial
- Intermodal Container Transfer Facility Site

#### LOS ANGELES INTERNATIONAL AIRPORT

- Airport Landside / Airport Landside Support
- Airport Airside
- LAX Airport Northside

#### OPEN SPACE / PUBLIC FACILITIES
































- Open Space
- Public / Open Space
- Public / Quasi-Public Open Space
- Other Public Open Space
- Public Facilities

#### INDUSTRIAL

- Limited Industrial
- Light Industrial

CIRCULATION





































STREET

-  Arterial Mountain Road
-  Collector Scenic Street
-  Collector Street
-  Collector Street (Hillside)
-  Collector Street (Modified)
-  Collector Street (Proposed)
-  Country Road
-  Divided Major Highway II
-  Divided Secondary Scenic Highway
-  Local Scenic Road
-  Local Street
-  Major Highway (Modified)
-  Major Highway I
-  Major Highway II
-  Major Highway II (Modified)
-  Major Scenic Highway
-  Major Scenic Highway (Modified)
-  Major Scenic Highway II
-  Mountain Collector Street
-  Park Road
-  Parkway
-  Principal Major Highway
-  Private Street
-  Scenic Divided Major Highway II
-  Scenic Park
-  Scenic Parkway
-  Secondary Highway
-  Secondary Highway (Modified)
-  Secondary Scenic Highway
-  Special Collector Street
-  Super Major Highway

FREEWAYS

-  Freeway
-  Interchange
-  On-Ramp / Off- Ramp
-  Railroad
-  Scenic Freeway Highway

MISC. LINES




-  Airport Boundary
-  Bus Line
-  Coastal Zone Boundary
-  Coastline Boundary
-  Collector Scenic Street (Proposed)
-  Commercial Areas
-  Commercial Center
-  Community Redevelopment Project Area
-  Country Road
-  DWP Power Lines
-  Desirable Open Space
-  Detached Single Family House
-  Endangered Ridgeline
-  Equestrian and/or Hiking Trail
-  Hiking Trail
-  Historical Preservation
-  Horsekeeping Area
-  Local Street
-  MSA Desirable Open Space
-  Major Scenic Controls
-  Multi-Purpose Trail
-  Natural Resource Reserve
-  Park Road
-  Park Road (Proposed)
-  Quasi-Public
-  Rapid Transit Line
-  Residential Planned Development
-  Scenic Highway (Obsolete)
-  Secondary Scenic Controls
-  Secondary Scenic Highway (Proposed)
-  Site Boundary
-  Southern California Edison Power
-  Special Study Area
-  Specific Plan Area
-  Stagecoach Line
-  Wildlife Corridor



## POINTS OF INTEREST





 Alternative Youth Hostel (Proposed)	 Horticultural Center	 Public Elementary School
 Animal Shelter	 Hospital	 Public Elementary School (Proposed)
 Area Library	 Hospital (Proposed)	 Public Golf Course
 Area Library (Proposed)	<b>HW</b> House of Worship	 Public Golf Course (Proposed)
 Bridge	<b>e</b> Important Ecological Area	 Public Housing
 Campground	 Important Ecological Area (Proposed)	 Public Housing (Proposed Expansion)
 Campground (Proposed)	 Interpretive Center (Proposed)	 Public Junior High School
 Cemetery	 Junior College	 Public Junior High School (Proposed)
<b>HW</b> Church	 MTA / Metrolink Station	 Public Middle School
 City Hall	 MTA Station	 Public Senior High School
 Community Center	 MTA Stop	 Public Senior High School (Proposed)
 Community Library	<b>MWD</b> MWD Headquarters	 Pumping Station
 Community Library (Proposed Expansion)	 Maintenance Yard	 Pumping Station (Proposed)
 Community Library (Proposed)	 Municipal Office Building	 Refuse Collection Center
 Community Park	<b>P</b> Municipal Parking lot	 Regional Library
 Community Park (Proposed Expansion)	 Neighborhood Park	 Regional Library (Proposed Expansion)
 Community Park (Proposed)	 Neighborhood Park (Proposed Expansion)	 Regional Library (Proposed)
 Community Transit Center	 Neighborhood Park (Proposed)	 Regional Park
 Convalescent Hospital	 Oil Collection Center	 Regional Park (Proposed)
 Correctional Facility	 Parking Enforcement	<b>RPD</b> Residential Plan Development
 Cultural / Historic Site (Proposed)	 Police Headquarters	 Scenic View Site
 Cultural / Historical Site	 Police Station	 Scenic View Site (Proposed)
 Cultural Arts Center	 Police Station (Proposed Expansion)	 School District Headquarters
<b>DMV</b> DMV Office	 Police Station (Proposed)	 School Unspecified Loc/Type (Proposed)
<b>DWP</b> DWP	 Police Training site	 Skill Center
 DWP Pumping Station	<b>PO</b> Post Office	 Social Services
 Equestrian Center	 Power Distribution Station	 Special Feature
 Fire Department Headquarters	 Power Distribution Station (Proposed)	 Special Recreation (a)
 Fire Station	 Power Receiving Station	 Special School Facility
 Fire Station (Proposed Expansion)	 Power Receiving Station (Proposed)	 Special School Facility (Proposed)
 Fire Station (Proposed)	<b>C</b> Private College	 Steam Plant
 Fire Supply & Maintenance	<b>E</b> Private Elementary School	 Surface Mining
 Fire Training Site	 Private Golf Course	 Trail & Assembly Area
 Fireboat Station	 Private Golf Course (Proposed)	 Trail & Assembly Area (Proposed)
 Health Center / Medical Facility	<b>JH</b> Private Junior High School	<b>UTL</b> Utility Yard
 Helistop	<b>PS</b> Private Pre-School	 Water Tank Reservoir
 Historic Monument	 Private Recreation & Cultural Facility	 Wildlife Migration Corridor
 Historical / Cultural Monument	<b>SH</b> Private Senior High School	 Wildlife Preserve Gate
 Horsekeeping Area	<b>SF</b> Private Special School	
 Horsekeeping Area (Proposed)	 Public Elementary (Proposed Expansion)	

SCHOOLS/PARKS WITH 500 FT. BUFFER

-  Existing School/Park Site
-  Planned School/Park Site
-  Inside 500 Ft. Buffer

-  Aquatic Facilities
-  Other Facilities
-  Opportunity School
-  Beaches
-  Park / Recreation Centers
-  Charter School
-  Child Care Centers
-  Parks
-  Elementary School
-  Dog Parks
-  Performing / Visual Arts Centers
-  Span School
-  Golf Course
-  Recreation Centers
-  Special Education School
-  Historic Sites
-  Senior Citizen Centers
-  High School
-  Horticulture/Gardens
-  Middle School
-  Skate Parks
-  Early Education Center

COASTAL ZONE



-  Coastal Zone Commission Authority
-  Calvo Exclusion Area
-  Not in Coastal Zone
-  Dual Jurisdictional Coastal Zone

TRANSIT ORIENTED COMMUNITIES (TOC)




-  Tier 1
-  Tier 3
-  Tier 2
-  Tier 4

**Note:** TOC Tier designation and map layers are for reference purposes only. Eligible projects shall demonstrate compliance with Tier eligibility standards prior to the issuance of any permits or approvals. As transit service changes, eligible TOC Incentive Areas will be updated.






























WAIVER OF DEDICATION OR IMPROVEMENT

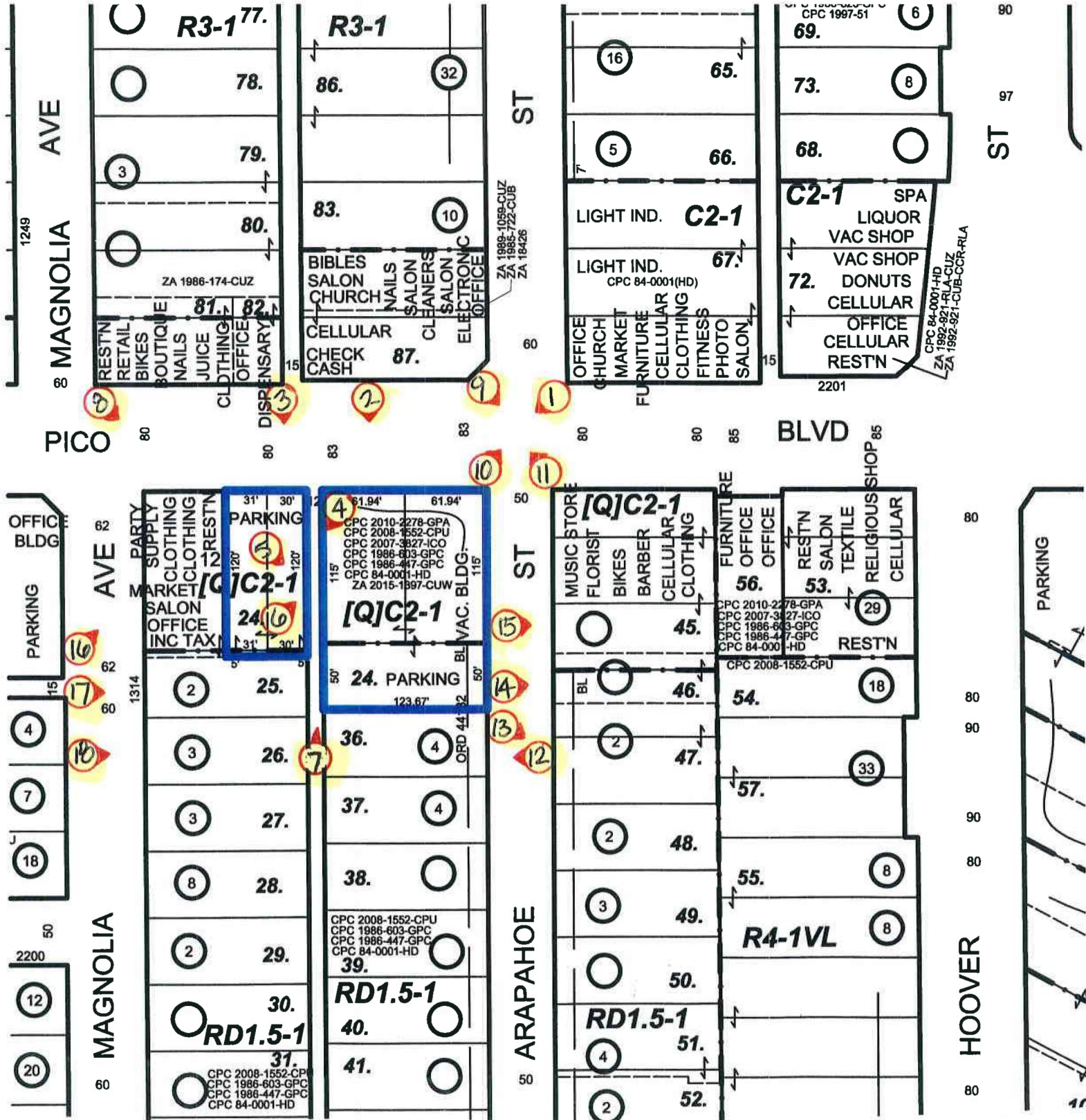
-  Public Work Approval (PWA)
-  Waiver of Dedication or Improvement (WDI)

LAMC SECTION 85.02 (VEHICLE DWELLING)

-  No vehicle dwelling anytime
-  No vehicle dwelling overnight between 9:00 PM - 6:00 AM. Must comply with all posted parking restrictions
-  Vehicle dwelling allowed. Must comply with all posted parking restrictions

OTHER SYMBOLS

-  Lot Line
-  Tract Line
-  Lot Cut
-  Easement
-  Zone Boundary
-  Building Line
-  Lot Split
-  Community Driveway
-  Lot Ties
-  Building Outlines 2014
-  Building Outlines 2008
-  Airport Hazard Zone
-  Census Tract
-  Coastal Zone
-  Council District
-  LADBS District Office
-  Downtown Parking
-  Fault Zone
-  Fire District No. 1
-  Tract Map
-  Parcel Map
-  Flood Zone
-  Hazardous Waste
-  High Wind Zone
-  Hillside Grading
-  Historic Preservation Overlay Zone
-  Specific Plan Area
-  Very High Fire Hazard Severity Zone
-  Oil Wells



# PHOTO BROCHURE

## RADIUS MAPS ETC

3544 PORTOLA AVENUE  
LOS ANGELES CA 90032  
TEL/FAX: (323) 221-4555

[radiusmapsetc@sbcglobal.net](mailto:radiusmapsetc@sbcglobal.net)

## SITE LOCATION:

2268 W. PICO BOULEVARD  
LOS ANGELES, CA 90006

CASE NO.:

DATE: 10 - 04 - 2017  
SCALE: 1" = 100'  
D.M.: 129 A 201, 129 B 197  
T.B. PAGE: 634 GRID: B-4  
APN: 5056-007-002,003,023



1.



2.





3.



4.





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6.





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9.



10.





11.



12.





13.



14.





15.



16.





17.



18.



**EXHIBIT C**

**COUNCIL FILE MOTION**

HOLLY L. WOLCOTT  
CITY CLERK

SHANNON D. HOPPE  
EXECUTIVE OFFICER

City of Los Angeles  
CALIFORNIA



ERIC GARCETTI  
MAYOR

OFFICE OF THE  
CITY CLERK

**Council and Public Services Division**

200 N. SPRING STREET, ROOM 395  
LOS ANGELES, CA 90012  
GENERAL INFORMATION - (213) 978-1133  
FAX: (213) 978-1040

BRIAN E. WALTERS  
DIVISION CHIEF

[CLERK.LACITY.ORG](http://CLERK.LACITY.ORG)

When making inquiries relative to  
this matter, please refer to the  
Council File No.: [17-0727](#)

## OFFICIAL ACTION OF THE LOS ANGELES CITY COUNCIL

August 30, 2017

**Council File No.:** [17-0727](#)

**Council Meeting Date:** August 29, 2017

**Agenda Item No.:** 7

**Agenda Description:** PLANNING AND LAND USE MANAGEMENT (PLUM) COMMITTEE REPORT relative to the initiation of a General Plan Amendment (GPA), amendment to the South Los Angeles Community Plan (SLACP) land use map, and preparation of a draft Zone and Height District Change Ordinance for the property located at 2268 West Pico Boulevard.

**Council Action:** PLANNING AND LAND USE MANAGEMENT COMMITTEE REPORT - ADOPTED

<b>Council Vote:</b>	YES	BOB BLUMENFIELD
	YES	MIKE BONIN
	ABSENT	JOE BUSCAINO
	ABSENT	GILBERT A. CEDILLO
	YES	MITCHELL ENGLANDER
	YES	MARQUEECE HARRIS-DAWSON
	YES	JOSE HUIZAR
	YES	PAUL KORETZ
	ABSENT	PAUL KREKORIAN
	ABSENT	NURY MARTINEZ
	YES	MITCH O'FARRELL
	YES	CURREN D. PRICE
	YES	MONICA RODRIGUEZ
	YES	DAVID RYU
	YES	HERB WESSON

HOLLY L. WOLCOTT  
CITY CLERK



PLANNING AND LAND USE MANAGEMENT (PLUM) COMMITTEE REPORT relative to the initiation of a General Plan Amendment (GPA), amendment to the South Los Angeles Community Plan (SLACP) land use map, and preparation of a draft Zone and Height District Change Ordinance for the property located at 2268 West Pico Boulevard.

Recommendations for Council action, as initiated by Motion (Cedillo - Englander):

1. INITIATE a GPA to change the Commercial Manufacturing and Low Medium II Residential land use designations to Community Commercial, an amendment to Footnote No. Four of the SLACP's land use map to allow Height District No. Two, and Zone and Height District Changes from [Q]C2-1 and RD1.5-1 to C2-2, with respect to various parcels located at 2268 West Pico Boulevard on the south side of Pico Boulevard, between Arapahoe Street and Magnolia Avenue, and Arapahoe Street south of Pico Boulevard.
2. INSTRUCT the Department of City Planning to prepare a GPA, amendment to the SLACP land use map, and Zone and Height District Change Ordinance, including the preparation for adoption of any required resolution and ordinance, and REFER the GPA to the Los Angeles City Planning Commission and the Mayor.

Fiscal Impact Statement: Neither the City Administrative Officer nor the Chief Legislative Analyst has completed a financial analysis of this report

Community Impact Statement: None submitted.

Summary:

At a regular meeting held on August 15, 2017, the PLUM Committee considered a Motion (Cedillo - Englander) relative to the initiation of a GPA and preparation of a draft Zone and Height District Change Ordinance for the property located at 2268 West Pico Boulevard. After providing an opportunity for public comment, the Committee recommended that Council approve the Motion. This matter is now submitted to the Council for consideration.

Respectfully Submitted,



PLANNING AND LAND USE MANAGEMENT COMMITTEE

<u>MEMBER:</u>	<u>VOTE:</u>
HUIZAR	YES
HARRIS-DAWSON	YES
ENGLANDER	YES
BLUMENFIELD	YES
PRICE	ABSENT

## MOTION


The site located at 2268 West Pico Boulevard is 28,345 square-feet, bifurcated by an existing 12-foot alley, and consists of seven legal lots. It is currently developed with an approximately 10,000 square-foot market and associated surface parking. Directly west of the subject site is improved with a multi-tenant retail building. An opportunity to redevelop the site with a well-known and reputable 125-room brand hotel has presented itself which would enhance the immediate neighborhood and surrounding community by providing amenities on the ground floor, such as a restaurant and meeting space, as well as much needed reasonably priced hotel rooms west of the 110 Freeway serving visitors to the Convention Center.

The subject site is located within the South Los Angeles Community Plan ("Community Plan") that designates the southern portions of the site (east and west of the alley) as "Low Medium II Residential" with corresponding zones of RD1.5, RD2, RW2, and RZ2.5. The northern portions (east and west of the alley) are designated as "Commercial Manufacturing". The northern portion of the subject site is zoned [Q]C2-1 while the southern portion is zoned RD1.5-1. The dual zoning is inconsistent with good zoning practice and prohibitive to the proposed development opportunity.

The South Los Angeles Community Plan is currently in the process of being updated. The proposed update includes the establishment of Community Plan Implementation Overlays (CPIO's) as a tool to implement the Community Plan's goals and policies by establishing sub-areas that tailor regulations to meet neighborhood-specific needs. The update identifies the subject site as being located in the "Corridors Subarea," specifically in Subareas A and C. Subarea A is defined as the "Neighborhood Serving Corridor" which "allows for a refined range of commercial uses, as well as multi-family residential uses". Development standards promote neighborhood activity and facilitate a more pedestrian-oriented environment. "Subarea C" is defined as the "General Corridor" which also "allows for a broad range of commercial uses and also allows multi-family residential development." Height and Floor Area Ratio (FAR) would be regulated by deferring to the underlying zone and density in accordance with the R3 Zone for both Subareas A and C. Under R3 Zone regulations, the subject site would only accommodate a maximum of 43 guest rooms.

A General Plan Amendment to change the "Commercial Manufacturing" and "Low Medium II Residential" land use designations to "General Commercial", an amendment to Footnote No. 4 of the South Los Angeles Community Plan's land use map to allow Height District No. 2, and Zone and Height District Changes from [Q]C2-1 and RD1.5-1 to C2-2 would allow the 125-room brand hotel use and neighborhood amenities with a maximum FAR of approximately 2.99:1. Properties north of the site, separated by Pico Boulevard, are designated as "General Commercial" in the Wilshire Community Plan; therefore, the General Plan Amendment would not result in "spot" land use planning.

These amendments would facilitate the development of a use in the hospitality sector by contributing to the City supply of needed hotel beds, and providing reasonably priced accommodations and neighborhood-serving amenities while potentially serving as a catalyst for the economic development of the surrounding commercial areas which are currently significantly underdeveloped as acknowledged by the existing and proposed South Los Angeles Community Plans.

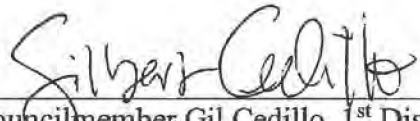


JUN 23 2017



**I THEREFORE MOVE** that the City Council instruct the Department of City Planning, in consultation with the City District 1, to initiate consideration of a General Plan Amendment to change the "Commercial Manufacturing" and "Low Medium II Residential" land use designations to "General Commercial", an amendment to Footnote No. 4 of the South Los Angeles Community Plan's land use map to allow Height District No. 2, and Zone and Height District Changes from [Q]C2-1 and RD1.5-1 to C2-2, including the preparation and adoption of any required resolution and ordinance, with respect to various parcels located at 2268 West Pico Boulevard on the south side of Pico Boulevard, between Arapahoe St and Magnolia Avenue, and Arapahoe Ave south of Pico Boulevard.

PRESENTED BY:

  
Councilmember Gil Cedillo, 1<sup>st</sup> District

SECONDED BY:



ORIGINAL

## **EXHIBIT D**

### **AGENCY CORRESPONDENCE**

D1 – Bureau of Engineering

D2 – Department of Transportation


D3 – Bureau of Sanitation

D4 – Fire Department

**CITY OF LOS ANGELES**  
**INTER-DEPARTMENTAL CORRESPONDENCE**

**Date:** August 24, 2018

**To:** Mr. Vince Bertoni, Director  
Department of City Planning  
Attn: Alan Como (City Planner)

**From:**   
Edmond Yew, Division Engineer  
Land Development & GIS Division  
Bureau of Engineering

**Subject: Case No. CPC 2018-3544 (GPA/VZC/HD/CU/SPR): 2250-2270  
West Pico Boulevard and 1309-1315 South Arapahoe Street**

The following recommendations identifying the infrastructure deficiencies adjacent to the application site are submitted for your use for the approval of a General Plan Amendment, Vesting Zone Change, Height District, Conditional Use Permit and Site Plan Review adjoining the area involved:

1. Dedication Required:

**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.

**Arapahoe Street** (Local Street) – A 5-foot wide strip of land along the property frontage to complete a 30-foot wide half right-of-way in accordance with Local Street standards.

**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.

2. Improvements Required:

**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.

**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.

**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 (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 Transportation regarding signs, equipment and parking meters (213) 482-7024.

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.

3. 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.
4. Sewer lines exist in Arapahoe Street and Pico Boulevard. Extension of the 6-inch house connection laterals to the new property line may be required. Facilities Charges and Bonded Sewer Fees are to be paid prior to obtaining a building permit.
5. An investigation by the Sewer Counter may be required 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 at (213) 482-7030.

6. 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) 482-7474.
7. 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.

Any questions regarding this report may be directed to Quyen M. Phan of my staff at (213) 202-3495.


cc: Eric Lieberman  
Central District Office

**CITY OF LOS ANGELES**  
INTER-DEPARTMENTAL CORRESPONDENCE

2250 W Pico Blvd  
DOT Case No. CEN17-45372

Date: January 29, 2025

To: Deputy Advisory Agency  
Department of City Planning

From:  Jose Cardenas, Transportation Engineering Associate  
Department of Transportation

Subject: **PARCEL MAP NO. 2018-3544**

Reference is made to your request for review of this case regarding potential traffic access problems. Based upon this review, it is recommended that:

1. 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.
2. 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.
3. 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.
4. 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.
5. Driveway(s) or depressed curbs that are abandoned and no longer in use, shall be removed and replaced with full curb-height.
6. 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](mailto:ladot.onestop@lacity.org)

7. 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.

Please contact this section at [ladot.onestop@lacity.org](mailto:ladot.onestop@lacity.org) for any questions regarding the above.

Attachment

H:\Letters\2025\CEN17-45372\_2250 W Pico Blvd\_CPC-2018-3544-GPA-VZC-HD-CU-SPR.docx

c: Helen Campbell, Council District 1  
Kaylin Pell, LADOT Central District



# City Planning Case Referral



## Project Information

LA Sanitation Case Referral #:

378

Date: 05/02/2018

6-14-18

mf

<b>Site Information</b> <b>Project Address:</b> 2250 - 2270 W. Pico Blvd and 1309-1315 S. Arapahoe Street <b>APN:</b> 5056-007-002, 5056-007003 and 5056-007-023 <b>Type of Project:</b> <u>(New)</u> / Redevelopment <ul style="list-style-type: none"> <li>Res. / <u>(Comm.)</u> Ind. / Mixed Use</li> <li>Other: Hotel</li> </ul> <b>Hillside Grading:</b> (Y / <u>(N)</u> ) <b>ESA:</b> (Y / N) <b>Liquefaction:</b> (Y / <u>(N)</u> ) <b>Percolation test done:</b> (Y / <u>(N)</u> )	<b>Applicant Information</b> <b>Name:</b> Divine Hotels Group, a California Corporation <b>Email:</b> qesadmin@qesqms.com <b>Phone:</b> (818)997-8033 <b>Address:</b> 611 S. Westlake Avenue Los Angeles, CA 90057
<b>Project Information</b> <b>Total site area (Ac):</b> .65 <b>Design Storm (85<sup>th</sup> Percentile):</b> 1.1" <b>Approx Impervious area (Ac):</b> .52 <b>Approx Pervious Area (Ac):</b> .13	
<b>Note:</b> The information on this City Planning Case Referral Form is only a "preliminary review" by LA Sanitation. It informs the applicant of the stormwater requirements that will need to be implemented on the project in order to satisfy Low Impact Development (LID) requirements.	
<b>Possible BMP</b> (Subject to Soils testing and Site conditions) <b>Infiltration:</b> <u>(Y)</u> / N <b>Capture &amp; Use:</b> <u>(Y)</u> / N <b>Bio-Filtration:</b> <u>(Y)</u> / N	<b>Sanitation Plan Checker</b> <b>Reviewer:</b> Martin Rego <b>Date Reviewed:</b> 6-14-18
<b>Comment(s):</b> - Project must comply with LID ordinance. - Hierarchy of BMP implementation must be followed. (1) Infiltration (2) Capture and Use (3) Biofiltration	

**CITY OF LOS ANGELES**  
**INTER-DEPARTMENTAL CORRESPONDENCE**

February 27, 2025

TO: Vincent Bertoni, AICP, Director of Planning  
Department of City Planning  
Attention: Connie Chauv

FROM: Los Angeles Fire Department

SUBJECT: **CPC-2018-3544-GPA-VZC-HD-CU-SPR (2250 W. Pico Blvd.)**

Submit plot plans for Fire Department approval and review prior to recordation of City Planning Case.

RECOMMENDATIONS:

Access for Fire Department apparatus and personnel to and into all structures shall be required.

Address identification. New and existing buildings shall have approved building identification placed in a position that is plainly legible and visible from the street or road fronting the property.

One or more Knox Boxes will be required to be installed for LAFD access to project.  
Location and number to be determined by LAFD Field Inspector. (Refer to FPB Req # 75).

The entrance or exit of all ground dwelling units shall not be more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.

No building or portion of a building shall be constructed more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.

Fire Lane Requirements:

- 1) Fire lane width shall not be less than 20 feet. When a fire lane must accommodate the operation of Fire Department aerial ladder apparatus or where fire hydrants are installed, those portions shall not be less than 28 feet in width.
- 2) The width of private roadways for general access use and fire lanes shall not be less than 20 feet, and the fire lane must be clear to the sky.
- 3) Fire lanes, where required and dead ending streets shall terminate in a cul-de-sac or other approved turning area. No dead ending street or fire lane shall be greater than 700 feet in length or secondary access shall be required.
- 4) Submit plot plans indicating access road and turning area for Fire Department approval.
- 5) All parking restrictions for fire lanes shall be posted and/or painted prior to any Temporary Certificate of Occupancy being issued.
- 6) Plans showing areas to be posted and/or painted, "FIRE LANE NO PARKING" shall be submitted and approved by the Fire Department prior to building permit application sign-off.
- 7) Electric Gates approved by the Fire Department shall be tested by the Fire Department prior to Building and Safety granting a Certificate of Occupancy.
- 8) All public street and fire lane cul-de-sacs shall have the curbs painted red and/or be posted "No Parking at Any Time" prior to the issuance of a Certificate of Occupancy or Temporary Certificate of Occupancy for any structures adjacent to the cul-de-sac.
- 9) No framing shall be allowed until the roadway is installed to the satisfaction of the Fire Department.

Construction of public or private roadway in the proposed development shall not exceed 10 percent in grade.

On small lot subdivisions, any lots used for access purposes shall be recorded on the final map as a "Fire Lane".

Private development shall conform to the standard street dimensions shown on Department of Public Works Standard Plan S-470-0.

Standard cut-corners will be used on all turns.

The Fire Department may require additional vehicular access where buildings exceed 30 feet in height.

Where the vertical distance between the grade plane and the highest roof surface exceeds 30 feet, approved aerial fire apparatus access roads shall be provided.

Where above ground floors are used for residential purposes, the access requirement shall be interpreted as being the horizontal travel distance from the street, driveway, alley, or designated fire lane to the main entrance of individual units.

The following recommendations of the Fire Department relative to fire safety shall be incorporated into the building plans, which includes the submittal of a plot plan for approval by the Fire Department either prior to the recordation of a final map or the approval of a building permit. The plot plan shall include the following minimum design features: fire lanes, where required, shall be a minimum of 20 feet in width; all structures must be within 300 feet of an approved fire hydrant, and entrances to any dwelling unit or guest room shall not be more than 150 feet in distance in horizontal travel from the edge of the roadway of an improved street or approved fire lane.

#### 2014 CITY OF LOS ANGELES FIRE CODE, SECTION 503.1.4 (EXCEPTION)

- a. When this exception is applied to a fully fire sprinklered residential building equipped with a wet standpipe outlet inside an exit stairway with at least a 2 hour rating the distance from the wet standpipe outlet in the stairway to the entry door of any dwelling unit or guest room shall not exceed 150 feet of horizontal travel AND the distance from the edge of the roadway of an improved street or approved fire lane to the door into the same exit stairway directly from outside the building shall not exceed 150 feet of horizontal travel.
- b. It is the intent of this policy that in no case will the maximum travel distance exceed 150 feet inside the structure and 150 feet outside the structure. The term "horizontal travel" refers to the actual path of travel to be taken by a person responding to an emergency in the building.
- c. This policy does not apply to single-family dwellings or to non-residential buildings.

Site plans shall include all overhead utility lines adjacent to the site.

Where access for a given development requires accommodation of Fire Department apparatus, overhead clearance shall not be less than 14 feet.

No proposed development utilizing cluster, group, or condominium design of one or two family dwellings shall be more than 150 feet from the edge of the roadway of an improved street, access road, or designated fire lane.

**FPB #105**

5101.1 Emergency responder radio coverage in new buildings. All new buildings shall have approved radio coverage for emergency responders within the building based upon the existing coverage levels of the public safety communication systems of the jurisdiction at the exterior of the building. This section shall not require improvement of the existing public safety communication systems.

That in order to provide assurance that the proposed common fire lane and fire protection facilities, for the project, not maintained by the City, are properly and adequately maintained, the sub-divider shall record with the County Recorder, prior to the recordation of the final map, a covenant and agreement (Planning Department General Form CP-6770) to assure the following:

- A. The establishment of a property owners association, which shall cause a yearly inspection to be, made by a registered civil engineer of all common fire lanes and fire protection facilities. The association will undertake any necessary maintenance and corrective measures. Each future property owner shall automatically become a member of the association or organization required above and is automatically subject to a proportionate share of the cost.
- B. The future owners of affected lots with common fire lanes and fire protection facilities shall be informed of their responsibility for the maintenance of the devices on their lots. The future owner and all successors will be presented with a copy of the maintenance program for their lot. Any amendment or modification that would defeat the obligation of said association as the Advisory Agency must approve required hereinabove in writing after consultation with the Fire Department.
- C. In the event that the property owners association fails to maintain the common property and easements as required by the CC and R's, the individual property owners shall be responsible for their proportional share of the maintenance.
- D. Prior to any building permits being issued, the applicant shall improve, to the satisfaction of the Fire Department, all common fire lanes and install all private fire hydrants to be required.
- E. That the Common Fire Lanes and Fire Protection facilities be shown on the Final Map.

Any roof elevation changes in excess of 3 feet may require the installation of ships ladders.

Building designs for multi-storied residential buildings shall incorporate at least one access stairwell off the main lobby of the building; But, in no case greater than 150ft horizontal travel distance from the edge of the public street, Private Street or Fire Lane. This stairwell shall extend onto the roof.

Entrance to the main lobby shall be located off the address side of the building.

Any required Fire Annunciator panel or Fire Control Room shall be located within 20ft visual line of site of the main entrance stairwell or to the satisfaction of the Fire Department.

Where rescue window access is required, provide conditions and improvements necessary to meet accessibility standards as determined by the Los Angeles Fire Department.

Adequate off-site public and on-site private fire hydrants may be required. Their number and location to be determined after the Fire Department's review of the plot plan.

Any required fire hydrants to be installed shall be fully operational and accepted by the Fire Department prior to any building construction.

The applicant is further advised that all subsequent contact regarding these conditions must be with the Hydrant and Access Unit. This would include clarification, verification of condition compliance and plans or building permit applications, etc., and shall be accomplished **BY APPOINTMENT ONLY**, in order to assure that you receive service with a minimum amount of waiting please call **(213) 482-6543**. You should advise any consultant representing you of this requirement as well.

Ronnie R. Villanueva  
Interim Fire Chief

David A. Perez, Fire Marshal  
Bureau of Fire Prevention and Public Safety

DP:KC:kc

CPC-2018-3544-GPA-VZC-HD-CU-SPR (2250 W. Pico Blvd.)

# **EXHIBIT E**

## **ENVIRONMENTAL DOCUMENTS**

### **ENV-2018-3545-MND**

**Mitigated Negative Declaration:** <https://planning.lacity.gov/odocument/5d0a7a79-8b76-4452-ae73-ea3e85ffdeac/ENV-2018-3545.pdf>

**Appendix A – Air Quality Study:** <https://planning.lacity.gov/odocument/71ce8300-e3a6-43c5-87c3-8bc242dce39e/ENV-2018-3545-A.pdf>

**Appendix B – Phase II Environmental Site Assessment:**  
<https://planning.lacity.gov/odocument/cc644bb1-037b-4ed9-832c-1f94b5d05657/ENV-2018-3545-B.pdf>

**Appendix C – Noise Study:** <https://planning.lacity.gov/odocument/30090b8f-4e6f-4691-b456-edf06d29ea8a/ENV-2018-3545-C.pdf>

**Appendix D – Traffic Study:** <https://planning.lacity.gov/odocument/0ca0cc49-8879-449d-84d3-6e025844f051/ENV-2018-3545-D.pdf>

**Appendix E – Cultural Resources Documents:**  
<https://planning.lacity.gov/odocument/40aa6722-67b3-45b6-8b84-1d6ea74053d2/ENV-2018-3545-E.pdf>

**E1 - Department of Transportation**

**E2 - Tree Disclosure Statement**




**CITY OF LOS ANGELES**  
INTER-DEPARTMENTAL CORRESPONDENCE

2250 W Pico Blvd  
DOT Case No. CEN 17-45372

Date: March 16, 2017

To: Karen Hoo, City Planner  
Department of City Planning

From:   
Wes Pringle, Transportation Engineer  
Department of Transportation

Subject: **TRANSPORTATION IMPACT STUDY FOR THE PROPOSED MIXED-USE  
RESIDENTIAL PROJECT LOCATED AT 2250 WEST PICO BOULEVARD**

DOT has reviewed the transportation analysis dated February 17, 2017 prepared by Linscott, Law & Greenspan Engineers, for the proposed hotel project located at **2250 WEST PICO BOULEVARD**. In order to evaluate the effects of the project's traffic on the available transportation infrastructure, the significance of the project's traffic impacts is measured in terms of change to the volume-to-capacity (V/C) ratio between the "future no project" and the "future with project" scenarios. This change in the V/C ratio is compared to DOT's established threshold standards to assess the project-related traffic impacts. The traffic study included the detailed analysis of seven intersections. Based on DOT's traffic impact criteria<sup>1</sup>, none of the study intersections included in the traffic analysis are expected to be significantly impacted by project-related traffic, as noted in **Attachment 1**. The results of the traffic analysis accounted for other known development projects in evaluating potential cumulative impacts and adequately evaluated the project's traffic impacts on the surrounding community.

## DISCUSSION AND FINDINGS

A. Project Description

The proposed project of 125-room hotel will replace a 9,627 square foot supermarket. The project will provide at grade parking as well as a subterranean parking garage. Vehicular access will be accommodated via one full access driveway located off Pico Boulevard and the existing north-south alley that bisects the Project Site. The north-south alley will provide access to the ground floor parking, loading area, and subterranean parking levels. The project is expected to be completed by 2019.

B. Trip Generation

The project is estimated to generate a net increase of 409 daily trips, 45 trips in the a.m. peak hour, and 19 trips in the p.m. peak hour. The trip generation estimates are based on formulas published by the Institute of Transportation Engineers (ITE) Trip Generation, 9<sup>th</sup> Edition, 2012. A copy of the trip generation table can be found in **Attachment 2**.

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



C. Freeway Analysis

The traffic study included a freeway impact analysis that was prepared in accordance with the State-mandated Congestion Management Program (CMP) administered by the Los Angeles County Metropolitan Transportation Authority (MTA). According to this analysis, the project would not result in significant traffic impacts on any of the evaluated freeway mainline segments. To comply with the Freeway Impact Analysis Agreement executed between Caltrans and DOT in October 2013, the study also included a screening analysis to determine if additional evaluation of freeway mainline and ramp segments was necessary beyond the CMP requirements. The project did not meet or exceed any of the four thresholds defined in the latest agreement, updated in December 2015. Exceeding one of the four screening criteria would require the applicant to work directly with Caltrans to prepare more detailed freeway analyses. No additional freeway analysis was required.

## PROJECT REQUIREMENTS

A. Construction Impacts

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

B. Highway Dedication And Street Widening Requirements

On January 20, 2016, the City Council adopted the Mobility Plan 2035 which is the new Mobility Element of the General Plan. A key feature of the updated plan is to revise street standards in an effort to provide a more enhanced balance between traffic flow and other important street functions including transit routes and stops, pedestrian environments, bicycle routes, building design and site access, etc. Per the new Mobility Element, **West Pico Boulevard** is designated as an Avenue II, which would require a 28- foot half-width roadway and a 43-foot half-width right-of-way. **South Arapahoe Street** is designated as a Local Street-Standard, which would require an 18- foot half-width roadway and a 30-foot half-width right-of-way. The applicant should check with BOE's Land Development Group to determine if there are any other applicable highway dedication, street widening and/or sidewalk requirements for this project.

C. Parking Requirements

The project will provide ground floor parking and subterranean parking levels. The applicant should check with the Department of Building and Safety on the number of Code-required parking spaces needed for the project.

D. Driveway Access and Circulation

The proposed site plan illustrated in **Attachment 3** is acceptable to DOT; however, review of the study does not constitute approval of the driveway dimensions and internal circulation schemes. Those require separate review and approval and should be coordinated with DOT's Citywide Planning Coordination Section (201 N. Figueroa Street, 5th Floor, Room 550, at 213-482-7024). In order to minimize potential building design changes, the applicant should contact DOT for driveway width and internal circulation requirements so that such traffic flow considerations are designed and

incorporated early into the building and parking layout plans. All new driveways should be Case 2 driveways and any security gates should be a minimum 20 feet from the property line. All truck loading and unloading should take place on site with no vehicles backing into the project via any of the project driveways.

E. Development Review Fees

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

If you have any questions, please contact Johnathan Yu of my staff at (213) 972-4993.

Attachments

*J:\Letters\2017\CEN17-45372\_2550 W Pico Blvd\_Hotel.docx*

c: Gerald Gubatan, Council District No. 1  
Mehrdad Moshksar, Central District, DOT  
Taimour Tanavoli, Case Management Office, DOT  
Carl Mills, Central District, BOE  
Mark Bueno, Linscott, Law & Greenspan, Engineers

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

**Table 9-1**  
**SUMMARY OF VOLUME TO CAPACITY RATIOS**  
**AND LEVELS OF SERVICE**  
**AM AND PM PEAK HOURS**

17 Feb 15

NO.	INTERSECTION	PEAK HOUR	[1]		[2]		[3]		[4]		CHANGE SIGNF. V/C IMPACT [4]-[3]			
			YEAR 2017 EXISTING V/C	LOS	YEAR 2017 EXISTING W/ PROJECT V/C	LOS	CHANGE SIGNF. V/C IMPACT [2]-[1]	LOS	YEAR 2019 FUTURE PRE-PROJECT V/C	LOS		YEAR 2019 FUTURE W/ PROJECT V/C	LOS	
1	Vermont Avenue / Pico Boulevard	AM PM	0.705 0.699	C B	0.707 0.701	C C	0.004 0.002	NO NO	0.909 0.977	E E	0.914 0.979	E E	0.005 0.002	NO NO
2	Magnolia Avenue / Pico Boulevard	AM PM	0.329 0.472	A A	0.337 0.476	A A	0.008 0.004	NO NO	0.493 0.695	A B	0.504 0.699	A B	0.011 0.004	NO NO
3	Magnolia Avenue / Venice Boulevard	AM PM	0.473 0.457	A A	0.473 0.457	A A	0.000 0.000	NO NO	0.561 0.574	A A	0.561 0.575	A A	0.000 0.001	NO NO
4	Hoover Street / Olympic Boulevard	AM PM	0.873 0.834	D D	0.875 0.834	D D	0.002 0.000	NO NO	1.036 1.107	F F	1.038 1.108	F F	0.002 0.001	NO NO
5	Hoover Street / Pico Boulevard	AM PM	0.663 0.728	B C	0.667 0.729	B C	0.004 0.001	NO NO	0.832 0.957	D E	0.835 0.958	D E	0.008 0.001	NO NO
6	Hoover Street / Venice Boulevard	AM PM	0.769 0.813	C D	0.770 0.814	C D	0.001 0.001	NO NO	1.003 1.064	F F	1.004 1.065	F F	0.001 0.001	NO NO
7	Alvarado Street / Pico Boulevard	AM PM	0.592 0.719	A C	0.594 0.720	A C	0.002 0.001	NO NO	0.718 0.895	C D	0.720 0.896	C D	0.002 0.001	NO NO

[a] According to LADOT's "Traffic Study Policies and Procedures", August 2014, a transportation impact on an intersection shall be deemed significant in accordance with the following table:

Final v/c	Project Related Increase in v/c
0.701 - 0.800	C
0.801 - 0.900	D
> 0.901	E, F

17 Feb 17

## ATTACHMENT 2 Project Trip Generation Estimates

Table 7-1  
PROJECT TRIP GENERATION [1]

03-Feb-17

LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
			IN	OUT	TOTAL	IN	OUT	TOTAL
<i>Proposed Project</i> Hotel [3]	125 Rooms	1,021	39	27	66	38	37	75
<i>Proposed Transit Trips [4]</i> Hotel (5%)		(51)	(2)	(1)	(3)	(2)	(2)	(4)
<i>Existing Site</i> Supermarket [5]	(9,627) GSF	(984)	(20)	(12)	(32)	(46)	(45)	(91)
<i>Existing Transit Trips [4]</i> Supermarket (5%)		49	1	1	2	2	2	4
<b>Net Project Driveway Subtotal</b>		<b>35</b>	<b>18</b>	<b>14</b>	<b>32</b>	<b>(8)</b>	<b>(8)</b>	<b>(16)</b>
<i>Existing Pass-By Trips [6]</i> Supermarket (40%)		374	8	5	13	18	17	35
<b>NET PROJECT TRIPS</b>		<b>409</b>	<b>26</b>	<b>19</b>	<b>45</b>	<b>10</b>	<b>9</b>	<b>19</b>

[1] Source: ITE "Trip Generation", 9th Edition, 2012.

[2] Trips are one-way traffic movements, entering or leaving.

[3] ITE Land Use Code 310 (Hotel) trip generation average rates

- Daily Trip Rate: 8.17 trips/Rooms; 50% inbound/50% outbound

- AM Peak Hour Trip Rate: 0.53 trips/Rooms; 59% inbound/41% outbound

- PM Peak Hour Trip Rate: 0.60 trips/Rooms; 51% inbound/49% outbound

[4] The transit reduction is based on the site's proximity to a various bus lines as well as the land use characteristics of the project.

[5] ITE Land Use Code 850 (Supermarket) trip generation average rates

- Daily Trip Rate: 102.24 trips/1000 GSF; 50% inbound/50% outbound

- AM Peak Hour Trip Rate: 3.40 trips/1000 GSF; 62% inbound/38% outbound

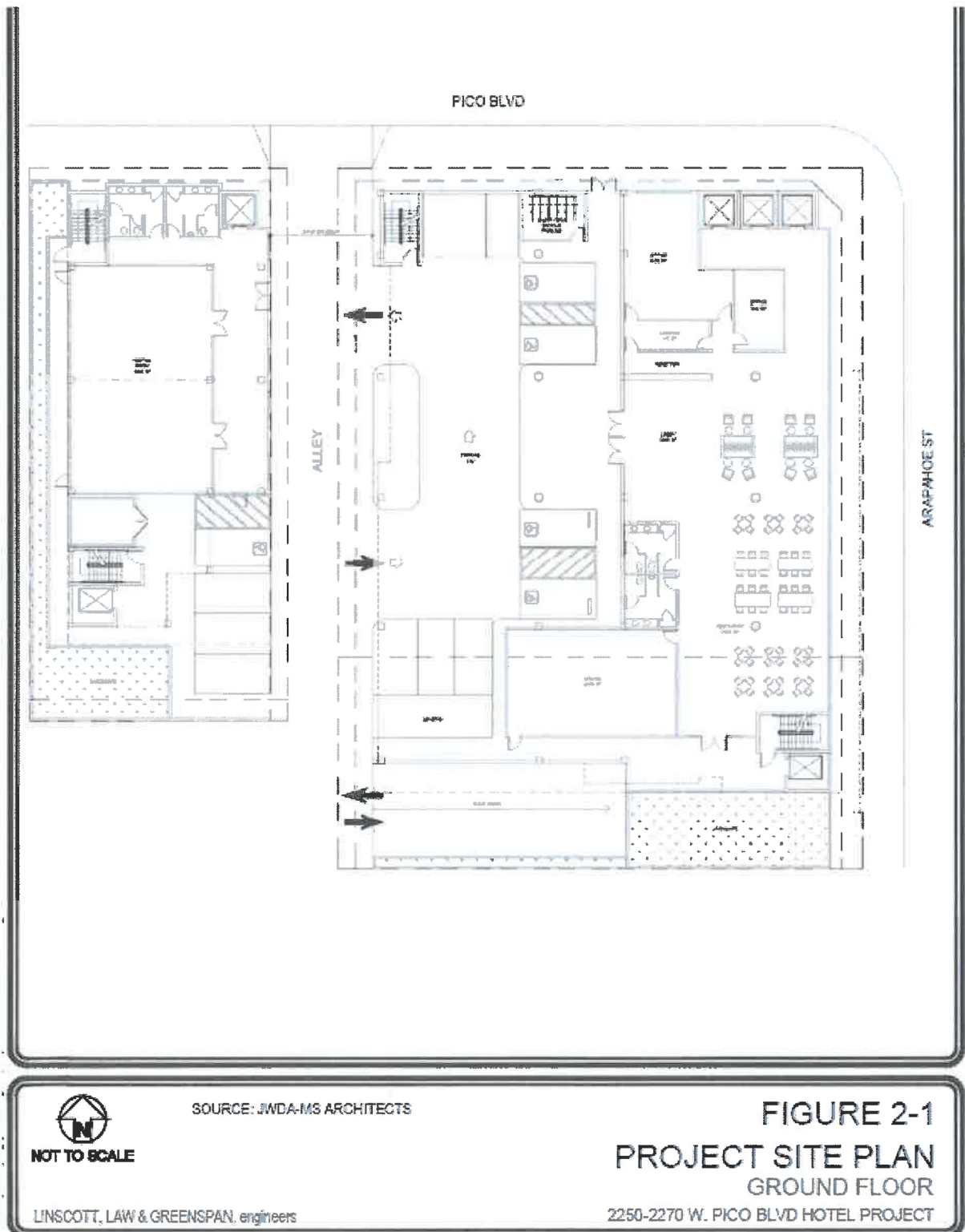
- PM Peak Hour Trip Rate: 9.48 trips/1000 GSF; 51% inbound/49% outbound

[6] Pass-by trips are made as intermediate stops on the way from an origin to a primary trip destination without a route diversion.

Pass-by trips are attracted from traffic passing the site on an adjacent street or roadway that offers direct access to the site.

The trip reduction for pass-by trips has been applied to the commercial component of the Project based on the "LADOT Traffic Study Policies and Procedures", August 2014 for Supermarket.

**ATTACHMENT 3**  
**Project Site plan**







## 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: 2250 W. Pico Blvd Los Angeles, CA 90006

Date of Field Visit: 7-22-2024

*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: \_\_\_\_\_

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.: \_\_\_\_\_

## 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) Helen Chen

Owner Signature



Date 7-22-2024



## MEMORANDUM

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**Date:** October 26, 2023

**To:** Sergio Ibarra, City Planner  
Los Angeles City Planning

**From:** Tony Locacciato, AICP

**Subject:** ENV-2018-3545-MND - 2250 Pico Boulevard Hotel Project

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The City adopted the MND for the 2250 Pico Boulevard Hotel Project (Project) on November 4, 2020. The Project would include the demolition of an existing 9,627 square-foot market and surface parking areas and construction of a 2-building, 6-story hotel building above three levels of subterranean parking. The Project would contain 125 rooms on a 28,345-square foot property. The Project would include approximately 130 automobile parking spaces. The Floor Area Ratio (FAR) of the proposed building would be 2.99:1 and the maximum height would be approximately 76½ feet to the top of the roof parapet.

Project approvals requested include (1) a General Plan Amendment pursuant to Section 11.5.6 of the LMAC to amend the designation of the Project Site on the South Los Angeles Community Plan Land Use Map from Commercial Manufacturing and Low Medium II to Neighborhood Commercial; (2) a Vesting Zone Change and Height District Change from [Q]C2-1 and RD1.5-1 to C2-2, pursuant to Section 12.32 of the LAMC; (3) a Conditional Use Permit to allow the construction, use, and maintenance of a hotel within 500 feet of any residence, pursuant to Section 12.24W.24 of the LAMC; and (4) site plan review. In addition, the Project would require approval of permits from the City associated with construction of the project, including demolition and building permits.

No changes to the proposed project have been made since adoption of the MND in November 2020. A summary of the information and conclusions in the Adopted MND is provided below for each topic with updated information, where relevant, for each topic. Based on this update, there is no new information or changes in the circumstances under which the Project would occur that result in changes to the conclusions in the Adopted MND.

### **I. AESTHETICS**

The Project Site is not located within or along a designated scenic corridor or roadway. The Project Site is within the field of view of surrounding mountain ranges. However, the existing level of development on the site and in the surrounding area limits views across and beyond the site from surrounding roadways and for this reason, no available scenic vistas would be affected by the Project. No historic buildings, rock outcroppings, or unique geologic features exist on the Project Site. The Project would be consistent with the general visual character of the Pico Union neighborhood and would utilize materials and finishes typical of modern hotel structures within the surrounding area.

The visual character of the Project Site and the surrounding area have not changed substantially since the adoption of the MND in November 2020. No new information of substantial importance has become available related to the visual character of the Project Site and the surrounding area as described and

considered in the MND. The Project is located within a Transit Priority Area and impacts would be less than significant.

## **II. AGRICULTURE AND FORESTRY RESOURCES**

The Project Site is currently developed with a single-story market and related surface parking and is subject to the applicable land use and zoning requirements of the LAMC. The Project Site has land use designations of Commercial Manufacturing and Low Medium II Residential and is zoned for commercial uses [C2-1] and residential uses [RD1.5-1]. As such, the Project Site is not zoned for agricultural production, and there is no farmland or natural vegetation at the Project Site.

No new information of substantial importance has become available related to Agriculture and Forestry Resources and the existing conditions as described in the MND remain unchanged. Accordingly, impacts from the Project remain less than significant.

## **III. AIR QUALITY**

The South Coast Air Management District (SCAQMD) is the agency principally responsible for comprehensive air pollution control in the South Coast Air Basin. The SCAQMD has developed specific CEQA air quality significance thresholds to assess potential impacts that may result from construction and operation of projects.

The Project would contribute to regional and localized air pollutant emissions during construction and Project operation. These construction activities would create emissions of dust, fumes, equipment exhaust, and other air contaminants. Daily emissions that are estimated for peak construction days for each construction phase (on- and off-site) do not exceed the regional thresholds of significance set by the SCAQMD. Operational emissions that are estimated for normal day-to-day activities of the Project would not exceed the regional thresholds of significance set by the SCAQMD. The Project would not result in a substantial change in population or employment growth within the City of Los Angeles. It was determined that emissions generated by the Project would have less than significant impacts on sensitive receptors in the area and are not anticipated to generate objectionable odors.

No new information of substantial importance has become available related to air quality and the circumstances discussed in the MND remain unchanged. The air quality impact from the Project remains less than significant.

## **IV. BIOLOGICAL RESOURCES**

The Project Site is located within a developed and urbanized area within the City of Los Angeles. The Project Site is occupied by an existing market and related surface parking lot. The Project Site does not contain any critical habitat or support any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or US Fish and Wildlife Service (USFWS). The Project Site does not have the potential to support any riparian or wetland habitat as defined by Section 404 of the Clean Water Act. The Project Site is not part of any draft or adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan. No street trees or sensitive species were identified on the Project Site.

No new information of substantial importance has become available related to biological resources on the site or in the area the Project is located in. The impact of the Project on biological resources remains less than significant.

## **V. CULTURAL RESOURCES**

The Project Site is currently developed with a market and related surface parking, is located within an urbanized area and has been subject to grading and development in the past. The existing structures are not designated for listing on the National Register of Historic Places, California Register of Historic Places, or the Los Angeles Historic Cultural Monument list. Additionally, the existing structures have not been identified as culturally significant through SurveyLA, a comprehensive program by the City of Los Angeles Office of Historic Resources to identify significant historic resources. Construction and operation of the Project would not alter the physical characteristics, historic context, or feeling associated with nearby historic resources. A records search of the California Historic Resource Information System did not reveal any record of archaeological resources found in the vicinity of the Project Site. No known burial sites are located on or adjacent to the Project Site.

No new information of substantial importance has become available related to Cultural Resources and the analysis and conclusions in the MND remain unchanged. The impact of the Project on cultural resources remains less than significant.

## **VI. ENERGY**

The Project would be designed and operated in accordance with the applicable State Building Code Title 24 regulations, the California Green Building code, and City of Los Angeles Green Building Code which impose energy conservation measures and are mandatory under the City of LA Building Code. The majority of the energy usage in the Project consists of lighting and climate control. Adherence to the aforementioned energy requirements will ensure conformance with the State's goal of promoting energy and lighting efficiency.

No new information of substantial importance has become available related to energy and the analysis and conclusions in the MND remain unchanged. The energy impact of the Project remains less than significant.

## **VII. GEOLOGY AND SOILS**

According to the City's General Plan, the Project Site is not located within a seismic hazard zone for liquefaction, landslide, or faulting, as delineated by the State of California. The Project Site is not located within an Alquist-Priolo Earthquake Fault Zone. The nearest potentially active faults are the Puente Hills Blind Thrust Fault, the Santa Monica-Hollywood Fault, and the Newport-Inglewood-Rose Canyon strike-slip fault, all within 5 miles of the Project Site. However, the potential risk for surface fault rupture through the Project Site is considered low.

No septic tanks or alternative disposal systems would be utilized.

The Project Site and immediate surrounding areas do not contain any known vertebrate paleontological resources.

The Project would conform to all applicable provisions of the California Building Code seismic standards with respect to new construction, as approved by the Department of Building and Safety. The grading plan

would conform to the City's Landform Grading Manual Guidelines, subject to approval by the Department of City Planning and the Department of Building and Safety's Grading Division. Adherence to current building codes and engineering practices would ensure that the Project would not expose people, property, or infrastructure to seismically induced ground-shaking hazards that are greater than the average risk associated with locations in the Southern California region.

No new information of substantial importance has become available related to geology and soils and circumstances and the analysis and conclusions in the MND remain unchanged. Potential impacts related to the geological and soils conditions on the site will be mitigated to less than significant with implementation of the mitigation measures identified in the MND.

## **VIII. GREENHOUSE GAS EMISSIONS**

Construction and operational GHG emissions were modeled using CalEEMod for each year of construction of the Project and for the typical year of operation. The estimated emissions from existing uses on the site were subtracted from the estimated emissions resulting from the Project in order to calculate a potential net change in emissions. The net increase in GHG emissions generated by the Project would be 680 MTCO<sub>2</sub>e per year. Although GHG emissions have been quantified for the project, CARB, SCAQMD, and the City of Los Angeles have yet to adopt project-level significance thresholds for GHG emissions that would be applicable to the Project.

The Project would be consistent with the planned land uses and employment growth for Los Angeles and would be consistent with the City's goals and actions to reduce the generation and emission of GHGs from both public and private activities pursuant to the applicable portions of the South Los Angeles Community Plan, LA Green Plan and Sustainable City pLAn.

No new information of substantial importance has become available related to Greenhouse Gas Emissions and the analysis and conclusions in the MND remain unchanged. The Greenhouse Gas Emissions of the Project remain less than significant.

## **IX. HAZARDS AND HAZARDOUS MATERIALS**

The types and amounts of hazardous materials that would be used in connection with the Project would include typical housekeeping products used for cleaning, landscaping, or other routine maintenance. The routine use and disposal of normal products is not considered to create a significant hazard to the public or the environment. Construction of the Project would involve the temporary use of potentially hazardous materials, however all potentially hazardous materials would be used and stored in accordance with applicable Federal, State, and Local regulations.

If asbestos-containing materials (ACMs) are identified at the Project Site, the Project Applicant would be required to comply with the SCAQMD Rule 1403, which details procedures for ACMs, as well as all other applicable State and Federal rules and regulations regarding the disposal of ACMs. If lead-based paint is identified at the Project Site, the Project Applicant would be required to comply with the applicable OSHA regulations regarding the handling and disposal of lead-based paint. According to the City's parcel records, the Project Site is not located within a Methane Buffer Zone. According to the Radon Potential Zone Map for Southern Los Angeles County, California, the Project Site is not located within a radon zone.

No aboveground storage tanks have been identified at the Project Site, nor was there any indication of an underground storage tank on the Project Site. The Project would not create a significant hazard through

hazardous emissions or the handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. No airports are located within 2 miles of the Project Site. The Project Site is not located in a Very High Fire Hazard Severity Zone.

While it is expected that the majority of construction activities for the Project would be confined to the Project Site, limited off-site construction activities may occur in adjacent street rights-of-way during certain periods of the day, which may result in temporary lane closures that could have the potential to interfere with established emergency response or evacuation plans. However, any such closures would be temporary in nature and would be coordinated with the City of Los Angeles Departments of Transportation, Building and Safety, and Public Works.

No new information of substantial importance has become available related to Hazards and Hazardous Materials and the analysis and conclusions in the MND remain unchanged. Impacts related to Hazards and Hazardous Materials remain less than significant.

## **X. HYDROLOGY AND WATER QUALITY**

Under the NPDES General Construction Permit for Los Angeles County issued by the Los Angeles Regional Water Quality Control Board, the Project Applicant is responsible for preparing a Storm Water Pollution Prevention Plan (SWPPP) to mitigate the effects of erosion and the inherent potential for sedimentation and other pollutants entering the stormwater system. Surface water runoff from the Project Site would continue to be collected on the Project Site and directed toward existing storm drains in the Project vicinity that have adequate capacity. Any contaminants gathered during routine cleaning of construction equipment would be disposed of in compliance with applicable stormwater pollution prevention permits.

Pursuant to local practice and City policy, stormwater retention will be required as part of the Low Impact Development (LID) and SUSMP implementation features (despite no increased imperviousness of the site). The Project would be required to demonstrate compliance with LID Ordinance standards and retain or treat the first three-quarters of an inch of rainfall in a 24-hour period, which would reduce the Project's impact on stormwater collection facilities. Full compliance with the LID Ordinance and implementation of Best Management Practice (BMPs) would ensure that the operation of the Project would not violate any water quality standards or discharge requirements or otherwise substantially degrade water quality.

The Project would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. The Project Site is in an urbanized area, and no changes to local drainage patterns would occur with implementation of the Project. The Project would also comply with water quality standards and wastewater discharge requirements set forth by the LID/SUSMP for Los Angeles County and Cities in Los Angeles County and approved by the Los Angeles Regional Water Quality Control Board (LARWQCB).

According to the Safety Element of the City General Plan, the Project Site is not located within a potential inundation area. The Project is not adjacent to a well field nor part of a substantial groundwater recharge area. The Project Site is not located in a potential seiche or tsunami zone and there are no sources of mudflow within the vicinity of the Project Site.

No new information of substantial importance has become available related to Hydrology and Water Quality, and the analysis and conclusions in the MND remain unchanged. Impacts related to Hydrology and Water Quality remain less than significant.



## **XI. LAND USE AND PLANNING**

No alteration of the existing street pattern is proposed and no separation of uses or disruption of access affecting surrounding land use types would occur as a result of the Project. Therefore, the Project would not significantly disrupt or divide the physical arrangement of the established community.

By redeveloping an underutilized commercial property with a denser mixed-use project that is within walking distance of a transit hub the Project is consistent with the SCAG Regional Comprehensive Plan/Sustainable Community Strategy.

The Project includes a request to amend the Community Plan Land Use Map to designate the site as Neighborhood Commercial, with which the Project would be consistent. As this request for change in land use designation aligns with the Community Plan update adopted by the City, the Project is consistent with the City of Los Angeles General Plan.

The Project is consistent with the uses under the current and previous zoning classifications as outlined in the Los Angeles Municipal Code. The Project would exceed the Height District limitations and therefore the Project includes a requested Height District Change to Height. This building intensity would be within the guidance of the General Plan Framework regarding Mixed Use Boulevards.

No new information of substantial importance has become available related to Land Use and Planning, and the analysis and conclusions in the MND remain unchanged. Impacts related to Land Use and Planning remain less than significant.

## **XII. MINERAL RESOURCES**

The Project Site is not located within a designated MRZ-2 Area, an Oil Drilling/Surface Mining Supplemental Use District, or an Oil Field/Drilling Area. No mineral resources are known to exist beneath the Project Site. The Project Site is not designated as a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan.

No new information of substantial importance has become available related to Mineral Resources and the analysis and conclusions in the MND remain unchanged. Impacts related to Mineral Resources remain less than significant.

## **XIII. NOISE**

Trucks traveling to and from the Project Site would be required to travel along a haul route approved by the City of Los Angeles. The Project shall equip all construction equipment, fixed or mobile, with properly operating and maintained noise mufflers, consistent with the manufacturer's standards and specifications. Even with this implementation, individual pieces of construction equipment anticipated during Project construction could produce maximum noise levels of 75 dBA to 90 dBA at a reference distance of 50 feet from the noise source, resulting in the potential for significant impacts at noise sensitive land uses located around the site. Mitigation Measures MM NOI-1 and MM NOI-2 were identified in the Adopted MND to reduce noise levels to a less than significant level.

The nearest off-site residential building is located approximately 50 feet to the south of the existing building on the Project Site. The biggest source of vibration, large bulldozers, would be expected to

generate vibration levels of approximately 0.031 inches per second PPV or less and would not generate vibration levels in excess of 0.5 inches per second PPV. Therefore, construction vibration impacts would be less than significant and mitigation measures are not required.

The proposed hotel uses will not result in substantial increases in periodic noise. The primary long-term noise source associated with the Project would be Project-related traffic. However, the Project would not result in a substantial increase in existing traffic volumes.

No new information of substantial importance has become available related to noise and the analysis and conclusions in the MND remain unchanged. Impacts related to Noise would remain less than significant with implementation of the mitigation measures in the Adopted MND.

#### **XIV. POPULATION AND HOUSING**

The Project would not result in the displacement of any existing people or housing units. Implementation of the Project would accommodate hotel guests and would not add permanent residents to the area. According to an Employment Density Study conducted by SCAG, for a hotel with 77,282 gross square feet, there would be an addition of approximately 66 employees on the Project Site. These employees are likely to come from the greater Los Angeles area and would therefore not significantly increase the population. As such, the Project would not cause substantial growth.

No new information of substantial importance has become available related to Population and Housing and the analysis and conclusions in the MND remain unchanged. Impacts related to Population and Housing remain less than significant.

#### **XV. PUBLIC SERVICES**

The incremental increase in employees and individuals that would be introduced to the Project Site as a result of the Project would not substantially affect the provision of fire protection given the location of the Project Site in an urbanized area and the close proximity to existing fire stations. As such, implementation of the Project would not require new or physically altered LAFD facilities.

As previously stated, the increase in daily employment that would occur with the Project would not be substantial. Nonetheless, responses to thefts, vehicle burglaries, vehicle damage, traffic-related incidents, and crimes against persons would be anticipated to rise as a result of the increased onsite activity and increased traffic on adjacent streets and arterials. However, as a result of security lighting and other public safety features, any increase in demands on police services would be relatively low and would not necessitate the construction of a new police station.

The Project is not anticipated to contribute to overall population growth within the LAUSD service area, and therefore is not expected to generate demand for LAUSD school services. Given the multiple branches serving the area, as well as the other library facilities, new or physically altered library facilities would not be needed to serve the Project. Similarly, the Project would not result in a substantial change in the service demands on existing park facilities nor the need to construct new facilities.

No new information of substantial importance has become available related to Public Services and the analysis and conclusions in the MND remain unchanged. Impacts related to Public Services remain less than significant.

## **XVI. RECREATION**

The proposed Project would result in an increase in the number of visitors and employees to the area. Visitors would be temporary users of the recreational facilities, and as noted above, there would be an increase of approximately 66 employees to the Project Site. The Project includes on-site recreational amenities intended to serve some of the needs of the hotel guests. While future visitors and employees of the Project may utilize recreation and park facilities in the surrounding area, this use would be occasional and the Project would not substantially increase the use of existing neighborhood and regional parks or other recreational facilities to the extent that substantial physical deterioration of such facilities would result.

No new information of substantial importance has become available related to Recreation and the analysis and conclusions in the MND remain unchanged. Impacts related to Recreation facilities remain less than significant.

## **XVII. TRANSPORTATION**

The MND concluded that the Project would not cause any significant traffic impacts compared to existing conditions in either the AM or PM peak hours. Based on the City's significance criteria, the change in traffic flow generated by the Project when compared to conditions without the Project is not anticipated to result in a significant impact at any of the study intersections under future conditions.

Construction activity could result in disruption of sidewalks or travel lanes adjacent to the Project Site. This could have an impact on pedestrian and vehicular safety as well as an impact on pedestrian activity at the nearby schools. Therefore, impacts are potentially significant, and mitigation is necessary. The incorporation of mitigation measures MM-TRANS-1, MM-TRANS-2, and MM-TRANS-3 into the Project would reduce construction traffic impacts to a less than significant level.

The proposed driveway modifications would be designed and constructed to ensure the safety of vehicular and pedestrian circulation in the Project area, and no hazardous design features are included in the access design or site plan for the Project that could impede emergency access.

Construction of the Project Site may require temporary and/or partial street and sidewalk closures due to construction activities. Any such closures would be temporary in nature and would be coordinated with the City of Los Angeles Departments of Transportation, Building and Safety, and Public Works. While such closures may cause temporary inconvenience, they would not be expected to substantially interfere with emergency response or evacuation plans. The Project would not be expected to result in inadequate emergency access.

At the time the MND was prepared and adopted, the City's current VMT analysis guidelines had not yet been adopted. VMT impacts were determined to be less than significant based on the proximity of the site to a high-quality transit corridor. Subsequent to issuance of the Proposed MND, the Los Angeles Department of Transportation (LADOT) updated the City's Transportation Assessment Guidelines including the City's Travel Demand Forecasting (TDF) Model and transportation impact thresholds to be consistent with the VMT impact methodology. The updated guidelines state that screening for VMT impacts should be conducted by estimating a project's daily VMT using the City's VMT Calculator tool or TDF model.

The City's VMT Calculator was used to estimate daily VMT that would be generated by the Project. As shown below, the Project will result in a net reduction in daily trips and VMT and VMT.

**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: 2250-2270 W. Pico Blvd. Hotel Project  
 Scenario: [WWW](#)  
 Address: 2250 W PICO BLVD, 90006

**Existing Land Use**

Land Use Type	Value	Unit
Retail   Supermarket	9.63	ksf
Retail   Supermarket	9.63	ksf

**Proposed Project Land Use**

Land Use Type	Value	Unit
Housing   Hotel	125	Rooms
Housing   Hotel	125	Rooms

**Project Screening Summary**

Existing Land Use	Proposed Project
745 Daily Vehicle Trips	682 Daily Vehicle Trips
4,587 Daily VMT	3,976 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 -63  
Net Daily Trips

The net increase in daily VMT ≤ 0 -611  
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.**

Reset all user inputs (clean template)

Measuring the Miles

The Project resulted in a net decrease of 63 daily trips and a net decrease of 611 daily vehicle miles traveled. Pursuant to the City's TAG, the Project is not required to perform VMT analysis because the Project generates less than a net increase of 250 daily trips and does not generate a net increase in daily vehicle miles traveled. This screening analysis was reviewed and approved by LADOT.<sup>1</sup>

No new information of substantial importance has become available related to Transportation and the analysis and conclusions in the MND remain unchanged. Impacts related to Transportation facilities remain less than significant.

## XVIII. TRIBAL CULTURAL RESOURCES

The Project Site does not contain any features that are listed or eligible for listing in the California Register of Historical Resources or in a local register of historical resources; nor would the Project adversely affect any nearby resources that are listed or eligible for listing in the California Register of Historical Resources or in a local register of historical resources.

City Planning Staff consulted with representatives of the Gabrieleño Band of Mission Indians regarding their claim that the Project Site is located within and around a sacred village, adjacent to sacred water courses, major traditional trade routes, and is within a sacred landscape. After carefully considering the

<sup>1</sup> Personal communication, Wes Pringle, Transportation Engineer, Los Angeles Department of Transportation, October 23, 2023.

claim and making a good faith reasonable effort to communicate with the Tribe, the City has concluded that there is no substantial evidence to support a fair argument that this project has any potential direct, and reasonably foreseeable indirect impacts on any known tribal cultural resources.

Independent of the City's consultations with the Gabrieleño, the City requested record searches be conducted of the SLF and the CHRIS databases. Neither the SLF nor CHRIS record searches identify the Project Site as containing tribal cultural resources or provide any information that subsurface artifacts potentially exist on site or in the project vicinity that may qualify as tribal cultural resources.

However, in the unlikely event that tribal cultural resources are inadvertently discovered during the excavation and grading of the Project Site, the City will include the Tribal Cultural Resource Inadvertent Discovery Condition of Approval as part of the recommended project approvals. This condition specifies that in the event that objects or artifacts that may be tribal cultural resources are encountered during the course of any ground disturbance activities all such activities shall temporarily cease on the Project Site until the potential tribal cultural resources are properly assessed. Regulatory Compliance Measures regarding the discovery of human remains or archaeological resources are implemented for all projects citywide.

No new information of substantial importance has become available related to Tribal Cultural Resources and the analysis and conclusions in the MND remain unchanged. Impacts related to Tribal Cultural Resources remain less than significant.

## **XIX. UTILITIES AND SERVICE SYSTEMS**

The Project Site is in a developed, urbanized portion of Los Angeles that is served by existing water and sewer mains. It is estimated that the Project would have a daily water demand of 18,449 gallons or an annual demand of 20.66 acre-feet. Water conservation design features are likely to reduce this estimate. Water conservation design features are likely to reduce this estimate. Given the remaining capacity of the Los Angeles Aqueduct Filtration Plant (LAAFP), the Project would not require or result in the construction of new wastewater treatment facilities or expansion of existing facilities. Furthermore, the Project Applicant shall be required to implement applicable LA Green Building Code requirements that would further reduce water and wastewater flow.

The Project Site is currently served by stormwater infrastructure. In addition, the Project would be required to demonstrate compliance with the Los Angeles Low Impact Development (LID) Ordinance standards and retain or treat the first three-quarter inch of rainfall in a 24-hour period.

It is estimated that the Project would generate 14,759 gpd of wastewater. Given the available capacity of the Hyperion Treatment Plant (HTP) which serves the Project Site, the Project would generate 0.02 percent of the remaining capacity and would not require or result in the construction of new wastewater treatment facilities or expansion of existing facilities.

LADWP has sufficient water supplies available to serve the Project. Subsequent to adoption of the MND, the Los Angeles Board of Water and Power Commissioners approved the Los Angeles Department of Water and Power 2020 Urban Water Management Plan (UWMP) in May 2021. The 2020 UWMP identifies current and planned supplies to meet all anticipated demands over the 25-year planning period addressed in the 2020 UWMP under average, single-dry and multi-dry year hydrologic conditions. Furthermore, the Project will be required to meet current water conservation standards including those in the Green Building Code that will reduce the Project's demand for local water supplies.



Solid waste generated within the City is disposed of at privately owned landfill facilities throughout Los Angeles County. The Project would generate solid waste during both construction and operation that is typical of a hotel with subterranean parking and would comply with all federal, State, and local statutes and regulations regarding proper disposal.

No new information of substantial importance has become available related to Utilities and Service Systems and the analysis and conclusions in the MND remain unchanged. Impacts related to Utilities and Service Systems remain less than significant.

## **XX. WILDFIRES**

The Project Site is located in a developed and urbanized area of the City that does not contain wildlands or high fire hazard terrain or vegetation. The Project Site is not located in or near a State responsibility area or on lands classified as very high fire hazard severity zones.

No new information has become available related to Wildfires and the analysis and conclusions in the MND remain unchanged. Impacts related to Wildfire risk remain less than significant.

## **XXI. MANDATORY FINDINGS OF SIGNIFICANCE**

The Project would not substantially reduce the habitat of fish or wildlife species; cause a fish or wildlife population to drop below self-sustaining levels; threaten to eliminate a plant or animal community; or reduce the number or restrict the range of a rare or endangered plant or animal. Nor would the Project potentially affect important historic or prehistoric resources. Construction-related impacts were identified that would be less than significant with mitigation measures incorporated. No significant cumulative impacts were identified for the Project.

**EXHIBIT F**

**PUBLIC CORRESPONDENCE**



**PICO UNION**  
NEIGHBORHOOD COUNCIL



### Executive Board Members

Jay Park, President  
Jovita Carrillo, Vice President  
Aurora Corona, Secretary  
TJ Spaur, Treasurer

### Council Board Members

Hernan Molina	Alejandra Delfin
Andrea Castro	Young Kyun Kim
Deysi Moguel	YoungYi
Nery Larios	Daniel Perez
James Lee	Karena Godoy

March 21, 2024

Dear Mr. Vincent Bertoni,

**RE: Case # CPC-2018-3544-GPA-VZC-HD-CU-SPR**  
**2250 W. Pico Boulevard, L.A. CA. 90015**

The Pico Union Neighborhood Council (PUNC) at its regular meeting on March 4, 2024, voted in favor of supporting Land Use Case # CPC-2018-3544-GPA-VZC-HD-CU-SPR:

*Demolition of an existing commercial building and the construction of a new 125 guest room hotel at 2250 West Pico Boulevard with the following conditions:*

- The property owner will hire Pico Union residents for hotel jobs and for construction work whenever possible pending union restrictions.
- The property owner will provide a direct line of communication to the community to voice any concerns or issues during construction and after the hotel is built.
- The property owner will ensure that only California natives be planted on the premises and public right of way.

PUNC recognizes that building a Holiday Inn Express hotel on Pico Boulevard will be an asset to the community and welcomes this addition along with the promise by the owner to be a good neighbor set forth by the acceptance of the above conditions.

Please notify the Pico Union Neighborhood Council if there are any hearings and or meeting on this case.

Sincerely,

Pico Union Neighborhood Council

cc: Alan Como, L.A. City Planning Associate  
Helen Chen, Applicant/Owner  
José Rodríguez, CD1 District Director  
Louie Leiva, CD1 Field Deputy



July 2, 2018

Tauan Chen  
President  
Divine Hotel Group  
611 S. Westlake Avenue  
Los Angeles, CA 90057

RE: Divine Hotel Group Project Planning Case #CPC-2018-3544-GPA-ZC-HD-CU-SPR

The Byzantine Latino Quarter Business Improvement District (BLQ-BID) and with unanimous support of the Board of Directors offers strong support for the construction of a new hotel at 2250 W. Pico Boulevard, Los Angeles, CA 90006 which would consists of a two building, six story hotel above three levels of subterranean parking

This project has the potential of transforming Pico Boulevard by becoming a driver for economic change and development. The proposed hotel would provide opportunities for job development and training for residents of the neighborhood.

We are deeply supportive of this project that will benefit the BLQ-BID and the residents that live in the First Council District. If you have any questions regarding the BID's support of this project, please contact Moises Gomez at (213) 627-1822 extension 13.

Sincerely,

Leonardo Magaña  
President  
BLQ BID Board of Directors





September 24, 2018

Ms Helen Chen  
Mr. Derrick Chen  
Divine Hotel Group  
2268 W. Pico Blvd.  
Los Angeles, CA 90006

RE: Letter of Interest to Collaborate-Divine Hotel Group

Dear Helen & Derrick,

Thank-You for coming to our center last week to meet with us about your hiring needs. As we explained, our Downtown Pico-Union Worksource Center is one of seventeen centers funded through the City of Los Angeles. Each worksource center provides programs and services to job seekers and employers free of cost. These programs and services include; Resume and Interview Assistance, Skills Training, Job Fairs, On-the-Job Training and Candidate Recruitments.

Depending upon your particular hiring needs, we can assist you to find qualified candidates. Whether, we refer qualified candidates to you for consideration and / or host a targeted recruitment for your job openings. You can also use our facilities to conduct an orientation or interview job candidates. Working with our center provides you greater access to qualified local area candidates and programs / services benefiting you, the employer and job seeker.

We are glad you took the initiative to reach out to us, giving us the opportunity to partner with you for your future hiring needs. Please feel free to contact us if you should have any need for additional information. We look forward to working with you and your staff on your new projects.

Sincerely,

Edmund Soohoo - Worksource Development Specialist

213 353-1677 – [esoohoo@westlake-worksource.org](mailto:esoohoo@westlake-worksource.org)





January 2, 2024

To: Los Angeles City Planning Department / Mr. Sergio Ibarra

Re: Hotel Development Project at 2250 – 2270 W. Pico Blvd Los Angeles

Berendo Neighborhood Association is in support of Chen's hotel project in the area of Pico Union Neighborhood. The current vacant property on site only attracts crime, homelessness and graffiti. This new hotel will make a huge environmental improvement and changes by attracting more travelers to stay in this area to support the local businesses and generate more tax revenue to the city as well. The new hotel will provide more job opportunities for the local residents, and it will better accommodate the local community people to host their events, meetings or banquets. Therefore, Berendo Neighborhood Association is strongly in support of this new hotel development project for a better fortune and living in this area!

Sincerely,



Jovita Carrillo

President

Berendo Neighborhood Association

213-445-1904



NICE TO  
**GREET**  
YOU

Derrick Chen  
Executive Manager

HOLIDAY INN EXPRESS  
LOS ANGELES DOWNTOWN WEST  
611 S. Westlake Ave.  
Los Angeles CA 90057

T: 213.483.6363  
F: 213.483.0088  
dchen78998@msn.com



BIRINDO  
NIGHORHOOD  
ASSOCIATION

Jovita Carrillo  
President

(213) 445-1904  
vitabucio@icloud.com



AN IHG® HOTEL  
LOS ANGELES CA

Please supporting our hotel project @ 2250 W. Pico Blvd Los Angeles, CA 90006, Thank You!

Name	Address	Phone #
1 Jovita Garcia	1225 S Vermont AV.	(310) 606-1213
2 Sofia Villalpando	1225 S Vermont Av. LA CA 90006	(213) 847-3751
3 Juana Tobon	2241 W. 14TH ST. #2 L.A. CA 90006	(213) 273-4366
4 Jose S. Mariano	1106 So. Berendo St. L.A. CA 90006	(213) 388-2431
5 Monica Cascos	1416 1/2 Malvern Av. L.A. CA 90006	213-6400316
6 Maria Flores	1232 S LAKE ST LA CA 90006	213 2551053
7 Estela Lopez	971 S Elder Ave 90006	213-448 2931
8 Tomas de Dios Orellana	1104 1/2 S. Berendo St LA 90006	213-352-2774
9 Alma Zuniga	1225 S. Vermont Ave L.A. CA 90006	1323945-9212
10 Alejandra Delfin	6057 1/2 S. Catalina St. LA CA 90006	(323) 7352607
11 Humberto Cruz	3901 W 7th St Apt #18 L.A. CA 90005	213 8042535
12 Maria C. Santiago	451 S Bixel St.	213 9088882
13 Leonardo Nuñez	451 S Bixel St.	(213) 9088882
14 Lilia Lopez	1421 S. Valencia St Apt 207 L.A. CA 90015	(213) 746-5820
15 Yang Yi Yi	1106 S. New Hampshire Ave LA	213-590-8810



Sergio Ibarra &lt;sergio.ibarra@lacity.org&gt;

**2250 W. Pico Blvd - CPC-2018-3544-GPA-VZC-HD-CU-SPR, ENV-2018-3545-MND**

2 messages

**Marc Tavakoli** <marc@mdtproperties.com>

Tue, Dec 19, 2023 at 10:17 AM

Reply-To: marc@mdtproperties.com

To: sergio.ibarra@lacity.org

Cc: helen chen &lt;helenchen134@gmail.com&gt;, Derrick Chen &lt;dchen78998@msn.com&gt;, STEPHANIE ZEPEDA &lt;stephanie@mdtproperties.com&gt;, Sam Luster &lt;sam@majorproperties.com&gt;

Mr. Ibarra –

We are writing to express our very strong support for the hotel project proposed for the property at [2250 West Olympic Blvd.](#) We own a business and multiple properties in the area, including the properties at [2377 West Pico Blvd.](#) and 1408 West Washington Blvd.

This property has been sitting vacant and fallow for many years. It currently just serves to attract crime, homelessness and graffiti. It is a stain on the area and the community. A new hotel at this site, would create much-needed economic revitalization in the area. It would create jobs for the local community. It would generate tax revenue for the City. It would help support local businesses that are still struggling to recover from the pandemic.

The proposed project seems to have ample parking, so that does not seem to be an issue.

Also, I have known and worked with the Chen family for many years. They are hard-working and up-standing members of the community. I know that they have other hotels nearby, and they are strong and professional operators.

Again, we ask that you please support this project for the benefit of the community and that you move the approval process forward as quickly as possible.

Thank you.

**Marc Tavakoli****MDT Properties**Real Estate Investment,  
Development & Management



2980 Beverly Glen Circle

Suite 203

Los Angeles, CA 90077

Tel: (310) 285-6062

Fax: (818) 582-8262

[marc@mdtproperties.com](mailto:marc@mdtproperties.com)

[www.mdtproperties.com](http://www.mdtproperties.com)

CA Bar No. 218844

CA BRE No. 01327320

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This e-mail message is confidential, intended only for the named recipient(s) above and may contain information that is privileged, attorney work product or exempt from disclosure under applicable law. If you have received this message in error, or are not the named recipient(s), please immediately notify the sender at (310) 285-9515 and delete this e-mail message from your computer. Thank you.

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**From:** helen chen <[helenchen134@gmail.com](mailto:helenchen134@gmail.com)>

**Sent:** Tuesday, December 19, 2023 9:59 AM

**To:** [marc@mdtproperties.com](mailto:marc@mdtproperties.com)

**Cc:** Derrick Chen <[dchen78998@msn.com](mailto:dchen78998@msn.com)>; helen chen <[helenchen134@gmail.com](mailto:helenchen134@gmail.com)>

**Subject:** Re: ////////// Invitation: [2250 W. Pico Blvd](#) - CPC-2018-3544-GPA-VZC-HD-CU-SPR @ Wed Jan 10, 2024 11am - 1pm (PST) //////////

His name is Sergio, you can find his contact info on the attachment of the publish document, here is the screenshot:

## **Environmental Case Number(s):**

ENV-2018-3545-MND

## **Overlays(s):**

South Los Angeles Community Plan  
Implementation Overlay

## **Community Plan Area:**

South Los Angeles

## **Assigned Staff Contact Information:**

Sergio, Ibarra, City Planner  
sergio.ibarra@lacity.org  
213-473-9985  
200 N. Spring St. Suite 721  
Los Angeles, CA 90012

Thank You 🙏

Helen & Derrick

Sent from my iPhone

On Dec 19, 2023, at 9:46 AM, Marc Tavakoli <[marc@mdtproperties.com](mailto:marc@mdtproperties.com)> wrote:



Thank you for sending. Do you have the email address for the person in the Planning Department handling your case?

**Marc Tavakoli**



**MDT Properties**

Real Estate Investment,  
Development & Management

[2980 Beverly Glen Circle](#)

[Suite 203](#)

[Los Angeles, CA 90077](#)

Tel: (310) 285-6062

Fax: (818) 582-8262

[marc@mdtproperties.com](mailto:marc@mdtproperties.com)

[www.mdtproperties.com](http://www.mdtproperties.com)

CA Bar No. 218844

CA BRE No. 01327320

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**From:** helen chen <[helenchen134@gmail.com](mailto:helenchen134@gmail.com)>

**Sent:** Tuesday, December 19, 2023 9:42 AM

**To:** [marc@mdtproperties.com](mailto:marc@mdtproperties.com)

**Cc:** helen chen <[helenchen134@gmail.com](mailto:helenchen134@gmail.com)>; Derrick Chen <[dchen78998@msn.com](mailto:dchen78998@msn.com)>

**Subject:** ////////// Invitation: [2250 W. Pico Blvd](#) - CPC-2018-3544-GPA-VZC-HD-CU-SPR @ Wed Jan 10, 2024 11am - 1pm (PST) //////////

Hi all,

Los Angeles City Planning is inviting you to a scheduled Zoom webinar.  
Below you will find the webinar credentials for public entry without registration. See instructions below for all to join.  
Please join your meeting 15 minutes earlier to allow for setup.

Please contact [planning.helpdesk@lacity.org](mailto:planning.helpdesk@lacity.org) if you have questions or need assistance.

Topic: **2250 W. Pico Blvd** - CPC-2018-3544-GPA-VZC-HD-CU-SPR

Time: Jan 10, 2024 11:00 AM Pacific Time (US and Canada)

Join Zoom Webinar:

<https://planning-lacity-org.zoom.us/j/83707654462>

Password: 162124

Dial by your location:

US: +1 213 338 8477 or +1 669 900 9128

Webinar ID: 837 0765 4462

Instructions for access (Computer):

Go to link above and enter password when prompted.

or

From the Zoom application, Join > Enter Webinar ID > Enter Password.

Instructions for access (Telephone):

Dial one of the phone numbers listed above.

Will be asked for a Webinar ID, enter "(Webinar ID listed above)", followed by "#" (pound sign).

Will be asked to enter a participant ID, enter "#" (pound sign) to continue.

Will then be joined into the webinar.

## When

Wednesday Jan 10, 2024 · 11am – 1pm (Pacific Time - Los Angeles)

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**Sergio Ibarra** <[sergio.ibarra@lacity.org](mailto:sergio.ibarra@lacity.org)>

To: [marc@mdtproperties.com](mailto:marc@mdtproperties.com)

Cc: [helen.chen <helenchen134@gmail.com>](mailto:helen.chen@helenchen134@gmail.com), [Derrick Chen <dchen78998@msn.com>](mailto:dchen78998@msn.com), [STEPHANIE ZEPEDA <stephanie@mdtproperties.com>](#), [Sam Luster <sam@majorproperties.com>](mailto:sam@majorproperties.com)

Tue, Dec 19, 2023 at 10:40 AM

Hello Mr. Tavakoli,  
Your letter has been received.

[Quoted text hidden]

--  
*Please note that on January 22, 2024 the Processes and Procedures Ordinance will become operative. Applications filed on or after this date are required to use the new forms available on the Department's [Forms page](#).*



**Sergio Ibarra**

Preferred Pronouns: He, His, Him

City Planner

**Los Angeles City Planning**

200 N. Spring St., Room 721

Los Angeles, CA 90012

[Planning4LA.org](http://Planning4LA.org)

T: (213) 473-9985 | F: (213) 000-0000



December 30, 2023

To: Mr. Sergio Ibarra, Los Angeles City Planner

From: Ricardo Pedroarias, Ed.D., Loyola High School and Advisory Board, Latino Byzantine Quarter BID

Topic: 2250 W. Pico Boulevard, Chen Hotel Development Project

Dear Mr. Ibarra,

I am writing this letter in support of the Chen Hotel Development Project. The proposed location is on Pico Boulevard. As a member of the Latino Byzantine Quarter Business Improvement District Board, I send this letter in anticipation of the Los Angeles City Planning meeting scheduled for January 10, 2024.

Our board works cohesively to improve the Pico-Union neighborhood. The Chen Hotel Development Project will support the continued growth of our neighborhood.

Respectfully,

*Ricardo J. Pedroarias*

Ricardo Pedroarias, Ed.D.



Sergio Ibarra &lt;sergio.ibarra@lacity.org&gt;

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**Letter of support for Case: ENV-2018-3545-MND**

2 messages

**Moises Gomez** <moegomez@gmail.com>

Tue, Jan 9, 2024 at 12:25 PM

To: "sergio.ibarra@lacity.org" &lt;sergio.ibarra@lacity.org&gt;

Cc: "sam@majorproperties.com" &lt;sam@majorproperties.com&gt;, "Dchen78998@msn.com" &lt;Dchen78998@msn.com&gt;

Hello Sergio,

I would like to express my support for the proposed hotel at [2250 Pico Boulevard](#) in Pico-Union.

As the former administrator of the Byzantine-Latino Quarter Business Improvement District (BLQ BID), and having served in the area for nearly six years. I must emphasize the positive economic and social impact that this proposed project will have on Pico-Union residents. The area has faced multiple generations of historical economic and political challenges, not including the irreparable harm done by the COVID-19 pandemic. This project represents one of the first steps needed to address that disinvestment.

This well-designed project could catalyze economic change, providing jobs and essential amenities to the residents of Pico-Union as well as the larger City of Los Angeles. This alone is a compelling argument for the project's approval.

I appreciate your time and commitment to fostering economic vibrancy in the region. If there are any additional details or insights you'd like to share, please feel free to do so.

Sincerely,

Moises Gomez  
Former Program Manager  
Byzantine-Latino Quarter BID

---

**Sergio Ibarra** <sergio.ibarra@lacity.org>

Tue, Jan 9, 2024 at 12:58 PM

To: Moises Gomez &lt;moegomez@gmail.com&gt;

Cc: "sam@majorproperties.com" &lt;sam@majorproperties.com&gt;, "Dchen78998@msn.com" &lt;Dchen78998@msn.com&gt;

Received, thank you.

[Quoted text hidden]

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*Please note that on January 22, 2024 the Processes and Procedures Ordinance will become operative. Applications filed on or after this date are required to use the new forms available on the Department's [Forms page](#).*

**Sergio Ibarra**

Preferred Pronouns: He, His, Him

City Planner

**Los Angeles City Planning**

200 N. Spring St., Room 721

Los Angeles, CA 90012

[Planning4LA.org](http://Planning4LA.org)

T: (213) 473-9985 | F: (213) 000-0000







Alan Como <alan.como@lacity.org>

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## Request for Notification - ENV-2018-3545-EAF / CPC-2018-3544-GPA-ZC-HD-CU-SPR

1 message

---

Jordan Fein <jfein@unitehere.org>

Mon, Jul 23, 2018 at 10:11 AM

To: "alan.como@lacity.org" <alan.como@lacity.org>

Alan,

On behalf of UNITE HERE Local 11 ("Local 11"), please add me to the list of interested parties for the above-referenced Project to ensure notification of all actions, approvals, determinations, notices, hearings, and any other matters related to the Project's land use approvals and compliance with the California Environmental Quality Act, Pub. Res. Code § 21000 et seq., ("CEQA").

This request is made pursuant to state and local law requiring local agencies to mail such notices to any person who has filed a written request for them. See Pub. Res. Code §§ 21080.4, 21083.9, 21092, 21092.2, 21108, 21167(f) and Gov. Code § 65092.

Please send notice by regular mail to Jordan Fein, 464 Lucas Ave., Suite 201, Los Angeles, CA 90017 and by email to [jfein@unitehere.org](mailto:jfein@unitehere.org) (cc: [cdu@unitehere11.org](mailto:cdu@unitehere11.org)). I ask that this letter is placed in the administrative record for the Project.

Regards,

Jordan Fein  
Lead Research Analyst  
UNITE HERE Local 11  
(312) 576-5048



Sergio Ibarra &lt;sergio.ibarra@lacity.org&gt;

**SWRCC - [City of Los Angeles, 2268 West Pico Boulevard] - Project Status Inquiry**

1 message

**Barrie Brown Martinez** <barrie@mitsailsaw.com>

Thu, Sep 15, 2022 at 11:32 AM

To: sergio.ibarra@lacity.org

Cc: Alan Como &lt;alan.como@lacity.org&gt;, Mitchell Tsai &lt;mitch@mitsailsaw.com&gt;, Talia Nimmer &lt;talia@mitsailsaw.com&gt;, Malou Reyes &lt;malou@mitsailsaw.com&gt;, "Mitchell M. Tsai Attorney at Law, P.C." &lt;info@mitsailsaw.com&gt;, Hind Baki &lt;hind@mitsailsaw.com&gt;, Steven Thong &lt;steven@mitsailsaw.com&gt;, Maria Sarmiento &lt;maria@mitsailsaw.com&gt;, Jonathan Montano &lt;jonathan@mitsailsaw.com&gt;, Rebekah Youngblood &lt;rebekah@mitsailsaw.com&gt;

Good afternoon,

Our office would like to inquire about the status of the **2268 West Pico Boulevard Project (2250-2270 West Pico Boulevard) (1309 South Arapahoe and 1315 South Arapahoe) (CPC-2018-3544-GPA-VZC-HD-CU-SPR) (ENV-2018-3545-MND)** located in the city of Los Angeles.

Are you able to confirm whether any hearings have been set for this matter yet, or are any other updates to the project that you can share with us at this time?

We would like to request that the following email addresses be included in the project's Noticing List:

[mitch@mitsailsaw.com](mailto:mitch@mitsailsaw.com)  
[talia@mitsailsaw.com](mailto:talia@mitsailsaw.com)  
[rebekah@mitsailsaw.com](mailto:rebekah@mitsailsaw.com)  
[hind@mitsailsaw.com](mailto:hind@mitsailsaw.com)  
[maria@mitsailsaw.com](mailto:maria@mitsailsaw.com)  
[steven@mitsailsaw.com](mailto:steven@mitsailsaw.com)  
[barrie@mitsailsaw.com](mailto:barrie@mitsailsaw.com)  
[malou@mitsailsaw.com](mailto:malou@mitsailsaw.com)  
[jonathan@mitsailsaw.com](mailto:jonathan@mitsailsaw.com)  
[info@mitsailsaw.com](mailto:info@mitsailsaw.com)

Also, please feel welcome to let me know if there is a different planner that we should contact regarding this project.

Thank you for your assistance in this matter,

--

**B. Brown Martinez**

Paralegal

Mitchell M. Tsai, Attorney At Law

[139 South Hudson Avenue Suite 200](#)[Pasadena, CA 91101](#)

Phone: (626) 314-3821

Fax: (626) 389-5414

Email: [barrie@mitsailsaw.com](mailto:barrie@mitsailsaw.com)Website: <http://www.mitsailsaw.com>

\*\*\* Our Office Has Recently Moved. Please Note New Mailing Address \*\*\*\*

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Ph: (626) 314-3821  
Fx: (626) 389-5414  
Em: [info@mitsailsaw.com](mailto:info@mitsailsaw.com)



139 South Hudson Avenue  
Suite 200  
Pasadena, California 91101

---

**VIA E-MAIL**

February 6, 2025

Beatrice Pacheco  
Chief Clerk  
City of Los Angeles Planning Records Management  
1350 North Figueroa Avenue, Suite 1350  
Los Angeles, CA 90012  
Em: [beatrice.pacheco@lacity.org](mailto:beatrice.pacheco@lacity.org)  
Em: [Planning.custodianofrecords@lacity.org](mailto:Planning.custodianofrecords@lacity.org)

**RE: Public Records Act and Advance Notice List Request Regarding  
2268 West Pico Boulevard Project (CPC-2018-3544-GPA-VZC-HD-  
CU-SPR, ENV-2018-3545-MND).**

Dear Beatrice Pacheco,

On behalf of the Western States Regional Council of Carpenters (“**Western Carpenters**” or “**WSRCC**”) and its members, this Office requests that the City of Los Angeles (“**City**”) provide any and all information referring or related to the 2268 West Pico Boulevard (CPC-2018-3544-GPA-VZC-HD-CU-SPR, ENV-2018-3545-MND) (“**Project**”) pursuant to the California Public Records Act (“**PRA**”), Cal. Government (“**Gov’t**”) Code §§ 7920–7931 (collectively “**PRA Request**”).

Moreover, WSRCC requests that the City provide notice for any and all notices referring or related to the Project issued under the California Environmental Quality Act (“**CEQA**”), Cal Public Resources Code (“**PRC**”) § 21000 *et seq.*, and the California Planning and Zoning Law (“**Planning and Zoning Law**”), Cal. Gov’t Code §§ 65000–65010. California Public Resources Code Sections 21092.2, and 21167(f) and Government Code Section 65092 require agencies to mail such notices to any person who has filed a written request for them with the clerk of the agency’s governing body.

The Western States Regional Council of Carpenters is a labor union representing almost 90,000 union carpenters in twelve states, including California, and has a strong interest in well-ordered land use planning and addressing the environmental impacts of development projects, such as the Project.

## **I. PUBLIC RECORDS ACT REQUEST.**

Western Carpenters is requesting any and all information referring or related to the Project dating after September 22, 2022.

The Public Records Act defines the term “public record” broadly as “any writing containing information relating to the conduct of the public’s business . . . regardless of physical form and characteristics.” Gov’t Code § 7920.530(a). “Records” includes all communications relating to public business regardless of physical form or characteristics, including but not limited to any writing, picture, sound, or symbol, whether paper, magnetic, electronic, text, other media, or written verification of any oral communication. Included in this request are any references in any appointment calendars and applications, phone records, or text records. These “records” are to include, but are not limited to correspondences, e-mails, reports, letters, memorandums, and communications by any employee or elected official of the City concerning the Project.

Please include in your response to this request the following examples of “records,” as well as any similar physical or electronic forms of communication: any form of writing such as correspondence, electronic mail records (“email”), legal and factual memoranda, facsimiles, photographs, maps, videotapes, film, data, reports, notes, audiotapes, or drawings. Cal. Government Code § 7920.545 (defining a writing to including “any record thereby created, regardless of the manner in which the record has been stored”). Responsive correspondence should include, *inter alia*, emails, text messages, or any other form of communication regardless of whether they were sent or received on public or privately-owned electronic devices “relating to the conduct of the public’s business.” Cal. Government Code § 7920.530; *Citizens for Ceres v. Super. Ct.* (“*Ceres*”) (2013) 217 Cal. App. 4th 889, 909; *Citizens for Open Gov’t v. City of Lodi* (“*Lodi*”) (2012) 205 Cal.App.4th 296, 307, 311; *City of San Jose v. Superior Court* (2017) 2 Cal. 5th 608, 625 (finding that a public employee or officer’s “writings about public business are not excluded” from the California Public Records Act “simply because they have been sent, received, or stored in a personal account.”) .

This Office requests any and all information referring or related to the Project from after September 22, 2022 including but not limited to:

- (1) All Project application materials;

- (2) All staff reports and related documents prepared by the City with respect to its compliance with the substantive and procedural requirements of the California Environmental Quality Act, Public Resources Code § 21000 et seq., and the CEQA Guidelines, title 14, California Code of Regulations, § 15000 et seq. (collectively “**CEQA**”) and with respect to the action on the Project;
- (3) All staff reports and related documents prepared by the City and written testimony or documents submitted by any person relevant to any findings or statement of overriding considerations adopted by the agency pursuant to CEQA;
- (4) Any transcript or minutes of the proceedings at which the decisionmaking body of the City heard testimony on, or considered any environmental document on, the Project, and any transcript or minutes of proceedings before any advisory body to the public agency that were presented to the decisionmaking body prior to action on the environmental documents or on the Project;
- (5) All notices issued by the City to comply with CEQA or with any other law governing the processing and approval of the Project;
- (6) All written comments received in response to, or in connection with, environmental documents prepared for the Project, including responses to the notice of preparation;
- (7) All written evidence or correspondence submitted to, or transferred from, the City with respect to compliance with CEQA or with respect to the Project;
- (8) Any proposed decisions or findings submitted to the decisionmaking body of the City by its staff, or the Project proponent, Project opponents, or other persons;
- (9) The documentation of the final City decision and approvals, including the final environmental impact report, mitigated negative declaration, negative declaration, or notice of exemption, and all documents, in addition to those referenced in paragraph (3), cited



or relied on in the findings or in a statement of overriding considerations adopted pursuant to CEQA;

- (10) Any other written materials relevant to the public agency's compliance with CEQA or to its decision on the merits of the Project, including the initial study, any drafts of any environmental document, or portions thereof, that have been released for public review, and copies of studies or other documents relied upon in any environmental document prepared for the Project and either made available to the public during the public review period or included in the City's files on the Project, and all internal agency communications, including staff notes and memoranda related to the Project or to compliance with CEQA; and
- (11) The full written record before any inferior administrative decisionmaking body whose decision was appealed to a superior administrative decisionmaking body prior to the filing of any litigation.

Please respond within 10 days from the date you receive this request as to whether this request specifies identifiable records not exempt from disclosure under the PRA or otherwise privileged or confidential, and are therefore subject to disclosure. Cal. Government Code § 7922.535(a). This Office understands that this time may be extended up to 14 days for unusual circumstances as provided by Cal. Government Code § 7922.535(b), and that we will be notified of any extension and the reasons justifying it.

We request that you provide all documents in electronic format and waive any and all fees associated with this Request. WSRCC is a community-based organization. Please notify and obtain express approval from this Office before incurring any duplication costs.

If any of the above requested documents are available online, please provide us with the URL web address at which the documents may be downloaded. If any of the requested documents are retained by the City in electronic computer-readable format such as PDF (portable document format), please provide us with pdf copies of the

documents via email, or inform us of the location at which we can copy these documents electronically. Cal. Government Code § 7922.570.

In preparing your response, please bear in mind that you have an obligation under Government Code section 7922.600(a) to (1) identify all records and information responsive to our request or the purpose of our request; (2) describe the information technology and physical location in which the records exist; and (3) provide suggestions for overcoming any practical basis for denying access to the records or information sought.

In responding to this request, please bear in mind that any exemptions from disclosure you may believe to be applicable are to be narrowly construed. *Marken v. Santa Monica-Malibu Unif. Sch. Dist.* (2012) 202 Cal. App. 4th 1250,1262; and may be further narrowed or eliminated by the adoption of Proposition 59, which amended article I, section 3(b)(2) of the California Constitution to direct that any “statute ... or other authority ... [that] limits the right of access” to “information concerning the conduct of the people’s business” must be “narrowly construed.”

As for any records that you nonetheless decline to produce on the grounds of an exemption, please bear in mind that the case law under the Public Records Act imposes a duty on you to distinguish between the exempt and the non-exempt portion of any such records, and to attempt in good faith to redact the exempt portion and to disclose the balance of such documents.

Please bear in mind further that should you choose to withhold any document from disclosure, you have a duty under Government Code section 7923.750, subd. (a) to “justify withholding any record by demonstrating that the record in question is exempt under express provisions” of the Public Records Act or that “the public interest served by not disclosing the record clearly outweighs the public interest served by disclosure of the record.”

Finally, please note that you must retain and not destroy any and all records, notwithstanding any local record retention or document destruction policies. As the Court noted in *Golden Door Properties, LLC v. Superior Court of San Diego County* (2020) 53 Cal.App.5th 733 that a public agency “must retain ‘[a]ll written evidence or correspondence submitted to, or transferred from’ . . . with respect to” CEQA compliance or “with respect to the project.”

## **II. ADVANCE NOTICE LIST REQUEST.**

We also ask that you put this Office on its notice list for any and all notices issued under the CEQA and the Planning and Zoning Law.

In particular, we request that the City send by mail or electronic mail notice of any and all actions or hearings related to activities undertaken, authorized, approved, permitted, licensed, or certified by the City and any of its subdivision for the Project, or supported, in whole or in part, through permits, contracts, grants, subsidies, loans, or other forms of approvals, actions or assistance, including but not limited to the following:

- Notices of any public hearing held in connection with the Project; as well as
- Any and all notices prepared pursuant to CEQA, including but not limited to:
- Notices of determination that an Environmental Impact Report (“EIR”) or supplemental EIR is required for a project, prepared pursuant to Public Resources Code Section 21080.4;
- Notices of availability of an EIR or a negative declaration for a project prepared pursuant to Public Resources Code Section 21152 and Section 15087 of Title 14 of the California Code of Regulations;
- Notices of approval or determination to carry out a project, prepared pursuant to Public Resources Code Section 21152 or any other provision of law;
- Notice of approval or certification of any EIR or negative declaration prepared pursuant to Public Resources Code Section 21152 or any other provision of law;
- Notice of exemption from CEQA prepared pursuant to Public Resources Code section 21152 or any other provision of law; and
- Notice of any Final EIR prepared pursuant to CEQA.

This Office is requesting notices of any approvals or public hearings under CEQA and the California Planning and Zoning Law. This request is filed pursuant to California

Public Resources Code Sections 21092.2, and 21167(f) and Government Code Section 65092 requiring agencies to mail such notices to any person who has filed a written request for them with the clerk of the agency's governing body.

Please send notice by regular or electronic mail to:

Mitchell M. Tsai Law Firm  
139 South Hudson Avenue  
Suite 200  
Pasadena, California 91101

Em: [info@mitchtsailaw.com](mailto:info@mitchtsailaw.com)

Em: [mitch@mitchtsailaw.com](mailto:mitch@mitchtsailaw.com)

We look forward to working with you. If you have any questions or concerns, please do not hesitate to contact our Office.

Sincerely,



Mitchell M. Tsai

Attorneys for Western States Regional Council of Carpenters



August 22, 2018

**Via Email and U.S. Mail**

Alan Como  
City of Los Angeles Planning Department  
200 N. Spring Street, Room 750  
Los Angeles, CA 90012  
Alan.como@lacity.org

**RE: Public Records Act Request and Request for Mailed Notice of Public Hearings and Actions – 2250 West Pico Boulevard (CASE NO. CPC-2018-3544-GPA-VZC-HD-CU-SPR and CEQA No. ENV-2018-3545-EAF).**

Dear Mr. Como:

CREED LA is writing to request a copy of any and all records related to the 2250 West Pico Boulevard project (City Case No. CPC-2018-3544-GPA-VZC-HD-CU-SPR and CEQA No. ENV-2018-3545-EAF). The developer is proposing the demolition of an existing commercial building and the construction of a 125-room hotel. We are also writing to request copies of all communications and mailed notice of any and all hearings and/or actions related to the Project.

Our request for mailed notice of all hearings includes hearings, study sessions and community meetings related to the Project, certification of the MND (or recirculated DEIR), and approval of any Project entitlements. This request is made pursuant to Public Resources Code Sections 21092.2, 21080.4, 21083.9, 21092, 21108 and 21152 and Government Code Section 65092, which require local agencies to mail such notices to any person who has filed a written request for them with the clerk of the agency's governing body. Our request includes notice to any City actions, hearings or other proceedings regarding the Project, Project approvals and any actions taken, or additional documents released pursuant to the California Environmental Quality Act.

Our request for all records related to the Project is made pursuant to the California Public Records Act. (Government Code § 6250 et seq.) This request is also made pursuant to Article I, section 3(b) of the California Constitution, which provides a constitutional right of access to information concerning the conduct of government. Article I, section 3(b) provides that any statutory right to information shall be broadly construed to provide the greatest access to government information and further requires that any statute that limits the right of access to information shall be narrowly construed.

We will pay for any direct costs of duplication associated with filling this request up to \$200. However, please contact me at (877) 810-7473 with a cost estimate before copying/scanning the materials.





Alan Como <alan.como@lacity.org>

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## 2250 Pico Blvd CPC-2018-3544-GPA-VZC-HD-CU-SPR

---

**Claudia Medina** <cmedina323@gmail.com>  
To: Alan Como <alan.como@lacity.org>

Wed, Apr 24, 2019 at 4:27 PM

Hi Alan,

Thank you. Yes, please add me to mailing list. My address is below.

Claudia Medina.  
811 Wilshire Blvd., 17th Floor  
Los Angeles, CA, 90017

On Wed, Apr 3, 2019 at 1:29 PM Alan Como <alan.como@lacity.org> wrote:

Claudia,

There are no upcoming hearings that have been scheduled for this project. Additionally, it does not have a VTT request. We can add you to the mailing list if you provide the address you want notification sent. When the environmental document is prepared it will be located on our website and in the case file, but unfortunately, we do not send electronic copies of that document. You can access it in person and pay a fee to have photocopies made, or you can access it online. Please let me know which address to use for notifications. Thank you.

On Wed, Apr 3, 2019 at 1:02 PM Claudia Medina <cmedina323@gmail.com> wrote:

Hi,

Following up with below email sent on February 25.

——— Forwarded message ———

From: **Claudia Medina** <cmedina323@gmail.com>  
Date: Thu, Feb 21, 2019 at 6:25 PM  
Subject: 2250 Pico Blvd CPC-2018-3544-GPA-VZC-HD-CU-SPR  
To: <alan.como@lacity.org>

Hi,

Can you tell me if there is an upcoming hearing on this project. Has a hearing on the VTT already been had?

Can I be added to the mailing list? Can you also send me any electronic version of the MND or EIR submitted for this project.

Thank you.

info for mailing list below:

Claudia Medina  
811 Wilshire Blvd 17th floor  
Los Angeles, CA, 90017  
Phone: (213) 269-4001 Fax: (213) 269-4539

cmedina323@gmail.com

To Whom It May Concern:

I am writing in support of the hotel development project at 2250 – 2270 W. Pico Blvd Los Angeles, CA 90006. As the Resident/ Business Owner / Worker in the Pico Union Neighborhood, I strongly support on this new hotel project because of the following reasons:

- Supporting Local Businesses
- Providing More Local Job Opportunities
- Reducing Crime, Homelessness and Graffiti Issues
- Better Accommodating Local Community Events
- Generate More Tax Revenue to City of Los Angeles
- And More

Any questions, please reach out to me.

Sincerely,

Name: Delia Rodriguez

Phone Number: 323-730-1578

Address: 1701 Vermont Ave

Signature: D. Rodriguez

Date: Jan 04, 2024

To Whom It May Concern:

I am writing in support of the hotel development project at 2250 – 2270 W. Pico Blvd Los Angeles, CA 90006. As the Resident/ Business Owner / Worker in the Pico Union Neighborhood, I strongly support on this new hotel project because of the following reasons:

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- Reducing Crime, Homelessness and Graffiti Issues
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- And More

Any questions, please reach out to me.

Sincerely,

Name: Vicente Avila

Phone Number: (818) 421-79-62

Address: 3519 1/2 S Catalina St Los Angeles CA 90007

Signature: 

Date: 01-03-2024

To Whom It May Concern:

I am writing in support of the hotel development project at 2250 – 2270 W. Pico Blvd Los Angeles, CA 90006. As the Resident/ Business Owner / Worker in the Pico Union Neighborhood, I strongly support on this new hotel project because of the following reasons:

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- Generate More Tax Revenue to City of Los Angeles
- And More

Any questions, please reach out to me.

Sincerely,

Name: Elizaveta

Phone Number: 323-606-24-21-

Address: 1701 S. Vermont ave LA CA 90006

Signature: Elizaveta

Date: 1/3/2024

To Whom It May Concern:

I am writing in support of the hotel development project at 2250 – 2270 W. Pico Blvd Los Angeles, CA 90006. As the Resident/ Business Owner / Worker in the Pico Union Neighborhood, I strongly support on this new hotel project because of the following reasons:

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- And More

Any questions, please reach out to me.

Sincerely,

Name: Olga Gonzalez

Phone Number: (213) 842-5658

Address: 271-S Carondelet

Signature: Olga G.

Date: 01-03-2024



To Whom It May Concern:

I am writing in support of the hotel development project at 2250 – 2270 W. Pico Blvd Los Angeles, CA 90006. As the Resident/ Business Owner / Worker in the Pico Union Neighborhood, I strongly support on this new hotel project because of the following reasons:

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- And More

Any questions, please reach out to me.

Sincerely,

Name: Alicia Avila

Phone Number: 213 926 6054

Address: 1605 W 12<sup>th</sup> St L.A. CA 90015

Signature: Alicia Avila

Date: 01-03-2024

To Whom It May Concern:

I am writing in support of the hotel development project at 2250 – 2270 W. Pico Blvd Los Angeles, CA 90006. As the Resident/ Business Owner / Worker in the Pico Union Neighborhood, I strongly support on this new hotel project because of the following reasons:

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- And More

Any questions, please reach out to me.

Sincerely,

Name: Leticia Cortez

Phone Number: 310 904 71 79

Address: 1717 S. Vermont LA CA 90006

Signature: 

Date: 1-4-24

To Whom It May Concern:

I am writing in support of the hotel development project at 2250 – 2270 W. Pico Blvd Los Angeles, CA 90006. As the Resident/ Business Owner / Worker in the Pico Union Neighborhood, I strongly support on this new hotel project because of the following reasons:

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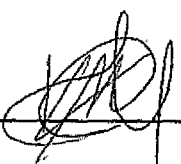
Any questions, please reach out to me.

Sincerely,

Name: Karla Garcia

Phone Number: 323-610-9510

Address: 2208 W Pico Blvd. LA, CA 90006

Signature: 

Date: 01/03/2024

To Whom It May Concern:

I am writing in support of the hotel development project at 2250 – 2270 W. Pico Blvd Los Angeles, CA 90006. As the Resident/ Business Owner / Worker in the Pico Union Neighborhood, I strongly support on this new hotel project because of the following reasons:

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- And More


Any questions, please reach out to me.

Sincerely,

Name: Gumerindo Gonzalez

Phone Number: 323 - 946 - 3539

Address: 1701 S. Vermont LA CA 90006

Signature: 

Date: 1/3/24

To Whom It May Concern:

I am writing in support of the hotel development project at 2250 – 2270 W. Pico Blvd Los Angeles, CA 90006. As the Resident/ Business Owner / Worker in the Pico Union Neighborhood, I strongly support on this new hotel project because of the following reasons:

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- And More

Any questions, please reach out to me.

Sincerely,

Name:

Christy Colato

Phone Number:

323 705 7354

Address:

2338 W Pico Blvd LA 90006

Signature:

Christy Colato

Date:

1/3/2024



To Whom It May Concern:

I am writing in support of the hotel development project at 2250 – 2270 W. Pico Blvd Los Angeles, CA 90006. As the Resident/ Business Owner / Worker in the Pico Union Neighborhood, I strongly support on this new hotel project because of the following reasons:

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- And More

Any questions, please reach out to me.

Sincerely,

Name: Erika Mendez

Phone Number: 323-384 3541

Address: 1717 S. Vermont Ave.

Signature: Erika Mendez

Date: 1-4-24

To Whom It May Concern:

I am writing in support of the hotel development project at 2250 – 2270 W. Pico Blvd Los Angeles, CA 90006. As the Resident/ Business Owner / Worker in the Pico Union Neighborhood, I strongly support on this new hotel project because of the following reasons:

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- And More

Any questions, please reach out to me.

Sincerely,

Name:

Thomas Lopez

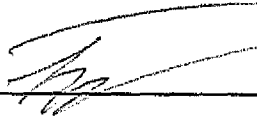
Phone Number:

213-255-6722

Address:

2232 W Pico Blvd

Signature:



Date:

1-3-24

To Whom It May Concern:

I am writing in support of the hotel development project at 2250 – 2270 W. Pico Blvd Los Angeles, CA 90006. As the Resident/ Business Owner / Worker in the Pico Union Neighborhood, I strongly support on this new hotel project because of the following reasons:

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- And More


Any questions, please reach out to me.

Sincerely,

Name: Ana Leticia Morales

Phone Number: (213) 207-0001

Address: 1717 S. Vermont Ave LA CA. 90006

Signature: 

Date: 1-4-24

To Whom It May Concern:

I am writing in support of the hotel development project at 2250 – 2270 W. Pico Blvd Los Angeles, CA 90006. As the Resident/ Business Owner / Worker in the Pico Union Neighborhood, I strongly support on this new hotel project because of the following reasons:

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Any questions, please reach out to me.

Sincerely,

Name:

Jose Calixto

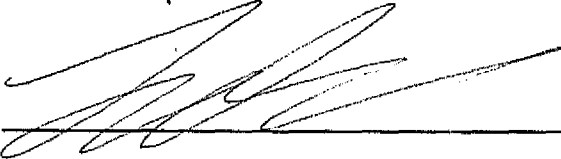
Phone Number:

213-274-3244

Address:

1309 S. Hoover St LA

Signature:



Date:

01-03-24

To Whom It May Concern:

I am writing in support of the hotel development project at 2250 – 2270 W. Pico Blvd Los Angeles, CA 90006. As the Resident/ Business Owner / Worker in the Pico Union Neighborhood, I strongly support on this new hotel project because of the following reasons:

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- And More

Any questions, please reach out to me.

Sincerely,

Name: Joselin Menjivar

Phone Number: 323 718 3964

Address: 1717 S. Vermont LA CA 90006

Signature: Joselin Menjivar

Date: 1-3-24



To Whom It May Concern:

I am writing in support of the hotel development project at 2250 – 2270 W. Pico Blvd Los Angeles, CA 90006. As the Resident/ Business Owner / Worker in the Pico Union Neighborhood, I strongly support on this new hotel project because of the following reasons:

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- And More

Any questions, please reach out to me.

Sincerely,

Name: Luis Antonio Martinez Bta

Phone Number: 323 518 6640

Address: 722 S' Ardmore L A. Ca

Signature: 

Date: 01-03-24

To Whom It May Concern:

I am writing in support of the hotel development project at 2250 – 2270 W. Pico Blvd Los Angeles, CA 90006. As the Resident/ Business Owner / Worker in the Pico Union Neighborhood, I strongly support on this new hotel project because of the following reasons:

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- And More


Any questions, please reach out to me.

Sincerely,

Name: Wendy Hernandez Alvarado.

Phone Number: 213 645 4197

Address: 1701 S. Vermont Ave. LA CA 90006

Signature: 

Date: 1-04-2024

To Whom It May Concern:

I am writing in support of the hotel development project at 2250 – 2270 W. Pico Blvd Los Angeles, CA 90006. As the Resident/ Business Owner / Worker in the Pico Union Neighborhood, I strongly support on this new hotel project because of the following reasons:

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- And More

Any questions, please reach out to me.

Sincerely,

Name: Lourdes Bonilla

Phone Number: 323 717-17-36

Address: 1717 S. Vermont LA CA 90006

Signature: Lourdes Bonilla

Date: 1-11-24

To Whom It May Concern:

I am writing in support of the hotel development project at 2250 – 2270 W. Pico Blvd Los Angeles, CA 90006. As the Resident/ Business Owner / Worker in the Pico Union Neighborhood, I strongly support on this new hotel project because of the following reasons:

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- And More

Any questions, please reach out to me.

Sincerely,

Name: Oscar Isaac Cuadra

Phone Number: 424-221-6385

Address: 1451 S Orange Grove

Signature: Oscar I Cuadra

Date: 04/01/24

To Whom It May Concern:

I am writing in support of the hotel development project at 2250 – 2270 W. Pico Blvd Los Angeles, CA 90006. As the Resident/ Business Owner / Worker in the Pico Union Neighborhood, I strongly support on this new hotel project because of the following reasons:

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- And More

Any questions, please reach out to me.

Sincerely,

Name:

Seedne Holguin

Phone Number:

323 247 2952

Address:

1717 S. Vermont LA 90004

Signature:

Seedne Holguin

Date:

1/3/24



To Whom It May Concern:

I am writing in support of the hotel development project at 2250 – 2270 W. Pico Blvd Los Angeles, CA 90006. As the Resident/ Business Owner / Worker in the Pico Union Neighborhood, I strongly support on this new hotel project because of the following reasons:

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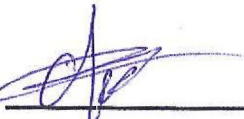
Any questions, please reach out to me.

Sincerely,

Name: Accel NySarro

Phone Number: 213 980 9279

Address: 3802 W 21st

Signature: 

Date: 01/06/2024

To Whom It May Concern:

I am writing in support of the hotel development project at 2250 – 2270 W. Pico Blvd Los Angeles, CA 90006. As the Resident/ Business Owner / Worker in the Pico Union Neighborhood, I strongly support on this new hotel project because of the following reasons:

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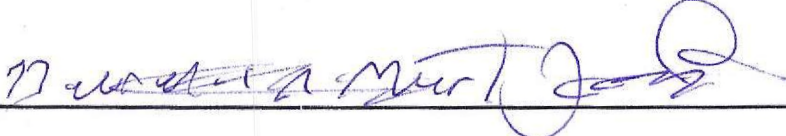
Any questions, please reach out to me.

Sincerely,

Name: Durwin Martinez

Phone Number: \_\_\_\_\_

Address: 1144 Grand Ave 90007 Los Angeles CA

Signature: 

Date: 1/6/24

To Whom It May Concern:

I am writing in support of the hotel development project at 2250 – 2270 W. Pico Blvd Los Angeles, CA 90006. As the Resident/ Business Owner / Worker in the Pico Union Neighborhood, I strongly support on this new hotel project because of the following reasons:

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- Better Accommodating Local Community Events
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- And More

Any questions, please reach out to me.

Sincerely,

Name: JOSE A AVILA

Phone Number: 213-379-2111

Address: 818 S MOSIHO AV 9005

Signature: 

Date: 6/1/24



To Whom It May Concern:

I am writing in support of the hotel development project at 2250 – 2270 W. Pico Blvd Los Angeles, CA 90006. As the Resident/ Business Owner / Worker in the Pico Union Neighborhood, I strongly support on this new hotel project because of the following reasons:

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- Better Accommodating Local Community Events
- Generate More Tax Revenue to City of Los Angeles
- And More


Any questions, please reach out to me.

Sincerely,

Name: Carlos Camacho

Phone Number: 213 908 4037

Address: 161 W. Vernon Ave Ave.

Signature: 

Date: 01-06-24

To Whom It May Concern:

I am writing in support of the hotel development project at 2250 – 2270 W. Pico Blvd Los Angeles, CA 90006. As the Resident/ Business Owner / Worker in the Pico Union Neighborhood, I strongly support on this new hotel project because of the following reasons:

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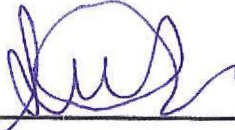
Any questions, please reach out to me.

Sincerely,

Name: Susana Soto

Phone Number: 323 - 446-8969

Address: 1620 W. 60<sup>th</sup> St.

Signature: 

Date: 01-05-24



To Whom It May Concern:

I am writing in support of the hotel development project at 2250 – 2270 W. Pico Blvd Los Angeles, CA 90006. As the Resident/ Business Owner / Worker in the Pico Union Neighborhood, I strongly support on this new hotel project because of the following reasons:

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- And More

Any questions, please reach out to me.

Sincerely,

Name: Marlon Brea

Phone Number: 213-792-5463

Address: 3010 Hayward Ave

Signature: 

Date: 1-6-24

To Whom It May Concern:

I am writing in support of the hotel development project at 2250 – 2270 W. Pico Blvd Los Angeles, CA 90006. As the Resident/ Business Owner / Worker in the Pico Union Neighborhood, I strongly support on this new hotel project because of the following reasons:

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- And More

Any questions, please reach out to me.

Sincerely,

Name: Enrique Gonzalez

Phone Number: 323 328 4121

Address: 3161 Aintree Pl

Signature: 

Date: 01/15/24

To Whom It May Concern:

I am writing in support of the hotel development project at 2250 – 2270 W. Pico Blvd Los Angeles, CA 90006. As the Resident/ Business Owner / Worker in the Pico Union Neighborhood, I strongly support on this new hotel project because of the following reasons:

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- And More

Any questions, please reach out to me.

Sincerely,

Name: Jose Zelaya / Vilma Navarro

Phone Number: 818 396 2859

Address: 1839 Arapahosts

Signature: LA CA 90006

Date: 1/5/24



To Whom It May Concern:

I am writing in support of the hotel development project at 2250 – 2270 W. Pico Blvd Los Angeles, CA 90006. As the Resident/ Business Owner / Worker in the Pico Union Neighborhood, I strongly support on this new hotel project because of the following reasons:

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- And More


Any questions, please reach out to me.

Sincerely,

Name: Alberto Villa

Phone Number: 719-768-2733

Address: 5815 E 1A PALMA AVE SPC#427

Signature: 

Date: 1/5/29

To Whom It May Concern:

I am writing in support of the hotel development project at 2250 – 2270 W. Pico Blvd Los Angeles, CA 90006. As the Resident/ Business Owner / Worker in the Pico Union Neighborhood, I strongly support on this new hotel project because of the following reasons:

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- And More

Any questions, please reach out to me.

Sincerely,

Name: Carla Velazquez

Phone Number: 626 (250) - 78-16

Address: 1208/ W 8th St LA CA 90072

Signature: 

Date: 1/5/2024



To Whom It May Concern:

I am writing in support of the hotel development project at 2250 – 2270 W. Pico Blvd Los Angeles, CA 90006. As the Resident/ Business Owner / Worker in the Pico Union Neighborhood, I strongly support on this new hotel project because of the following reasons:

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- Better Accommodating Local Community Events
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- And More

Any questions, please reach out to me.

Sincerely,

Name: Isabel Acosta

Phone Number: 213-414-9238

Address: 1341 Valencia

Signature: Isabel Acosta

Date: 01/05/23

To Whom It May Concern:

I am writing in support of the hotel development project at 2250 – 2270 W. Pico Blvd Los Angeles, CA 90006. As the Resident/ Business Owner / Worker in the Pico Union Neighborhood, I strongly support on this new hotel project because of the following reasons:

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- And More

Any questions, please reach out to me.

Sincerely,

Name: Snayob Gutierrez

Phone Number: 213 414 9238

Address: 1341 Valencia

Signature: Snayob Gutierrez

Date: 01/05/23

To Whom It May Concern:

I am writing in support of the hotel development project at 2250 – 2270 W. Pico Blvd Los Angeles, CA 90006. As the Resident/ Business Owner / Worker in the Pico Union Neighborhood, I strongly support on this new hotel project because of the following reasons:

- Supporting Local Businesses
- Providing More Local Job Opportunities
- Reducing Crime, Homelessness and Graffiti Issues
- Better Accommodating Local Community Events
- Generate More Tax Revenue to City of Los Angeles
- And More

Any questions, please reach out to me.

Sincerely,

Name: Luis Lozano

Phone Number: 323 737-4394

Address: 1928 S Harvard #105

Signature: Luis Lozano

Date: 01-03-24

To Whom It May Concern:

I am writing in support of the hotel development project at 2250 – 2270 W. Pico Blvd Los Angeles, CA 90006. As the Resident/ Business Owner / Worker in the Pico Union Neighborhood, I strongly support on this new hotel project because of the following reasons:

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- And More

Any questions, please reach out to me.

Sincerely,

Name: Julio Santando

Phone Number: 213 414 9238

Address: 1341 Valencia

Signature: Julio

Date: 01/05/23

To Whom It May Concern:

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- And More

Any questions, please reach out to me.

Sincerely,

Name: Arturo Norberto

Phone Number: 323 - 730 - 8878

Address: 19113 Rushmore St.

Signature: A. N.

Date: 01/05/24



To Whom It May Concern:

I am writing in support of the hotel development project at 2250 – 2270 W. Pico Blvd Los Angeles, CA 90006. As the Resident/ Business Owner / Worker in the Pico Union Neighborhood, I strongly support on this new hotel project because of the following reasons:

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- And More

Any questions, please reach out to me.

Sincerely,

Name:

William Tay

Phone Number:

702 610 8950

Address:

721 Westman Av.

Signature:

[Signature]

Date:

01/05/24

To Whom It May Concern:

I am writing in support of the hotel development project at 2250 – 2270 W. Pico Blvd Los Angeles, CA 90006. As the Resident/ Business Owner / Worker in the Pico Union Neighborhood, I strongly support on this new hotel project because of the following reasons:

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- And More

Any questions, please reach out to me.

Sincerely,

Name: Mildred Vanessa Casimiro Pacheco

Phone Number: +52 962 103 7054

Address: 721 Vermont Av.

Signature: Mildred Casimiro

Date: 05/01/24

To Whom It May Concern:

I am writing in support of the hotel development project at 2250 – 2270 W. Pico Blvd Los Angeles, CA 90006. As the Resident/ Business Owner / Worker in the Pico Union Neighborhood, I strongly support on this new hotel project because of the following reasons:

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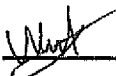
Any questions, please reach out to me.

Sincerely,

Name: Wendy Linarez

Phone Number: (323) 476-8612

Address: 1683 W 12th Pl Los Angeles - CA

Signature: 

Date: 01/15/24

To Whom It May Concern:

I am writing in support of the hotel development project at 2250 – 2270 W. Pico Blvd Los Angeles, CA 90006. As the Resident/ Business Owner / Worker in the Pico Union Neighborhood, I strongly support on this new hotel project because of the following reasons:

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- And More


Any questions, please reach out to me.

Sincerely,

Name: Selvin Reyes

Phone Number: 818-858-7569

Address: 1112 S westlake Ave

Signature: 

Date: 1-5-24

To Whom It May Concern:

I am writing in support of the hotel development project at 2250 – 2270 W. Pico Blvd Los Angeles, CA 90006. As the Resident/ Business Owner / Worker in the Pico Union Neighborhood, I strongly support on this new hotel project because of the following reasons:

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- And More

Any questions, please reach out to me.

Sincerely,

Name: Amalia Gaspar

Phone Number: 323 - 730 - 8989

Address: 19113 Rushmore St -

Signature: Amalia G.

Date: 01/05/24



To Whom It May Concern:

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- And More

Any questions, please reach out to me.

Sincerely,

Name: Katia Espinoza

Phone Number: 786 305 1467

Address: 116 N Rampart Blvd. Los Ang. CA 90026

Signature: Katia Espinoza

Date: 01 - 04 - 23

To Whom It May Concern:

I am writing in support of the hotel development project at 2250 – 2270 W. Pico Blvd Los Angeles, CA 90006. As the Resident/ Business Owner / Worker in the Pico Union Neighborhood, I strongly support on this new hotel project because of the following reasons:

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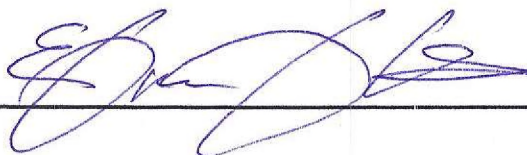
Any questions, please reach out to me.

Sincerely,

Name: Efren Flores

Phone Number: 213) 285-3792

Address: 2460 Venice Blvd

Signature: 

Date: 01-03-24

To Whom It May Concern:

I am writing in support of the hotel development project at 2250 – 2270 W. Pico Blvd Los Angeles, CA 90006. As the Resident/ Business Owner / Worker in the Pico Union Neighborhood, I strongly support on this new hotel project because of the following reasons:

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- And More

Any questions, please reach out to me.

Sincerely,

Name: Norma Puac

Phone Number: 213 458 2078

Address: 1717 S. Vermont Ave CA 90006

Signature: 

Date: 01/03/24



To Whom It May Concern:

I am writing in support of the hotel development project at 2250 – 2270 W. Pico Blvd Los Angeles, CA 90006. As the Resident/ Business Owner / Worker in the Pico Union Neighborhood, I strongly support on this new hotel project because of the following reasons:

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- And More

Any questions, please reach out to me.

Sincerely,

Name:

Alma Hernandez

Phone Number:

(213) 819-3336

Address:

1630 W 12 St Los Angeles 90015

Signature:

Hernandez

Date:

01-03-24

To Whom It May Concern:

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Any questions, please reach out to me.

Sincerely,

Name: Wendy Aquino

Phone Number: (323) 788-6488

Address: 1051 1/2 S. Norton Ave

Signature: 

Date: 01-03-24



To Whom It May Concern:

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- And More

Any questions, please reach out to me.

Sincerely,

Name: Blanca Funes

Phone Number: (213) 322 8403

Address: 1144 Eiden Ave

Signature: Blanca

Date: 01 - 03 - 24

To Whom It May Concern:

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- And More


Any questions, please reach out to me.

Sincerely,

Name: Romero Pimental

Phone Number: 213 949 9196

Address: 202 ROSEMONT AVE LOS ANGELES CA 90026

Signature: 

Date: 01-03-24

To Whom It May Concern:

I am writing in support of the hotel development project at 2250 – 2270 W. Pico Blvd Los Angeles, CA 90006. As the Resident/ Business Owner / Worker in the Pico Union Neighborhood, I strongly support on this new hotel project because of the following reasons:

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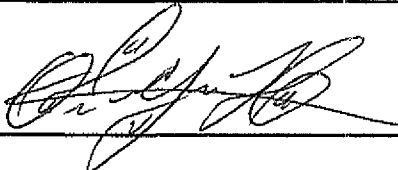
Any questions, please reach out to me.

Sincerely,

Name: Oly Hernandez

Phone Number: (323) 510-9509

Address: 3805 Denker Ave

Signature: 

Date: 1-4-24

To Whom It May Concern:

I am writing in support of the hotel development project at 2250 – 2270 W. Pico Blvd Los Angeles, CA 90006. As the Resident/ Business Owner / Worker in the Pico Union Neighborhood, I strongly support on this new hotel project because of the following reasons:

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Any questions, please reach out to me.

Sincerely,

Name:

Jan Chaj Sagvic

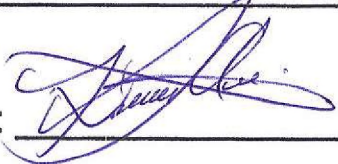
Phone Number:

213-326 7697

Address:

4528 Rodeo Ln Los Angeles

Signature:



Date:

01-03-24



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- And More

Any questions, please reach out to me.

Sincerely,

Name: Olivia Perez

Phone Number: (213) 570-6100

Address: 1430 W Jefferson

Signature: Olivia Perez

Date: 01/03/24



To Whom It May Concern:

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Any questions, please reach out to me.

Sincerely,

Name: melvin sales

Phone Number: 818-339-43-70

Address: 84 SIS. Union Dr

Signature: 

Date: 01-04-24

To Whom It May Concern:

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Any questions, please reach out to me.

Sincerely,

Name: Edgar Cruz Hernandez

Phone Number: 323 334 7476

Address: edg-art@gmail.com

Signature: 

Date: 01-04-24

To Whom It May Concern:

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- And More

Any questions, please reach out to me.

Sincerely,

Name:

Carlos Rodriguez

Phone Number:

213-926-8180

Address:

935 W 21st St LA 90007

Signature:



Date:

01-04-24



To Whom It May Concern:

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- And More

Any questions, please reach out to me.

Sincerely,

Name: Kevin Cano

Phone Number: (323) 642-4023

Address: 9-06 Adam

Signature: 

Date: 01-04-24

To Whom It May Concern:

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Sincerely,

Name:

Fredy Fajardo

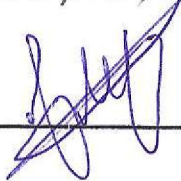
Phone Number:

546 925 1216

Address:

1717 S. Vermont Ave LA CA

Signature:



Date:

01-03-24



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- And More

Any questions, please reach out to me.

Sincerely,

Name: MARTIN MUNIZ

Phone Number: (213) 880 3042

Address: 458 HARTFORD AVE

Signature: [Handwritten Signature]

Date: 01-04-24

To Whom It May Concern:

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- And More

Any questions, please reach out to me.

Sincerely,

Name:

Edgar Monzon

Phone Number:

602-551-3046

Address:

P.O. Box 771833 - L.A., CA. 90004

Signature:

Edgar Monzon

Date:

01-04-24

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- And More

Any questions, please reach out to me.

Sincerely,

Name: Deysi Moquel

Phone Number: 213-880-5660

Address: 1420 ARAPAHOE ST. L.A. CA 90006

Signature: Deysi Moquel

Date: 1/3/24

A quien corresponda:

Escribo en apoyo del proyecto de desarrollo hotelero en 2250 – 2270 W. Pico Blvd Los Angeles, CA 90006. Como residente/propietario de negocio/trabajador en el vecindario Pico Union, apoyo firmemente este nuevo proyecto de hotelero por los siguientes razones:

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- Reducir la delincuencia, la falta de vivienda y los problemas de graffiti
- Adaptarse mejor a los eventos de la comunidad local
- Generar más ingresos fiscales a la ciudad de Los Angeles
- Y más

Cualquier pregunta, comuníquese conmigo.

Atentamente,

Nombre: \_\_\_\_\_

Número de teléfono: \_\_\_\_\_

DIRECCIÓN: \_\_\_\_\_

Firma: \_\_\_\_\_

Fecha: \_\_\_\_\_

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- And More

Any questions, please reach out to me.

Sincerely,

Name: MARIA GUADALUPE OREÑA

Phone Number: 213-840-4130

Address: 1116 S. KENMORE AVE LA CA 90006

Signature: 

Date: 1/8/2024

A quien corresponda:

Escribo en apoyo del proyecto de desarrollo hotelero en 2250 – 2270 W. Pico Blvd Los Ángeles, CA 90006. Como residente/propietario de negocio/trabajador en el vecindario Pico Union, apoyo firmemente este nuevo proyecto de hotelero por los siguientes razones:

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Nombre: \_\_\_\_\_

Número de teléfono: \_\_\_\_\_

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Firma: \_\_\_\_\_

Fecha: \_\_\_\_\_

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Any questions, please reach out to me.

Sincerely,

Name: Isela

Phone Number: 213 448 2931

Address: 971 Selden Ave Los Angeles CA 90006

Signature: [Signature]

Date: 1.8.24

A quien corresponda:

Escribo en apoyo del proyecto de desarrollo hotelero en 2250 – 2270 W. Pico Blvd Los Angeles, CA 90006. Como residente/propietario de negocio/trabajador en el vecindario Pico Union, apoyo firmemente este nuevo proyecto de hotelero por los siguientes razones:

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Número de teléfono: \_\_\_\_\_

DIRECCIÓN: \_\_\_\_\_

Firma: \_\_\_\_\_

Fecha: \_\_\_\_\_



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Any questions, please reach out to me.

Sincerely,

Name: Young Yi Yi

Phone Number: 213-808-2107

Address: 1106 S. New Hampshire Ave LA CA 90006

Signature: Young Yi Yi

Date: 1/8/2024

A quien corresponda:

Escribo en apoyo del proyecto de desarrollo hotelero en 2250 – 2270 W. Pico Blvd Los Ángeles, CA 90006. Como residente/propietario de negocio/trabajador en el vecindario Pico Union, apoyo firmemente este nuevo proyecto de hotelero por los siguientes razones:

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Atentamente,

Nombre: \_\_\_\_\_

Número de teléfono: \_\_\_\_\_

DIRECCIÓN: \_\_\_\_\_

Firma: \_\_\_\_\_

Fecha: \_\_\_\_\_

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Any questions, please reach out to me.

Sincerely,

Name: Marla Flores

Phone Number: 1 213 255 1053

Address: 1232 S LAKE ST Los Angeles CA 90006

Signature: Marla Flores

Date: 1-8-24

A quien corresponda:

Escribo en apoyo del proyecto de desarrollo hotelero en 2250 – 2270 W. Pico Blvd Los Ángeles, CA 90006. Como residente/propietario de negocio/trabajador en el vecindario Pico Union, apoyo firmemente este nuevo proyecto de hotelero por los siguientes razones:

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Número de teléfono: \_\_\_\_\_

DIRECCIÓN: \_\_\_\_\_

Firma: \_\_\_\_\_

Fecha: \_\_\_\_\_

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Any questions, please reach out to me.

Sincerely,

Name: ROBERTO M. CARRILLO

Phone Number: (213) 453-1464

Address: 1114 S. NEW HAMPSHIRE, AVE. L.A. CA. 90006

Signature: Roberto M. Carrillo

Date: 1-8-2024

A quien corresponda:

Escribo en apoyo del proyecto de desarrollo hotelero en 2250 – 2270 W. Pico Blvd Los Angeles, CA 90006. Como residente/propietario de negocio/trabajador en el vecindario Pico Union, apoyo firmemente este nuevo proyecto de hotelero por los siguientes razones:

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- Adaptarse mejor a los eventos de la comunidad local
- Generar más ingresos fiscales a la ciudad de Los Angeles
- Y más

Cualquier pregunta, comuníquese conmigo.

Atentamente,

Nombre: Andreu Castro

Número de teléfono: 323 572-8638

DIRECCIÓN: 1429 S Hoover St 6

Firma: [Signature]

Fecha: 1/8/24

To Whom It May Concern:

I am writing in support of the hotel development project at 2250 – 2270 W. Pico Blvd Los Angeles, CA 90006. As the Resident/ Business Owner / Worker in the Pico Union Neighborhood, I strongly support on this new hotel project because of the following reasons:

- Supporting Local Businesses
- Providing More Local Job Opportunities
- Reducing Crime, Homelessness and Graffiti Issues
- Better Accommodating Local Community Events
- Generate More Tax Revenue to City of Los Angeles
- And More


Any questions, please reach out to me.

Sincerely,

Name: MICHELLE ANTOINETTE CARRILLO

Phone Number: 213-256-9247

Address: 1116 S. KENMORE AVE LA CA 90006

Signature: 

Date: 1/08/2024

A quien corresponda:

Escribo en apoyo del proyecto de desarrollo hotelero en 2250 – 2270 W. Pico Blvd Los Ángeles, CA 90006. Como residente/propietario de negocio/trabajador en el vecindario Pico Union, apoyo firmemente este nuevo proyecto de hotelero por los siguientes razones:

- Apoyo a las empresas locales
- Proporcionar más oportunidades laborales locales
- Reducir la delincuencia, la falta de vivienda y los problemas de graffiti
- Adaptarse mejor a los eventos de la comunidad local
- Generar más ingresos fiscales a la ciudad de Los Ángeles
- Y más

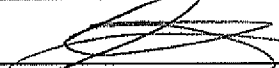
Cualquier pregunta, comuníquese conmigo.

Atentamente,

Nombre: Nery Larios

Número de teléfono: 323 301 6051

DIRECCIÓN: 1414 S Constance St

Firma: 

Fecha: 1/8/24

To Whom It May Concern:

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- And More

Any questions, please reach out to me.

Sincerely,

Name: JOSE S. MAJANO HERRERA.

Phone Number: 323-919-2601

Address: 1106 So. BERENDO ST. LA. CA. 90006

Signature: *Jose S. Majano Herrera.*

Date: 01-08-2024

A quien corresponda:

Escribo en apoyo del proyecto de desarrollo hotelero en 2250 – 2270 W. Pico Blvd Los Ángeles, CA 90006. Como residente/propietario de negocio/trabajador en el vecindario Pico Union, apoyo firmemente este nuevo proyecto de hotelero por los siguientes razones:

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- Adaptarse mejor a los eventos de la comunidad local
- Generar más ingresos fiscales a la ciudad de Los Ángeles
- Y más

Cualquier pregunta, comuníquese conmigo.

Atentamente,

Nombre: MARTA - MEJIA

Número de teléfono: 213-3069201

DIRECCIÓN: 1643 arahigone 90006

Firma: \_\_\_\_\_

Fecha: \_\_\_\_\_



To Whom It May Concern:

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- And More

Any questions, please reach out to me.

Sincerely,



Name: Roni Mejia

Phone Number: 323 741 77 35

Address: 2342 W. Pico Blvd Los Angeles CA 90006

Signature: 

Date: 1 / 3 / 24

To Whom It May Concern:

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- And More

Any questions, please reach out to me.

Sincerely,



Name: Thomas & Chinas

Phone Number: (323) 513 3544

Address: 922 W. 74<sup>th</sup> St. Los Angeles CA

Signature: [Handwritten Signature]

Date: 1/3/24

To Whom It May Concern:

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- And More

Any questions, please reach out to me.

Sincerely,

**Lucy's Vida y Bienestar** **Herbalife**  
Club de nutrición

¿HA TOMADO YA SU DESAYUNO SALUDABLE HOY?

Luciana (213) 858-8284 • Candida (323) 476-6076  
2234 W Pico Blvd, Los Angeles, CA 90006

Name: Luciana Cost. No

Phone Number: 213-858-82-84

Address: 2234 W Pico

Signature: [Signature]

Date: 1-3-24



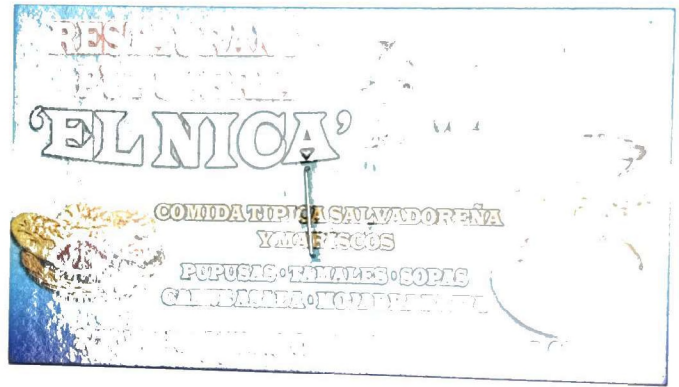
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- And More

Any questions, please reach out to me.

Sincerely,



Name: El Nica

Phone Number: 213-343-0074

Address: 2272 W. Pico Blvd LA CA 90006

Signature: *Luz Alvarez*

Date: 1/03/24

To Whom It May Concern:

I am writing in support of the hotel development project at 2250 – 2270 W. Pico Blvd Los Angeles, CA 90006. As the Resident/ Business Owner / Worker in the Pico Union Neighborhood, I strongly support on this new hotel project because of the following reasons:

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- And More

Any questions, please reach out to me.

Sincerely,



310-928-8189 OFFICE

323-448-8199 MOBILE

310-628-8619 MOBILE

2225 W. Pico Blvd. Unit K L.A., CA 90006

ELECTRONICS

SALE

REPAIR

INSTALLATION

DVR/NVR UNLOCKS

& MORE

Name:

Olegario Morales

Phone Number:

(323) 448-8199

Address:

2225 W. Pico Blvd. Ste K LA CA 90006

Signature:

Date:

01/03/24



To Whom It May Concern:

(Lc) I am writing in support of the hotel development project at 2250 – 2270 W. Pico Blvd Los Angeles, CA 90006. As the Resident/ Business Owner / Worker in the Pico Union Neighborhood, I strongly support on this new hotel project because of the following reasons:

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Any questions, please reach out to me.

Sincerely,

### ROYALTY CLEANERS

DRY CLEANING AGENCY

Business Hours:  
Monday - Friday 9am - 6pm  
Saturday 9am - 4pm

(323) 812 7315

royaltycleanersla@gmail.com

2253 W. Pico Blvd, Suite# A Los Angeles, CA

Name:

Carmen Bautista

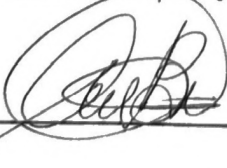
Phone Number:

323 812-73-15

Address:

2253 A. W. Pico Blvd.

Signature:



Date:

01-03-24

To Whom It May Concern:

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- And More

Any questions, please reach out to me.

Sincerely,



Name: Pamela Jewelry

Phone Number: 2225 W Pico Blvd

Address: 2225 W Pico Blvd Los Angeles CA 90006

Signature: [Handwritten Signature]

Date: 1 / 3 / 24

To Whom It May Concern:

I am writing in support of the hotel development project at 2250 – 2270 W. Pico Blvd Los Angeles, CA 90006. As the Resident/ Business Owner / Worker in the Pico Union Neighborhood, I strongly support on this new hotel project because of the following reasons:

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- And More

Any questions, please reach out to me.

Sincerely,

Name: Angel Marland

Phone Number: 323 491 0850

Address: 2201 W. Pico Blvd Ste B

Signature: Amy

Date: 1/3/24

**cricket**  
Authorized Retailer

Budget Wireless - West Pico  
Retail Store

2201 W Pico Blvd, Ste B  
Los Angeles, CA 90006  
(213)368-9200  
westpico@budgetwireless.net



To Whom It May Concern:

I am writing in support of the hotel development project at 2250 – 2270 W. Pico Blvd Los Angeles, CA 90006. As the Resident/ Business Owner / Worker in the Pico Union Neighborhood, I strongly support on this new hotel project because of the following reasons:

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- And More

Any questions, please reach out to me.

Sincerely,



Name: Alex Trusillo

Phone Number: 213-840-3739

Address: 2338 W Pico Blvd Los Angeles CA 90006

Signature: [Signature]

Date: 1-3/24



To Whom It May Concern:

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- And More

Any questions, please reach out to me.

Sincerely,

Name: James Alvarado

Phone Number: (323) 875-4577

Address: 2336 West Pico Blvd L.A CA 90006

Signature: 

Date: 1/3/24

Since 1964

**Marlo**  
Custom Cleaners  
Expert Alterations



(213) 386-3534  
marlodrycleaners@gmail.com  
@marlodrycleaners

2336 W. Pico Blvd.  
Los Angeles, CA 90006





To Whom It May Concern:

I am writing in support of the hotel development project at 2250 – 2270 W. Pico Blvd Los Angeles, CA 90006. As the Resident/ Business Owner / Worker in the Pico Union Neighborhood, I strongly support on this new hotel project because of the following reasons:

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- And More

Any questions, please reach out to me.

Sincerely,



Name: Juan Valdivia

Phone Number: (213) 386-6131

Address: 2328 W. Pico Blvd LA CA 90006

Signature: Juan Valdivia

Date: 1/03/24

To Whom It May Concern:

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Any questions, please reach out to me.

Sincerely,



**United Care**  
Family Medical Center

ר"ב  
Medical Director

**Dr. Alfred Lavi**  
Diplomate American Board of Family Practice

2324 W. Pico Blvd.  
Los Angeles, CA 90006

Tel: (213) 383-3600  
Fax: (213) 383-5300

[www.UnitedCareMedical.com](http://www.UnitedCareMedical.com)

Name: Sarah melendez

Phone Number: 323-821-5028

Address: /

Signature: Sarah Melendez

Date: 1/3/24

To Whom It May Concern:

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Any questions, please reach out to me.

Sincerely,



Name: Martha Ramos

Phone Number: 213 387 2087

Address: 2346 W. Pico Blvd LA CA 90006

Signature: Martha Ramos

Date: 1-3-24



To Whom It May Concern:

I am writing in support of the hotel development project at 2250 – 2270 W. Pico Blvd Los Angeles, CA 90006. As the Resident/ Business Owner / Worker in the Pico Union Neighborhood, I strongly support on this new hotel project because of the following reasons:

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Sincerely,



*Magic Dreams*  
Banquet Hall



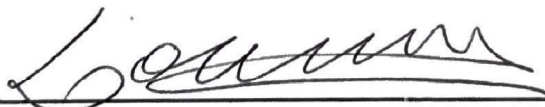
323 719 3841  
@MAGICDREAMSHALL  
9309 S VERMONT  
LOA ANGELES, CA 90044



Name: LORNA GINN

Phone Number: 323 719 3841

Address: 9309 S. Vermont LA CA 90044

Signature: 

Date: 1-3-24

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Any questions, please reach out to me.

Sincerely,

Name: Nancy Ochoa

Phone Number: (626) 607-9524

Address: 900 N. Beaudry Ave #105 LA. CA 90012

Signature: 

Date: 01/06/2024



To Whom It May Concern:

I am writing in support of the hotel development project at 2250 – 2270 W. Pico Blvd Los Angeles, CA 90006. As the Resident/ Business Owner / Worker in the Pico Union Neighborhood, I strongly support on this new hotel project because of the following reasons:

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- And More

Any questions, please reach out to me.

Sincerely,

Name: Anthony Castro

Phone Number: (626) 216-1136

Address: 900 n. Beaudry Ave #105 LA- CA 90012

Signature: 

Date: 1/8/24

To Whom It May Concern:

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Any questions, please reach out to me.

Sincerely,

Name: Miriam Felix

Phone Number: 323 - 503-0249

Address: 672 N. Kenmore Ave # 302

Signature: Miriam Felix

Date: 1-8-24

To Whom It May Concern:

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Any questions, please reach out to me.

Sincerely,

Name: JENNY ALVARADO

Phone Number: (213) 835-7022

Address: 433 1/2 N. WESTLAKE AVE

Signature: 

Date: 1/08/24

To Whom It May Concern:

I am writing in support of the hotel development project at 2250 – 2270 W. Pico Blvd Los Angeles, CA 90006. As the Resident/ Business Owner / Worker in the Pico Union Neighborhood, I strongly support on this new hotel project because of the following reasons:

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- And More

Any questions, please reach out to me.

Sincerely,

Name: Margarita Cruz

Phone Number: (213) 909-4277

Address: 433 1/2 N. Westlake Ave LA CA 90026

Signature: Margarita Cruz

Date: 01/08/2024



January 9, 2024

To: Sergio Ibarra, City of Los Angeles

Reference: Hotel Project  
2250 to 2270 W. PICO BLVD  
Case Number: ENV-2018-3545-MND

Dear Mr. Ibarra:

My name is Sam Luster and I am the President of the Byzantine Latino Quarter Business Improvement District (BLQ BID). I am writing on behalf of the BLQ BID Board of Directors to offer strong support for the construction of a new hotel at 2250 W Pico Boulevard which would consist of a two-building six-story hotel above three levels of subterranean parking.

This project, which will become part of the BLQ BID, has the potential for transforming Pico Boulevard by being a driver for economic change and development. The proposed hotel would provide opportunities for job development and training of residents and local youth and could bring additional customers to the many varied restaurants in the area.

The BLQ BID Board strongly urges the City of Los Angeles to recommend and approve this project that will benefit the BLQ BID as well as the merchants and neighbors in the surrounding area.

Thank you for your time and consideration.

Sincerely,

  
Samuel Luster (Jan 9, 2024 18:56 PST)

Sam Luster  
Byzantine-Latino Quarter BID, Board President



# BID HInn Exp letter of support\_

Final Audit Report

2024-01-10

Created:	2024-01-10
By:	Anna Apostolos (anna@lani.org)
Status:	Signed
Transaction ID:	CBJCHBCAABAAX9wnBkwjpBRbenTdfNIM67K7QqkTsQYV

## "BID HInn Exp letter of support\_" History



Document created by Anna Apostolos (anna@lani.org)

2024-01-10 - 2:40:28 AM GMT



Document emailed to sam@majorproperties.com for signature

2024-01-10 - 2:41:55 AM GMT



Email viewed by sam@majorproperties.com

2024-01-10 - 2:42:19 AM GMT



Signer sam@majorproperties.com entered name at signing as Samuel Luster

2024-01-10 - 2:56:23 AM GMT



Document e-signed by Samuel Luster (sam@majorproperties.com)

Signature Date: 2024-01-10 - 2:56:25 AM GMT - Time Source: server



Agreement completed.

2024-01-10 - 2:56:25 AM GMT



**Adobe Acrobat Sign**



Connie Chauv <connie.chauv@lacity.org>

---

## Hearing Notice: 2250 W Pico Blvd (CPC-2018-3544-GPA-VZC-HD-CU-SPR)

---

marc@mdtproperties.com <marc@mdtproperties.com>

Tue, Feb 18, 2025 at 6:40 PM

To: Connie Chauv <connie.chauv@lacity.org>

Ms. Chauv – We own the property at [2377 West Pico Blvd.](#), and we are writing to express our strong support for the above-referenced project. The project has been delayed for far too long, and it will create tremendous benefits for the area and the community. The lot is currently occupied by a long-abandoned grocery store that attracts crime, homelessness and graffiti. We very much would like to see the property redeveloped. It would replace a local eyesore with a beautiful new hotel, which would create many jobs and generate significant tax revenue for the City. Please do what you can to move this project forward as quickly as possible. Thank you very much.

**Marc Tavakoli**



MDT Properties

Real Estate Investment,  
Development & Management

[2980 Beverly Glen Circle](#)

[Suite 203](#)

[Los Angeles, CA 90077](#)

Tel: (310) 285-6062

Fax: (818) 582-8262

[marc@mdtproperties.com](mailto:marc@mdtproperties.com)

[www.mdtproperties.com](http://www.mdtproperties.com)

CA Bar No. 218844

CA BRE No. 01327320

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error, or are not the named recipient(s), please immediately notify the sender at (310) 285-9515 and delete this e-mail message from your computer. Thank you.

**EXHIBIT G**

**SOUTH LOS ANGELES**

**COMMUNITY PLAN AND MAP**

## **SOUTH CENTRAL LOS ANGELES**

---

# **Community Plan**

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### **ACTIVITY LOG**

### **COMMUNITY MAPS**

### **COMMUNITY PLAN**

- I. Introduction
- II. Function of the Community Plan
- III. Land Use Policies and Programs
- IV. Coordination Opportunities for Public Agencies
- V. Urban Design



### ACTIVITY LOG

[illegible]

# **SOUTH CENTRAL LOS ANGELES**

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# **Community Plan**

## **Chapter I**

## **INTRODUCTION**

### **COMMUNITY BACKGROUND**

#### **PLAN AREA**

The South Central Los Angeles Community Plan area located approximately 3 miles southwest of Downtown Los Angeles contains approximately 9,881 acres or approximately 15.8 square miles of land area. It is bounded on the north by Pico Boulevard, on the east by Figueroa Street and Broadway, 120th Street and the County of Los Angeles form the southern boundary and Van Ness/Arlington Avenues form the boundary of the Community on the west.

#### **COMMUNITY HISTORY**

The South Central Los Angeles Community Plan area contains the communities of Adams, Exposition and South Vermont. These communities developed out of the early settlements that spread from the first “pueblo” founded on September 4, 1781. This small Pueblo was founded by twelve families, numbering forty-six-people. Two of the 46 founders were black men. The Pueblo was named “Nuestra Senora La Reina de Los Angeles”.

At the time of its founding, Governor Felipe de Neve granted jurisdiction over four square leagues of land in each direction from the central Plaza. These boundaries remained the same through the Spanish period, the Mexican sovereignty, and the admission of California to statehood.

During the surveys of the 1850's, Los Angeles' title to four square leagues of land was recognized, with the City limits being established at about Exposition Boulevard (then called Santa Monica Boulevard). The area between the City limits and Rancho Tajauta, which included the communities of Central and Avalon, was also declared public land.

To the southwest of the Pueblo, part of an ancient flood plain of the Los Angeles River fanned out. It became an agricultural area, producing mostly fruit and vegetables. The abundance of the agricultural produce led to the development of the first “industry” in the area. This was a fruit drying plant built in 1874.

Further City development was stimulated in 1869 by the news that the railroad would link Los Angeles to the East. The first Los Angeles railroad, which paralleled Alameda Street, was incorporated into the Southern Pacific system, in 1876. When the Santa Fe Railroad opened a competing

transcontinental line, Los Angeles experienced a sudden increase in population and the real estate boom of the 80's began. The rail system spread along the old Santa Monica Boulevard (Exposition Boulevard) and was a major catalyst for the growth of the South Central area. A dummy railroad line built south of old Santa Monica encouraged development to the south in a new district called "Rosecrans". In 1898, the first brick building was built near Vermont and Santa Monica (Exposition). This area was called the University District and was mostly occupied by a ranch. By the early 1920's, the area had been developed into a residential district of cottages, bungalow courts and apartment houses.

A major factor in the area's pattern of development was water. As the Pueblo prospered, land was parceled out for farms, orchards and vineyards. This parcelization extended southwards along extensions of the irrigation ditches which distributed the water of the Los Angeles River. By the 1880's, the ditches extended well beyond the City limits with customers as far south as Slauson Avenue. This region was forced to become the southern addition to the City in 1898, when the courts held that the sale of water by the City to residents outside the City was illegal.

Watts and the Florence-Firestone section depended on artesian wells for water. These were very popular during the 1870's during the change over from ranching to farming. Rancho Tajauta was partitioned, roads were surveyed, and fields and farm houses replaced flocks and herds on the open range. Many of these patterns persist on the land today. Present day major and secondary highways coincide with the lanes and fences of the 1870's.

In the early 1900's the Black Community in Los Angeles was located in the area around Central Avenue. After World War I, and through the 1920's, the Black Community expanded south along the Central Avenue Street Car line. Since Blacks found it difficult to settle in other parts of the City, due to deed restrictions, social and work discrimination, this area became the center of Black life in Los Angeles. It also became a port of entry for most Blacks into the City of Los Angeles. With the availability of defense related jobs during World War II, a second wave of expansion of Black people occurred in the Community. After the War, and particular after challenges to deed restrictions, Blacks began moving south and west into other parts of the City. As Blacks moved throughout the Community, there was an exodus of Whites to the suburbs. This pattern continued through the 1940's, '50's and '60's. Other minority groups began to move into the area as well. Mexican-Americans settled on the eastern boundaries of the Community Plan area. Many Chinese made their homes in the Central Community. During the 1970's and the 1980's Blacks migrated to other parts of the Los Angeles Basin in larger numbers. Mexican-Americans moved into the northern part of the Community and increasingly began settling in the southern part of the Community Plan area. In the 1970 Census, the Black population was counted as 159,401 or 72.6% of the total population. The Mexican-American population was 28,104, 12.8% of the total. By the 1890 Census, the Black population was 149,818, 67.8% of the total, while the Latino population had increased to 52,591, 23.8% of the total. The 1990 Census count showed that the Black population had further decreased to 122,555, 47.6% of the total and the Latino population had increased to 116,375, 45.2% of the Plan Area's total population. In addition, while the 1970, Latino population was mainly

Mexican-American, the 1990 Census indicates a growing percentage of the Latino population originates from Central and South America.

## **COMMUNITY PARTICIPATION**

The Los Angeles City Council adopted a resolution on February 5, 1988, to being the Community Plan Revision (CPR) process. The first 5 of the City's 35 Community Plans selected to take part in the process were West Adams-Baldwin Hills-Leimert, South Central Los Angeles, Southeast Los Angeles, Sylmar and Northeast Los Angeles.

The appointment of Staff, consultants and parcel level survey of the Community Plan area was completed by 1992. After the disturbances of April/May of that year, the local organizations from within the Community were empowered to create neighborhood plans and to establish implementing organizations to see that these plans were put into effect. These organizations offered City Planning Staff a unique opportunity to interact with citizens as they developed creative planning solutions for their community.

Concurrently, Citywide Staff were conducting a series of Community meetings to gather information as part of the Citywide General Plan Framework revision program. Plan Revision Staff were a part of this process, which offered further opportunities to access the community through public meetings and through smaller group meetings organized by homeowners associations, Chambers of Commerce and other neighborhood organizations.

In addition to these opportunities to gather public information, Staff was invited to several of the CRA CAC meetings to meet with both those appointed committee members and the wider public as they discussed issues pertinent to the revitalization of the Community. As a result of these activities Staff was provided the following opportunities.

- To gather information and insight concerning the needs, desires, resources and unique nature of the community;
- To inform residents and business interests about the planning process;
- To allow members of the community an opportunity to participate in the planning process;
- To build consensus for approval of the plan and strengthen the ability of the citizens of the community to be involved in the implementation of the plan.

The information generated at these various meetings resulted in the preparation of an initial set of recommendations and policies. Drafts of these were received and further refined at a series of focus group meetings. A preliminary Plan to be submitted to the City Planning Commission after a Public Hearing was completed based upon these refined drafts.

Upon approval of the Community Plan or any amendments thereto by the City Planning Commission, the approved changes are presented by the Director of Planning, together with the Commission's report and recommendations to the Mayor and the City Council for adoption.

The information generated at these various meetings resulted in the preparation of an initial set of recommendations and policies. Drafts of these were reviewed and further refined at a series of focus group meetings. A preliminary plan to be submitted to the City Planning Commission was completed based upon these refined drafts.

## **COMMUNITY ISSUES AND OPPORTUNITIES**

### **INTRODUCTION**

While there are significant planning and land use issues facing the South Central Los Angeles Community Plan area, the Community does have strengths which should be capitalized on in the planning process. During the period immediately following the 1992 April/May civil disturbances, the City Planning Department and several Community groups and organizations became involved in a series of meetings with the Community to identify and accumulate data on the major issues affecting the Community. These groups and organizations divided themselves into neighborhood clusters, created by grouping neighborhoods together to establish cluster boundaries. Community meetings were held within each cluster. These meetings were followed by a series of collaborations between the City Planning Staff and the cluster leaders. Each Cluster then prepared a Neighborhood Plan which contained issues, planning, social and others, and also established a set of goals, objectives and programs intended as a manual for change within the Community. During this period, the Planning Department also embarked on a series of community meetings to gather data for the revision of the Citywide General Plan and the development of the Framework document. Planning Staff utilized relevant information from these meetings and Neighborhood Plans of the Clusters to develop a preliminary set of Planning issues and opportunities in order to prepare a draft of a Preliminary Plan. The following summarizes the most significant planning and land use issues and opportunities which were identified in the South Central Los Angeles Community Plan area from these sources:

### **RESIDENTIAL**

Preserve and enhance the positive characteristics of existing residential neighborhoods while providing a variety of housing opportunities through compatible new housing.

#### **Issues**

- Need to preserve and restore established single-family neighborhoods.
- The management, care and future of public housing.
- The intrusion of incompatible, higher density residential and commercial uses in lower density established residential areas.
- The need to encourage and increase home ownership opportunities.
- The need for housing and care of persons with special needs, these include large families, senior citizens, formerly homeless persons, the mentally ill and disabled persons.



- The need to preserve and enhance historic resources.
- Overcrowding of the housing stock, both in single-family and multi-family areas.
- Absentee ownership and deteriorating housing stock.
- The availability of sensitively designed and affordable single- and multi-family housing units.
- Rehabilitation of existing housing stock first before focusing on building new housing.
- No new concentrations of low income housing, resulting in further “Ghetto-ising” the Community.

### **Opportunities**

- Active homeowners' groups, promoting identification, preservation and rehabilitation of residential resources.
- Block Clubs and local community organizations involved in rehabilitation and new housing strategies, appropriate to the Community and its Neighborhoods.
- Access and proximity to employment centers within and close to the Community.
- The potential for appropriately scaled new housing in proximity to public transit nodes and corridors.
- Potential for residential and mixed use development along some commercial corridors.
- Undeveloped or underdeveloped land offer opportunities for new and infill development.
- The potential for the rehabilitation of older housing stock.
- The potential for development incentives to provide rehabilitated and new housing stock.
- Create development incentives, zoning and otherwise to expand support for housing.

## **COMMERCIAL**

Generate major improvements in the function, design and economic vitality of the commercial corridors.

### **Issues**

- Perceptions of the Community that are inaccurate and held by both residents and potential investors.

- Low levels of investment in the Community.
- Lack of variety in the goods and services offered to the Community.
- Limited use of the local labor force by existing large employers.
- Lack of continuity of complementary uses and cohesiveness along commercial frontages
- Lack of overall parking and access within commercial strips due to such physical constraints as shallow commercial depths.
- Unsightliness of some new and existing construction due to the lack of landscaping, architectural character and scale.
- Inadequate transition between commercial and residential uses.
- The flight of quality commercial enterprises and of consumer dollars from the area.

### **Opportunities**

- Pent up purchasing power within the Community.
- The strengthening or establishment of chambers of commerce and/or merchant associations of both tenants and owners.
- Opportunities for the creation of business improvement districts.
- Better use of existing commercially zoned vacant and underdeveloped parcels.
- Complement any unique existing development/uses to reinforce desirable design characteristics and uses.
- Establish appropriate transitions between commercial (mixed use) and adjoining uses, especially residential.
- Create pedestrian/friendly shopping areas by incorporating street trees, benches, convenient parking/access, and maintaining retail frontage at ground level.
- Active pursuit of joint development and other revitalization programs, including the leveraging of any capital improvement projects and locally developed business improvement programs to retrain employees.
- Establish design guidelines for all commercial areas.
- Utilization of all incentive programs at local, State and Federal levels.

## **INDUSTRIAL**

The industrial base is relatively small part of the economic assets of the Community. However, it is significant enough to be preserved and/or

redeveloped to accommodate emerging technologies, thus providing an enhanced job base for the Community's population.

#### **Issues**

- The existing industrial base is in poor condition.
- A significant out-migration of and divestment in manufacturing plants in recent years.
- A lack of screening and buffering between industrial and other uses and scale e.g. in the area along the railroad tracks in the Western/Gage and Southwest Drive areas.
- An old industrial base that requires upgrading and an accommodation of new industrial technology.
- The location and lot sizes of some industrial parcels, e.g. along Slauson.

#### **Opportunities**

- Existing under-utilized and vacant industrial parcels capable of the development of new and improved industrial plant.
- Potential for the development of new industrial parks, e.g., Western/Gage.
- Opportunities for the development of public/private joint development.
- Formation of urban opportunity areas to provide development options in industrial areas.
- Establish appropriate transition uses between industrial and adjoining uses, especially residential.
- Identify and utilize all incentive programs at the local, State and Federal levels.

## **HISTORIC**

The historic resources are a valuable asset to this Community. They offer significant opportunities for developing neighborhood identity and pride within the Community. It is important to retain the currently available inventory of such buildings.

#### **Issues**

- Preservation and rehabilitation of existing historic places.
- The need to increase understanding and appreciation of preserving historic resources.

- New development and rehabilitation projects that are sensitive to the character of established historic areas, e.g., along Normandie Avenue, the Adams area and the Van Buren Place neighborhood.
- Absentee ownership with little or no commitment to neighborhood values.

#### **Opportunities**

- The potential for the establishment of historic districts.
- Creation of design standards appropriate to historic areas.
- Opportunities for the adaptive use of historic buildings.
- Formation of urban opportunity areas to provide development options in industrial areas.
- The use of currently available historic residences for low and moderate income ownership.

## **TRANSPORTATION**

The circulation system of roads and rail accommodates the movement of people, goods and services throughout the Community Plan area. An expanded public transit system aimed at providing capacity, improved efficiency and new developmental opportunity is important to reduce congestion, transportation costs, improve air quality and better serve all segments of the Community.

#### **Issues**

- New and improved transit lines proposed to serve the Plan Area represent some of the largest capital improvement impacts on the area, e.g. Vermont Avenue.
- A bus or other mass transportation system that provides efficient access to major transit corridors for the residents of the Community Plan area.
- A public transit system capable of adequately serving the Community and addressing the regional transit needs.
- Development around major transit stops should be compatible with the existing character of the surrounding neighborhood.

#### **Opportunities**

- Potential for joint development between private and public sectors to integrate, optimize and coordinate new construction.
- Manage the intensity and density of development in proximity to the transit stops; maintain compatibility with the scale of the surrounding area.

- Potential to incorporate needed facilities conveniently near transit stops such as child care, senior housing, artcraft district.
- Potential to reflect and enhance community identity with appropriate themes for each transit stop.
- Preservation of historic structures or districts in transportation districts, corridors and at transit stops.
- The potential for paratransit or feeder bus lines to link neighborhoods with major transportation corridors and centers.

## **CULTURAL AND URBAN DESIGN**

Plan the few remaining sites for major development for needed job producing uses that improve the economic and physical condition of the community.

### **Issues**

- The expression of significant cultural themes needs to be encouraged within the community.
- There is a lack of resources to nurture cultural expression within the community; e.g. programs at local parks, churches and community centers.
- Limited links between the schools and the artistic/cultural community.
- Inconsistent architectural development which does not address neighborhood or community themes.
- Inconsistent and incompatible urban design treatments.

### **Opportunities**

- The development and use of programs linking local schools, churches, parks and community centers with established cultural and artistic interests within the Community.
- The establishment of cultural districts allowing for the expression of unified cultural themes.
- Design standards and guidelines established to guide new and infill development.

## **NEIGHBORHOOD CHARACTER**

Preserve and enhance the positive characteristics of existing uses which provide the foundation for community identity, such as scale, height, bulk, setbacks and appearance.



### **Issues**

- Scale, density and character of multiple dwelling housing adjacent to Historic Buildings and single-family homes.
- Impact on street parking from new apartments and from new development in or rehabilitation of commercial nodes and corridors.
- Effects of residential development on commercial corridors.
- The need to preserve and rehabilitate historic areas with sensitivity to the character of the established neighborhood.
- New development which does not complement neighboring structures.
- Graffiti.
- Crime and too much density.
- Overcrowding of units in both single-family and multi-family areas.

### **Opportunities**

- Clusters of historic structures could form a district providing numerous examples for new projects to complement existing structures.
- Infill development and recycling or rehabilitation of existing older structures offer opportunities for enhancing neighborhood character and providing more housing.
- Potential development of large parcels as well as areas adjacent to station stops provide opportunities to reflect and enhance community identity.
- Potential for the establishment of Community Design Overlay Zones.

## **ECONOMIC DEVELOPMENT**

The exploration and expansion of economic development opportunities are crucial elements in the revitalization and growth of the Community. Designing a comprehensive set of programs to empower local communities to capitalize on the opportunities available for economic development should be the goal of both public and private agencies.

### **Issues**

- A lack of training in, knowledge of and experience in the business world.
- Inadequate access to legitimate funding sources.
- The need to generate and take advantage of economic development opportunities in the area.
- Centralized source of available resources in the Community.

- A lack of job opportunities.

### **Opportunities**

- Large, contiguous parcels, e.g., in older industrial areas, have the potential to create significant development.
- There are several locations within the Community where the development of a particular cultural or historic theme offers opportunity for the development of related businesses.
- The support for and the creation of new locally based development corporations offer opportunities for economic empowerment by the community.
- The establishment of public/private partnerships to stimulate economic development.
- Opportunities through all of the above to generate new job opportunities.

## **Chapter II**

# **FUNCTION OF THE COMMUNITY PLAN**

### **STATUTORY REQUIREMENTS**

California State Law (Government Code Section 65300) requires that each city prepare and adopt a comprehensive, long-term general plan for its development. It must contain seven mandatory elements including land use, circulation, housing, conservation, open space, noise, and safety. In the City of Los Angeles thirty-five Community Plans comprise the City's Land Use Element.

State of California law requires that the Land Use Element be prepared as part of the City's General Plan, and that the Land Use Element be correlated with the Circulation Element.

The Land Use Element has the broadest scope of the General Plan elements required by the State. Since it regulates how land is to be utilized, many of the issues and policies contained in all other plan elements are impacted and/or impact this element.

Government Code Section 65302(a) requires a land use element which designates the proposed general distribution and general location and extent of uses of the land for housing, business, industry, open space, including agriculture, natural resources, recreation, and enjoyment of scenic beauty, education, public buildings and grounds, solid waste disposal facilities, and other categories of public and private uses of land. The land use element shall include a statement of the standards of population density and building intensity recommended for the various districts and other territory covered by the plan.

The South Central Community Plan consists of this text and the accompanying map. The Community Plan text states the goals, objectives, policies, and programs. The Community Plan Map, footnotes and legend outline the arrangement and intensities of land uses, the street system, and the locations and characteristics of public service facilities.

The Community Plan addresses the Elements of the General Plan and is internally consistent with the Citywide Elements of the General Plan. The Citywide Elements take precedence except where unique needs and requirements of the community are called out in the Community Plan.

### **ROLE OF THE COMMUNITY PLAN**

The General Plan is the fundamental policy document of the City of Los Angeles. It defines the framework by which the City's physical and economic resources are to be managed and utilized over time. Decisions by the City with regard to the use of its land, design and character of buildings and open spaces, conservation of existing and provision of new

housing, provision of supporting infrastructure and public and human services, protection of environmental resources, protection of residents from natural and man-caused hazards are guided by the Plan.

The Community Plans are intended to promote an arrangement of land uses, streets, and services which will encourage and contribute to the economic, social and physical health, safety, welfare, and convenience of the people who live and work in the community. The plans are also intended to guide development in order to create a healthful and pleasant environment. Goals, objectives, policies, and programs are created to meet the existing and future needs and desires of the community through the year 2010. The plans are intended to coordinate development among the various parts of the City of Los Angeles and adjacent municipalities in a fashion both beneficial and desirable to the residents of the community.

The General Plan clarifies and articulates the City's intentions with respect to the rights and expectations of the general public, property owners, and prospective investors and business interests. Through the Community Plan, the City can inform these groups of its goals, policies, and development standards, thereby communicating what is expected of the City government and private sector to meet its objectives.

The Community Plan ensures that sufficient land is designated which provides for the housing, commercial, employment, educational, recreational, cultural, social, and aesthetic needs of the residents of the plan area. The Plan identifies and provides for the maintenance of any significant environmental resources within the Plan Area. The Plan also seeks to enhance community identity and recognizes unique neighborhoods within the Plan Area.

## **PURPOSE OF THE COMMUNITY PLAN**

The last comprehensive update of the South Central Community plan was completed in 1979. Since that time, significant changes have occurred, new issues have emerged, and new community objectives regarding the management of new development and community preservation have evolved. Consequently, it is necessary to update the Community Plan to not only reflect current conditions, but to accurately reflect the prevailing visions and objectives of the area's residents and property and business owners.

This Community Plan was developed in the context of promoting a vision of the South Central area as a community that looks at its past with pride and approaches its future with eagerness, while maintaining its individual identity by:

- Preserving and enhancing the positive characteristics of existing residential neighborhoods while providing a variety of compatible new housing opportunities.
- Improving the function, design, and economic vitality of the commercial corridors.

- Preserving and enhancing the positive characteristics of existing uses which provide the foundation for community identity, such as scale, height, bulk, setbacks and appearance.
- Maximizing the development opportunities of the future transit system while minimizing any adverse impacts.
- Planning the remaining commercial and industrial development opportunity sites for needed job producing uses that improves the economic and physical condition of the South Central Community Plan Area.

## **ORGANIZATION AND CONTENT OF THE COMMUNITY PLAN**

This plan sets forth goals, objectives, policies, and programs that pertain to South Central. Broader issues, goals, objectives, and policies are provided by the Citywide General Plan Framework.

The Plan is organized and formatted to facilitate periodic updates. The State recommends that the entire plan be comprehensively reviewed every five years to reflect new conditions, local attitudes, and technological advances.

The principal method for the implementation of the Land Use Map is the Zoning Ordinance. The City's Zoning Map must be updated to remain consistent with the adopted Land Use Map. Together, the Zoning Ordinance and the Zoning Map will identify specific types of land use, intensity of use and development standards applicable to specific areas and parcels of land within the community.

## **RELATIONSHIP TO OTHER GENERAL PLAN ELEMENTS**

The City of Los Angeles has the responsibility to maintain and implement the City's General Plan. Since State law requires that the General Plan have internal consistency, the South Central Community Plan must be consistent with the other Elements and components of the General Plan.

The Citywide General Plan Framework is the umbrella concept of the General Plan which will provide the overall guiding vision for Los Angeles into the 21st Century. It is based on a directed growth strategy which targets residential and commercial growth along boulevards and corridors and clustered development around community focal points and high activity centers. The directed growth strategy expands the Centers concept, which was adopted by the City Council in 1974 as the City's long-range development strategy. The Community Plan includes appropriate policies and implementation strategies generated from the mitigation measures defined by the Environmental Impact Report that in many instances encompass the policies contained in the General Plan Framework.



The proposed General Plan Framework forecasts the following population, housing, and employment levels for the South Central Community Plan for the year 2010:

<i>Population (2010) projection:</i>	<i>314,900</i>
<i>Employment (2010) projection:</i>	
<i>Housing (2010) projection:</i>	<i>88,653</i>

The above population, employment, and housing numbers are provided as reference during the Community Plan revision. It needs to be recognized, however, that these figures are only best estimates and are derived from regional data which are disaggregated to the City and then the community level. Population, jobs, and housing could grow more quickly, or slowly, than anticipated depending on economic trends. Regional forecasts do not always reflect the adopted community plan land use capacity or buildout estimated from planned land use. Plan capacity or buildout is also an imprecise estimate and depends on specific assumptions about future density of development and household size, which may be more, or less, than actually occur. It should also be noted that the community plan capacity does not include housing in commercial districts nor the current residential vacancy rate.

In addition to the seven state mandated elements, the City's General Plan includes a service system element, a cultural element, a major public facilities areas element, and an air quality element. All the provisions and requirements of the General Plan elements apply to the South Central Community Plan.

Neighborhood plans involve the preparation of specific plans which blend both policy and implementation functions for unique neighborhoods within a community. In addition to these neighborhood plans, overlay zones also combine policy and implementation functions to address issues peculiar to a specific neighborhood.

## PLAN MONITORING

The Plan sets forth goals, objectives, policies and programs, and designates a potential land use capacity larger than is anticipated to be built during the life of the Plan (2010). During the life of the Plan, it will be monitored by the Congestion Management Program (CMP), the Year 2000 Market Forecast Review, and other appropriate measures. If, during the life of the Plan, this monitoring finds that population, employment or housing in the Plan is occurring faster than projected, a revised environmental analysis will be prepared, amendments will be proposed and building controls may be put into effect until the Community Plan is revised to reflect the change in growth patterns.

The population, employment and housing projections shown in the Plan reflect the 2010 market forecast. This Plan has been prepared to depict appropriate long-term land uses on the basis of information and policies at the time of adoption. The Plan Map depicts residential densities and commercial and industrial intensities beyond what is anticipated over the life of the Plan. The Plan has been designed to provide adequate infrastructure.

## **PLAN CONSISTENCY**

Each plan category indicates the corresponding zones permitted by the Plan unless further restricted by the Plan text, footnotes, adopted Specific Plans, or other specific limitations on discretionary approvals. The Plan recognizes that achieving the full residential densities and the commercial and industrial intensities depicted on the Plan map will not occur due to Plan restrictions and economic limitations.

For each plan category, the Plan permits all identified corresponding zones, as well as those zones which are more restrictive, as referenced in Section 12.23 of the Los Angeles Municipal Code (LAMC). Any subsequent action that modifies the Plan or any monitoring review that results in changes to the Plan must make new Plan consistency findings at the time of the decision.

City actions on most discretionary projects require a finding that the action is consistent or in conformance with the General Plan. In addition to the required general finding, decision makers acting on certain projects in the South Central Community Plan Area shall refer to each of the applicable additional findings that the Plan identifies as programs in Chapter III of the Plan and which are underlined for ease of reference. To further substantiate the consistency findings, decision makers may cite other programs, policies, or objectives which would be furthered by the proposed project. In addition, Chapter V of the Plan requires a decision-maker to make a finding of conformance with applicable design standards for discretionary projects.

## **Chapter III**

# **LAND USE POLICIES AND PROGRAMS**

### **RESIDENTIAL**

Existing residential land use patterns vary according to local and historic conditions in the neighborhoods and communities which comprise the South Central Community Plan. Topography, population characteristics, housing, markets, age and degree of existing development have a great influence on the type, location and density of development throughout the community. Much of the existing residential development in the area was established because of a historical pattern of growth related to the large amounts of existing available land, the availability of water and the early railroads.

Over the past twenty years, there has been varying pressure for new development. However, some new development was inconsistent with existing development. Some areas of low density apartment and neighborhood commercial development, particularly along commercial frontages have experienced development pressure for large apartment houses which are out of scale with existing development. In addition, infill development on vacant parcels and redevelopment of underdeveloped parcels has created some impact in some neighborhoods. Such new development has affected the existing street system and infrastructure. In other areas, vacant land has been left undeveloped and vacant buildings left unused, creating opportunity areas that require sensitive consideration so that their development adds value to the community. Such new development should explore the existing development patterns, infrastructure, street systems, urban design, architectural features and historical resources in order to maintain community context. Of considerable concern is that such new or remodeled development does not increase a concentration of low income tenants in any one neighborhood. Additionally, such new or remodeled development in historic neighborhoods should be sensitive to the existing character of these neighborhoods.

Historically, the majority of the area has been planned for residential purposes. The 1974 Plan, through its most recent amendments, designates approximately 70.5% of the total land area for residential use. Of this portion, approximately 61% was designated for single-family use only.

Therefore, plan policy provides for preservation of the existing residential neighborhoods throughout the area, retaining existing single-family districts and multi-family clusters. Only areas around proposed transit stations and along transit corridors would realize any significant changes in densities. This would occur as existing properties zoned for multi-family development which contain a mix of densities continue to build out to their maximum potential.

The full residential, commercial, and industrial densities and intensities proposed by the Plan are predicated upon substantial compliance with the standards contained in the Service Systems Element of the General Plan. Such development should be sequenced and timed to provide a workable, efficient and adequate balance between land use and service facilities.

The Plan designates residential land use densities as indicated in Table I. The table depicts the reasonable expected population and dwelling unit count for the year 2010, using the mid-point range for the dwelling units per net acre category. The mid-point represents a reasonable factor to use, as new development within each land use category is not likely to occur at one or the other extreme of the range but rather throughout the entire range.

## PLAN POPULATION AND DWELLING UNIT CAPACITY

Residential Land Use Category	Dwelling Units Per Net Acre Midpoint (Range)	Number of Dwelling	Net Acres	Persons Per Dwelling Unit (2010)	Reasonable Exp. Population (2010)
Low	6.5 (4+ to 9)	13,936.89	2,144.14	3.5	48,779
Low Medium I	13.5 (9+ to 18)	19,348.98	1,433.26	3.5	67,721
Low Medium II	23.5 (18+ to 29)	32,759.63	1,394.03	3.5	114,659
Medium	42 (29+ to 55)	15,075.94	358.95	3.5	52,766
High Medium	82 (55+ to 109)	2,566.35	31.30	3.5	8,469
<b>TOTALS</b>		<b>83,687.80</b>	<b>5,361.67</b>		<b>292,394</b>

### 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 of the existing residents and projected population of the Plan area to the year 2010.

#### Policies

1-1.1 Designate specific lands to provide for adequate multi-family residential development.

***Program:*** The Plan Map identifies specific areas where multi-family residential development is permitted.

1-1.2 Protect existing single-family and low density residential neighborhoods from encroachment by higher density residential and other incompatible uses.

***Program:*** The Plan Map identifies lands where only single-family residential development is permitted; it protects these areas from encroachment by designating, where appropriate, transitional residential densities which serve as buffers; and reflects plan amendments and corresponding zone changes which are directed at minimizing incompatible uses.

- 1-1.3 Require that new single-family and multi-family residential development be designed in accordance with the design standards.

**Program:** The Plan includes an Urban Design Chapter which includes design standards for residential development.

- 1-1.4 Maintain at least 43% of residential lands designated for single-family uses.

**Program:** The Plan designates residential lands to reflect this ratio.

## **Objective 1-2**

To locate new housing in a manner which reduces vehicular trips and makes it accessible to services and facilities.

### **Policies**

- 1-2.1 Locate higher residential densities near commercial centers, light mass transit stations, and major bus routes where public service facilities, utilities, and topography will accommodate this development.

**Program:** The Plan designates lands for higher residential densities within Transit Oriented Districts (TODs).

- 1-2.2 Locate senior citizen housing and mixed income housing, when feasible, near commercial centers and transit and public service facilities.

**Program:** Utilize the incentive programs such as the Density Bonus Program, F.A.R. allowances to encourage the development of these units in the desired locations.

## **Objective 1-3**

To preserve and enhance the varied and distinct residential character and integrity of existing single- and multi-family neighborhoods.

### **Policies**

- 1-3.1 Seek a high degree of architectural compatibility and landscaping for new infill development to protect the character and scale of existing residential neighborhoods.

**Program:** The Plan includes an Urban Design Chapter which establishes design standards for residential development to implement this policy.

- 1-3.2 Consider factors such as neighborhood character and identity, compatibility of land uses, impact on livability, impacts on services and public facilities, and impacts on traffic levels when changes in residential densities are proposed.

**Program:** Require that a decision-maker adopt a finding which addresses these factors as part of any decision relating to changes in planned residential densities.



## **Objective 1-4**

To preserve and enhance neighborhoods with a distinctive and significant historical character.

### **Policies**

- 1-4.1 Protect and encourage reuse of the area's historic resources.

**Program:** Implementation of Historic Preservation Overlay Zones (HPOZ) whose boundaries are identified on the Plan Map, if determined to be appropriate. In areas where there are large concentrations of structures with historic character, the Plan maintains residential plan categories and proposes no zone changes or Plan amendments in order to preserve and protect these areas.

- 1-4.2 Encourage the identification and documentation of the areas historic resources.

**Program:** The Plan Map identifies potential areas in three subsections of the community, Normandie, Hoover/University Park and Exposition Park/Vermont Square which may be considered for Historic Preservation Overlay Zones. If deemed appropriate, such Historical Preservation Overlay Zones should be processed in accordance with the provisions of Section 12.20.3 of the Los Angeles Municipal Code.

- 1-4.3 Preserve architecturally or historically significant features such as designated trees and stone walls and incorporate such features as an integral part of new development when appropriate.

**Program:** Implementation of Historic Preservation Overlay Zone(s); compliance with historic preservation design standards established in the Urban Design Chapter.

## **Objective 1-5**

To promote and ensure the provision of adequate housing for all persons regardless of income, age, or ethnic background.

### **Policies**

- 1-5.1 Promote greater individual choice in type, quality, price, and location of housing.

**Program:** The Plan promotes greater individual choice through: its establishment of residential design standards; its allocation of lands for a variety of residential densities; its promotion of housing in appropriate mixed use projects in Pedestrian Oriented Areas and Transit Oriented Districts. The Plan does not directly control housing prices.

- 1-5.2 Ensure that new housing opportunities minimizes displacement of the residents.

**Program:** Require that a decision-maker adopt a finding which addresses any potential displacement of residents as part of any decision relating to the construction of new housing.

- 1-5.3 Provide for development of townhouses and other similar condominium type housing units to increase home ownership options.

**Program:** The Plan cannot require that condominium units be built instead of rental units; however, the Plan encourages such type of development by designating specific areas for Low Medium residential land use categories where townhouse type development can be most economically sited.

- 1-5.4 Provide for the clustering of housing units to help decrease the effective cost of land per dwelling unit.

**Program:** The Plan designates specific areas for Low Medium residential density development to encourage clustering of units in order to preserve and enhance remaining open space.

- 1-5.5 Ensure that adequate housing units for senior citizens are developed within the Community Plan area.

**Program:** The Plan designates specific areas for Medium residential density development and encourages mixed use development in proposed Transit Oriented Districts and Pedestrian Oriented Areas which would allow for the development of senior citizen housing. Continue the implementation of the Density Bonus program in order to facilitate a mix of such units within the Community.

- 1-5.6 Ensure that the development of transition housing units and emergency shelters are appropriately located within the Community Plan area.

**Program:** The Plan designates specific areas for Medium residential density development which would allow for the development of such housing. Continue the implementation of the Conditional Use permitting process in order to determine the appropriate locations for such units within the Community.

## **Objective 1-6**

To limit the intensity and density of development according to the underlying geology and capacity of the infrastructure.

### **Policies**

- 1-6.1 Limit development according to the adequacy of the existing and assured street circulation system within the Plan Area and surrounding areas.

**Program:** The Plan recommends utilizing the Department of Building and Safety's PCIS System to monitor development and encourages the use of the environmental assessment process to

relate development to the environment. It also designates land for residential densities and commercial and industrial intensities in the locations most suited to those levels of development.

- 1-6.2 Ensure the availability of adequate sewers, drainage facilities, fire protection services and facilities and other public utilities to support development within hillside areas.

**Program:** Require that a decision maker adopt a finding which addresses the availability of these services and utilities as part of any decision relating to large residential projects.

- 1-6.3 Consider the suitability of the geology in any proposal for development within the Plan area.

**Program:** Continue the application of the Environmental Assessment process and the implementation of Subdivision Map Act on individual project applications to determine the cumulative impact on the Community's resources.

- 1-6.4 Require that any proposed development be designed to enhance and be compatible with adjacent development.

**Program:** Encourage conformance with applicable design standards identified in the Urban Design Chapter of the Plan.

## COMMERCIAL

Commercial land use in the South Central Community Plan Area is in a state of transition. The traditional retail centers of Vermont, Western, Jefferson and Manchester have undergone a transition due to demographic changes, the flight of some businesses from the area, "dollar flight" from the area, competition from neighboring cities and the proliferation of "mini" shopping malls. Other commercial districts in the area are also facing increased competition and have undergone considerable change.

The predominant land use pattern is mainly strip commercial which results in conflicts between traditional commercial development with store fronts being built to the street and new development which has parking adjacent to the street. Also large apartment buildings have been constructed along portions of some of the major arterials in some strip commercial areas. Some of these residential developments are often out of scale with the existing land use pattern and in some locations have had a considerable impact on traffic circulation.

The commercial land use policies reflect the need to generate a variety of new commercial uses in the community to facilitate convenient shopping and easy access to professional services. New and rehabilitated office space can be established in the commercial "centers" and areas designated for mixed use, proposed Transit Oriented Districts and Pedestrian Oriented Areas. Redevelopment of existing commercial strips and areas, and conversion of existing structures to more appropriate uses should result in the physical and aesthetic upgrading of these areas.

Plan policy provides for the development of single or aggregated parcels for mixed use commercial and residential development. These structures would, normally, incorporate retail, office, and/or parking on lower floors and residential units on the upper floors. The intent is to provide housing in close proximity to jobs, to reduce vehicular trips, to reduce congestion, and air pollution, to assure adequate sites for housing, and to stimulate Pedestrian Oriented Areas to enhance the quality of life in the Plan area. While the Plan does not mandate mixed-use projects, it encourages them in certain commercially designated areas, such as in Pedestrian Oriented Areas and in Transit Oriented Districts.

## **GOAL 2**

***A STRONG AND COMPETITIVE COMMERCIAL SECTOR WHICH BEST SERVES THE NEEDS 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.

#### **Policies**

- 2-1.1 New commercial uses shall be located in existing, established commercial areas or existing shopping centers.

***Program:*** The Plan restrains and in some cases extends the commercial designation and zones to include viable, existing commercial uses which were previously designated residential.

- 2-1.2 Protect commercially planned/zoned areas from encroachment by residential only development.

***Program:*** Require a decision-maker to make a finding that any proposed residential only development in a commercial area is compatible in scale, character and design with adjacent commercial development.

Residentially zoned properties within commercial plan designations are proposed to be rezoned to the commercial zone to further implement this 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.

***Program:*** The Plan recommends the deepening of commercial designations and zones in certain areas recommended as Transit Oriented Districts around proposed transit stations at the time such stations are developed.

- 2-1.4 Ensure the viability of existing neighborhood stores (i.e, mom-and-pop) which support the needs of local residents and are compatible with the neighborhood.

**Program:** The Plan redesignates to a Neighborhood District land use category, some properties which were previously zoned and planned highway commercial and which included the type of uses identified in this policy. Stores, which are a recognized part of the neighborhood, and nonconforming, should be given favorable consideration by a decision maker when a review to continue the use is required.

- 2-1.5 Require that projects be designed and developed to achieve a high level of quality, distinctive character, and compatibility with existing uses and development.

**Program:** The Plan includes an Urban Design Chapter which establishes design standards for commercial development which address this policy; the Plan also insures more compatibility by downzoning and, or establishing more restrictive height limits in some areas.

## **Objective 2-2**

Allow for the development of automobile-related uses in appropriate commercial designations along major arterials.

### **Policies**

- 2-2.1 Permit the continuation of gasoline stations and supporting service facilities along major streets and highways in which they are currently located and require a decision maker to insure that expansions and modifications of existing facilities be designed to achieve a high quality architectural and landscape character.

**Program:** The Plan retains commercial corridors in plan designations and zones which permit the uses noted in this policy, and supports application of design standards established in the Urban Design Chapter for vehicle oriented commercial areas.

- 2-2.2 Prohibit the development of new automobile-related uses in Pedestrian Oriented Districts (POD's).

**Program:** The Plan identifies Pedestrian Oriented Areas in its text and in the Plan Map. Within these areas, the plan designations have been retained or amended to Neighborhood District and the zoning has been retained at or changed as appropriate to C1.5 and [Q]C4 to prohibit new automobile related uses. In addition, to support the Pedestrian Oriented Areas, some corridors which are outside the immediate POD boundaries have been rezoned from the C2 Zone to the [Q]C2 and the [Q]C4 Zones.

- 2-2.3 Permit the development of new automobile-related uses in some commercial and industrial areas.

**Program:** The Plan retains areas where new automobile-related uses are permitted, primarily within the General Commercial and Industrial plan designations.

- 2-2.4 Require screening of open storage and auto uses, and prohibit storage of automobile parts and other noxious commercial related products in front of commercial development, exposed to the street.

**Program:** The Plan includes an Urban Design Chapter which establishes design standards for vehicle-oriented commercial development which address this policy.

### **Objective 2-3**

To attract uses which strengthen the economic base and expand market opportunities for existing and new businesses.

#### **Policies**

- 2-3.1 Encourage the development of offices in Community and Neighborhood Centers and in mixed use areas.

**Program:** The Plan establishes the Neighborhood Centers and the Community Commercial Center designations and the corresponding C1.5 and [Q]C4 Zones which promotes this type of development and the Plan includes design standards for commercial areas as established in the Urban Design Chapter.

### **Objectives 2-4**

To enhance the identity of distinctive commercial districts and to identify Pedestrian Oriented Areas (POA's).

#### **Policies**

- 2-4.1 Existing Pedestrian Oriented Areas should be preserved.

**Program:** The Plan identifies specific corridors as Pedestrian Oriented Areas. Development within these areas is subject to the applicable design standards of the Urban Design Chapter. The Plan also identifies appropriate land use designations and establishes height limits and appropriate zones which preserve and enhance the existing Pedestrian Oriented character.

The Plan identifies following as Pedestrian Oriented Areas, subject to boundary determinations:

Vermont/Manchester  
Western/Vermont  
Western/Jefferson  
MLK Jr. Boulevard/Western  
Vermont/Jefferson/Exposition

- 2-4.2 New development should add to and enhance the existing pedestrian street activity.



**Program:** Development within these areas is subject to the design standards established in the Urban Design Chapter for Pedestrian Oriented Areas. The zoning for all lots within a Pedestrian Oriented Area contains a 'Q' condition that enforces this policy.

- 2-4.3 Ensure that commercial infill projects achieve harmony with the best of existing development.

**Program:** Implementation of: 1) Design standards established in Urban Design Chapter; 2) Community Design Overlay Ordinance; 3) Proposed Historic Preservation Overlay Zones, where appropriate.

- 2-4.4 New development in Pedestrian Oriented Areas shall provide parking at the rear of the property.

**Program:** The Plan includes an Urban Design Chapter which establishes design standards for Pedestrian Oriented Areas which implements this policy.

- 2-4.5 Identify pedestrian oriented-areas as preferred locations for mixed-use projects.

**Program:** Through this policy and a Plan Map footnote, the Plan establishes Pedestrian Oriented Areas as preferred locations for mixed use projects.

- 2-4.6 Require that mixed use projects and development in Pedestrian Oriented Areas be designed to achieve a high level of quality, distinctive character, and compatibility with existing uses.

**Program:** The Plan includes an Urban Design Chapter which implements this policy in its design standards for mixed use projects and Pedestrian Oriented Areas.

- 2-4.7 Require that the first floor street frontage of structures, including mixed use projects and parking structures located in Pedestrian Oriented Areas, incorporate commercial uses.

**Program:** Design standards established in the Urban Design Chapter implement this policy.

- 2-4.8 Require that mixed use projects be designed to mitigate potential conflicts between the commercial and residential uses (e.g., noise, lighting, security, truck and automobile access, etc.) and provide adequate amenities for residential occupants.

**Program:** Design standards and guidelines established for mixed use projects in the Urban Design Chapter implement this policy.

- 2-4.9 Require that mixed use projects, where residential and commercial uses are in separate structures, provide adequate access between the residential and commercial uses so that residents can walk conveniently and safely.

**Program:** Design standards and guidelines for mixed use projects in the Urban Design Chapter implement this policy.

- 2-4.10 Promote mixed use projects in proximity to transit stations, along transit corridors, and in appropriate commercial areas.

**Program:** Through this policy and a Plan Map footnote, the plan establishes Transit Oriented Districts and Pedestrian Oriented Areas, as preferred locations for mixed-use projects. The Plan also allows a floor area bonus and height bonus for mixed use projects located within commercially planned areas of a TOD and a POD.

- 2-4.11 Encourage large mixed use projects and other large new development projects in Pedestrian Oriented Areas or in Transit Oriented Districts to incorporate child care and/or other appropriate human service facilities as part of the project.

**Program:** The Plan supports implementation of this policy and through a corresponding implementation of a “D” Condition and Plan footnote permits projects within commercially planned TODs and PODs, bonus floor area if a day care center, a community meeting room, a public library or a police sub-station are included within the project.

## **Objective 2-5**

To enhance the appearance of commercial districts.

### **Policies**

- 2-5.1 Improve the appearance and landscaping of commercial properties.

**Program:** Design standards and the Community Design and Landscaping Guidelines established in the Urban Design Chapter implement this policy.

- 2-5.2 Preserve community character, scale and architectural diversity.

**Program:** The Plan establishes height limits and amends Plan designations and recommends corresponding zone changes to implement this policy; design standards for commercial areas included in the Urban Design Chapter of the Plan implement this policy.

- 2-5.3 Improve safety and aesthetics of parking areas in commercial areas.

**Program:** Design standards for parking areas established in the Urban Design Chapter implement this policy.

- 2-5.4 Landscaped corridors should be created and enhanced through the planting of street trees along segments with no building setbacks and through median plantings.

**Program:** The Urban Design Chapter, includes a section which establishes guidelines for community design and landscaping.

These guidelines are intended to serve as a reference to other City Departments and public agencies and any private entities who participate in projects which involve improvements to public spaces and rights-of-way, including streetscape and landscaping. They identify sections of streets e.g. Vermont, Jefferson, Martin Luther King Jr., Boulevard, Normandie and Washington, where the guidelines might be appropriately applied.

## **Objective 2-6**

To maintain and increase the commercial employment base for community residents whenever possible.

### **Policies**

2-6.1 Protect commercial plan designations so that commercial development is encouraged.

***Program:*** Certain residentially zoned properties within commercial plan designations are recommended to be rezoned to a commercial zone to implement this policy.

## **INDUSTRIAL**

The South Central Community Plan area does not contain unusually large industrial parcels and except for the Slauson/Gage Industrial area, much of it is strip industrial. The strip development pattern is located along, Pico Boulevard, Venice Boulevard, Washington Boulevard, Slauson and parts of Vermont Avenue. These older strip, industrial parcels present problems related to location close to existing residential development, the cost of cleaning up toxic soil conditions, the lack of a labor pool with appropriate skills, community perception and the flight of business from the area. In addition, the number of agencies involved in regulations over new industrial development creates barriers to the redevelopment of these older sites. The larger industrially planned parcels within the Plan area, such as the Slauson/Gage/Western Industrial area have some potential for redevelopment or a change in planned land use.

However, because many industrial facilities use or have used toxic materials, industrial sites especially the larger sites often need extensive remediation before they can be used for other purposes, including new industrial uses. More importantly, industrially planned sites that abut residential development offer a significant challenge for redevelopment due to concern for any potential incompatibility between the two land uses.

Industrial uses provide needed employment opportunities and economic benefits to the community and should be encouraged when impacts to surrounding land uses can be mitigated.

## **GOAL 3**

***SUFFICIENT LAND FOR A VARIETY OF INDUSTRIAL USES WITH MAXIMUM EMPLOYMENT OPPORTUNITIES WHICH ARE SAFE FOR THE ENVIRONMENT AND THE WORK FORCE, AND WHICH HAVE MINIMAL ADVERSE IMPACT ON ADJACENT USES.***

### **Objective 3-1**

To provide for existing and future industrial uses which contribute job opportunities for residents and which minimize environmental and visual impacts to the community.

#### **Policies**

- 3-1.1 Designate lands for the continuation of existing industry and development of new industrial parks, research and development uses, light manufacturing, and similar uses which provide employment opportunities.

**Program:** The Plan Map identifies lands which have industrial designations to accommodate the variety of uses noted above and through plan amendments and recommended corresponding zone changes implements this policy.

- 3-1.2 Require that projects be designed and developed to achieve a high level of quality, distinctive character and compatibility with existing uses.

**Program:** The Plan includes an Urban Design Chapter which establishes design standards for industrial development.

- 3-1.3 Adequate compatibility should be achieved through design treatments, compliance with environmental protection standards and health and safety requirements for industrial uses where they adjoin residential neighborhoods and commercial uses.

**Program:** The Plan, through plan amendments and corresponding zone changes, establishes transition buffers between residential and industrial uses; the Plan establishes design standards for industrial development. The Plan also changes most Limited Manufacturing (M1, MR1) designations and zoning to Commercial Manufacturing with a [Q]CM zoning. The "Q" condition and a Footnote on the Plan Map indicates a provision for no residential uses, which the CM Zone allows, in order to minimize industrial/residential conflicts. Environmental protection standards and health and safety requirements are enforced by other public agencies.

### **Objective 3-2**

To retain industrial plan designations to maintain the industrial employment base for community residents and to increase it whenever possible.

#### **Policies**

- 3-2.1 The industrially planned parcels located in predominantly industrial areas associated with the railroad transportation facilities along Slauson in the Western/Gage area should be protected from development by other uses which do not support the industrial base of the community, and the City.

**Program:** The Plan sets forth guiding principles for specific major industrial opportunity sites which address the need to preserve the industrial designations and promote development which provide a

viable employment base. In addition, the Plan retains the existing industrial designations on large industrially planned parcels.

## **MAJOR OPPORTUNITY SITES**

Several areas have been identified as major opportunity sites. These include the following:

Exposition Park  
Southwest Industrial Area (Slauson/Gage)  
Vermont/Manchester  
The Figueroa Corridor

The designation has been applied to areas which have the potential to generate significant impacts within the surrounding neighborhood. The following characteristics were considered in identifying these properties as major opportunity sites:

- The Community identity or uniqueness of a parcel.
- The unimproved or underdeveloped nature/acreage of the parcel.
- The potential build out created by new development.
- The potential for jobs that new development could bring.
- The adequacy of the existing and proposed infrastructure.
- The potential benefit to the community.

### **The Exposition Park Area**

The Exposition Park Master Plan shall provide guiding principles in the development of this area and the facilities it holds.

- The need for community empowerment regarding future development.
- The opportunity for a variety of jobs and job training for community residents.
- Development reflective of community needs.
- The need for appropriate development plans to prevent incongruent, incremental development.

### **Southwest Industrial Area**

This is one of the few significant industrial areas in the South Central Community Plan area. It contains older industrial plants and some parcels which currently serve as vehicle storage areas. It offers the opportunity for the following:

- New jobs for community residents.
- The revitalization of a considerable industrial resource.

### **The Vermont/Manchester Area and Vermont Corridor**

The Vermont/Manchester Area and Corridor are subjects of several studies which have indicated specific development guidelines and standards for property located within the boundaries. The coordination of these into a coherent design and development plan is appropriate. This location contains vacant and underutilized parcels, is part of a major transportation corridor and contains significant community resources that should be mobilized in the redevelopment of the area.

### **The Figueroa Corridor**

This is a major arterial link between Downtown Los Angeles and the inner city areas of Los Angeles. This Corridor offers opportunity for a variety of community serving uses while already catering to development with a significant regional impact. Exposition Park, The University of Southern California, even the Convention Center, located to the north of the Plan boundary, have significant regional impact. South of these locations the Corridor provides a repetition of uses that have not necessarily been advantageous to the quality of life of the neighborhood, among these are certain motels, some auto-related uses and liquor stores.

There are a number of vacant parcels, also, that offer additional opportunities for development that can impact the community. The development of a comprehensive plan to address design issues particularly related to auto-related uses, the encouragement of alternate uses for motels and liquor stores can provide a significant boost towards the revitalization of the Corridor.

## **PUBLIC AND INSTITUTIONAL LAND USE**

Public facilities such as fire stations, libraries, parks, schools, and police stations shown on the South Central Community Plan are to be developed in substantial conformance with the standards of need, site area, design, and general location identified in the Service Systems Element and the Safety Element of the General Plan. Such development shall be sequenced and timed to provide an efficient and adequate balance between land use and public services.

There is a continuing need for the modernizing of public facilities to improve services and accommodate changes in the South Central Community Plan. However, the amenities and environmental quality of the community must be adequately protected. Cost and equitable distribution are major issues in the provision of public facilities. It is essential that priorities be established and new and different sources of revenue be found. Furthermore, public and private development must be fully coordinated, in order to avoid expensive duplication and to assure a balance among needs, services, and cost.



This plan seeks to utilize the location, characteristics, and timing of public facility and utility development as a tool in achieving planned land use patterns. Further the intent is to achieve economy and efficiency in the provision of services and facilities consistent with standards for environmental quality.

## RECREATION AND PARKS FACILITIES

In the South Central Community Plan there are twenty (20) public parks and recreation areas managed by the City of Los Angeles Recreation and Parks Department. There are three types of parks-regional, community and neighborhood parks.

The Jesse Owens County Park is a 20 acre park and is the only Regional Park located within the Community. There are five community parks which serve the South Central Community Plan Area. These are Exposition Park and Recreation Center, Harvard Recreation Center, Hoover Recreation Center, M.L. King Jr. Park, the Algin Sutton Recreation Center and the range in size from 2.42 acres to 20.78 acres. There are 13 neighborhood parks, ranging in size from 0.11 of an acre to 8.54 acres. These are the 38th Place/Normandie Park, 48th Street Park, Chesterfield Square Park, Denker Recreation Center, Hoover/Gage Park, St. James Park, Little Green Acres Park, Loren Miller Recreation Center, Mount Carmel Park, Normandie Recreation Center, Pico Union Park, St. Andrews Recreation Center and the Vermont Square Park. The community parks serve a much wider interest range than those of a neighborhood site, but neither the community parks nor the neighborhood parks satisfy the needs of the existing population. The community is still deficient in the number and location of both community and neighborhood parks.

### GOAL 4

#### ***ADEQUATE RECREATION AND PARK FACILITIES WHICH MEET THE NEEDS OF THE RESIDENTS IN THE PLAN AREA.***

#### **Objective 4-1**

To conserve, maintain and better utilize existing recreation and park facilities which promote the recreational needs of the community.

#### **Policies**

4-1.1 Preserve the existing recreational facilities and park space.

***Program:*** The Plan assists in preserving such facilities and park space by changing the existing zone as applicable to the Open space Zone, which provides such protection. In addition, the Plan amends to the open space designation and zone, certain lands which are existing parkland but which were previously planned and zoned for other unrelated uses.

4-1.2 Increase accessibility to park land and other recreation areas.

***Program:*** The Plan Map and legend retain the proposed bicycle path and proposes additional paths in the University area which

would provide a means to increase accessibility in the facility in the area around the University of Southern California and Exposition Park.

- 4-1.3 Actively pursue City and/or private funding for the acquisition and construction of new recreation and park facilities.

**Program:** Continue the Quimby Fund program and identify and develop additional sources of funding for the provision of open space and parkland.

- 4-1.4 Encourage the cooperation between the Los Angeles Unified School District, other public and private entities and the Department of Recreation and Parks in order to develop and utilize other open space opportunities for the community.

**Program:** Establish joint-use agreements with the LAUSD and other public and private agencies to provide more recreation and park facilities for the community.

## OPEN SPACE

In the South Central Community Plan Area, very little, important open space areas do exist separate from land under the control of the City of Los Angeles Department of Recreation and Parks. Open Space is important due to its role in both physical and environmental protection. There are two classifications for Open Space, publicly owned and privately owned open space.

Open Space is broadly defined as land which is essentially free of structures and buildings and/or is natural in character and which functions in one or more of the following ways:

1. Recreational and educational opportunities.
2. Scenic, cultural, and historic values.
3. Public health and safety.
4. Preservation and creation of community identity.
5. Rights-of-way for utilities and transportation facilities.
6. Preservation of natural resources or ecologically important areas.
7. Preservation of physical resources.

## GOAL 5

**A COMMUNITY WITH SUFFICIENT OPEN SPACE IN BALANCE WITH NEW DEVELOPMENT TO SERVE THE RECREATIONAL, ENVIRONMENTAL, HEALTH AND SAFETY NEEDS OF THE COMMUNITY AND TO PROTECT ENVIRONMENTAL AND AESTHETIC RESOURCES.**

### Objective 5-1

To preserve existing open space resources and where possible develop new open space.

## Policies

- 5-1.1 Encourage the retention of passive and visual open space which provides a balance to the urban development of the Plan Area.

**Program:** The Plan Map designates lands for open space - Exposition Park and proposed mini-parks and requires that multi-family residential development provide recreational open space for residents of such complexes.

- 5-1.2 Require development in major opportunity sites to provide public open space.

**Program:** The Plan includes this as a guiding principle in the section which addresses the future development of major opportunity sites.

## SCHOOLS

In the Plan Area, based on the Los Angeles Unified School District enrollment and capacities table of 1996; the overall planned capacity of students in the twenty-two elementary schools was 28,176, with an actual enrollment of 25,538 students. The four middle schools had a planned operational capacity of 7,980 students, with an actual enrollment of 7,276 students. In the only senior high school in the Community Plan area, the operational capacity was 3,749, with an actual enrollment of 3,494 students. In addition to these facilities, there are three special education facilities. These facilities offer special programs that do not have attendance areas. Therefore, they do not have a calculated operating capacity. Their respective enrolments are used as their operating capacity. The number of students enrolled in these facilities within the Community plan area is 702.

The Los Angeles Unified School District, anticipating significant increases in enrollment over the next several years, is presently considering numerous options for student enrollment patterns. Factors involved in determining future student enrollment range from legal decisions, State financing, construction of new or expansion of existing schools, and the overall Unified School District budget. The traditional single-track program has been expanded to include the LEARN program, the 90/30 Four-Tract program which increases operating capacity by 33% without increasing the number of days of instruction, the 60/20 program, which is similar to the 90/30 program but with shorter and more frequent breaks, the CON6 program, which is a three track program which increases operating capacity by 50%, and the CON6M program which is a modified version of the CON6 program with shorter more frequent breaks.

The intent of these programs is to respond to increases in student enrollment without increasing facility space. The Community Plan includes policies based upon appropriate mitigation measures defined in the EIR and which encompass policy statements contained in the General Plan Framework. These policies are intended to address the potential increases in student population that may be generated as development occurs based upon Plan designations.

## **GOAL 6**

### ***APPROPRIATE LOCATIONS AND ADEQUATE FACILITIES FOR SCHOOLS TO SERVE THE NEEDS OF EXISTING AND FUTURE POPULATION.***

#### **Objective 6-1**

To site schools in locations complementary to existing land uses and community character.

##### **Policies**

6-1.1 Encourage compatibility in school locations, site layout and architectural design with adjacent land uses and community character and as appropriate use schools to create a logical transition and buffer between uses such as multiple-family and single-family residential or between commercial and residential uses.

***Program:*** Require that a decision maker involved in a discretionary review for a proposed school, adopt a finding which supports the application of this policy.

6-1.2 Retain existing school sites within the Community Plan area.

***Program:*** The Plan designates the existing school sites in the Public Facilities plan category and changes the zone to Public Facility (PF). This new designation provides more protection to retain the existing uses on site which allows for greater certainty for needed City approvals when rehabilitating or expanding structures on site.

## **GOAL 7**

### ***PUBLIC SCHOOLS THAT PROVIDE A QUALITY EDUCATION FOR ALL OF THE CITY'S CHILDREN, INCLUDING THOSE WITH SPECIAL NEEDS, AND ADEQUATE SCHOOL FACILITIES TO SERVE EVERY NEIGHBORHOOD IN THE CITY.***

#### **Objective 7-1**

Work constructively with the Los Angeles Unified School District to promote the siting and construction of adequate school facilities phased with growth.

##### **Policies**

7-1.1 Explore creative alternatives for providing new school sites in the City, where appropriate.

***Program:*** Develop plans to address issues of siting and joint use of facilities, including strategies for expansion in transit-rich locations.

***Program:*** Utilize the City's "Annual Growth Report" to monitor locations for growth and potential new school sites.

#### **Objective 7-2**

Maximize the use of local schools for community use and local open space and parks for school use.

## **Policies**

- 7-2.1 Encourage the siting of community facilities (libraries, parks, schools and auditoriums) together.

**Program:** Formulate/update plans to address issues relating to siting and the joint use of facilities. Consider the following actions when developing/updating this Plan:

Identify strategies for the expansion of school facilities including:

1. Siting of schools and other community facilities (libraries, parks, and auditoriums) within a transit station, center, or mixed-use area so they can complement each other and make the most efficient use of the land provided for these services.
2. Locating middle schools and high schools where possible, close to transit stations and key centers and mixed-use districts, so students can use the transit system to get to and from school.
3. Encouraging the private redevelopment of existing school sites in the immediate vicinity of transit stations and centers so that the existing site (a low intensity use) would be replaced by a high intensity mixed-use development that would incorporate school facilities.

## **LIBRARIES**

The Plan Area is serviced by four public library branches, none of which is of a regional scale, all are community branches. The renovation and structural reinforcement of the Vermont Square Branch increased the size of the facility to 8,000 square feet. The John Muir Branch Library is currently undergoing reconstruction and the library facilities have been temporarily moved. The Libraries have a total square footage of 26,941 and a material collection of 113,060 books. Both of these are inadequate to serve the needs of the existing Community Plan population. The Plan proposes a number of policies to address these problems.

## **GOAL 8**

***ENSURE ADEQUATE LIBRARY FACILITIES AND SERVICES ARE PROVIDED TO THE AREA'S RESIDENTS.***

### **Objective 8-1**

To assist the City Library Department in providing adequate library service which responds to the needs of the community.

## **Policies**

- 8-1.1 Support construction of new libraries and rehabilitation and expansion of existing libraries as required to meet the changing needs of the community.

**Program:** The Plan designates the existing library sites in the Public Facilities plan category and changes the zone to Public

Facility (PF). This new designation provides more protection to retain the existing uses on site which allows for greater certainty for needed City approvals when rehabilitating or expanding structures on site.

- 8-1.2 Encourage flexibility in siting libraries in mixed use projects, Pedestrian Oriented Areas, Transit Oriented Districts, and similarly accessible facilities.

**Program:** Through the inclusion of this policy in the Plan text and a Plan Map Footnote, the Plan supports these identified locations as desirable sites for new libraries and recommends that this policy be considered when the Library Department and decision-makers review potential sites for new libraries. Through the Plan Map footnote and a corresponding condition on the zoning, Floor Area utilized for a library, within projects in Pedestrian Oriented Areas or in Transit Oriented Districts is exempted from the calculation of total floor area permitted.

## POLICE PROTECTION

Police protection services are provided by the Los Angeles Police Department. There are six police stations providing police protection with the Plan Area. All of these except one, the Southwest station located at 1546 Martin Luther King Jr., Boulevard, are located outside of the Community Plan boundaries. The Newton Street station is located in the Central City Plan area at 1354 Newton Street. The 77th Street Station is being rebuilt and located at 235 West 77th Street, in the Southeast Community Plan area. Rampart, Southeast and Wilshire are located at 2710 West Temple Street, 145 West 108th Street and 4861 Venice Boulevard, respectively.

Based upon National Association of City Managers and Police Department standards, the deployment ratio of police officers to population is a little more than half what it should be. There is therefore a deficiency in the number of police officers per 1,000 persons within the Community Plan area.

### GOAL 9

#### ***A COMMUNITY WITH ADEQUATE POLICE FACILITIES AND SERVICES TO PROVIDE FOR THE PUBLIC SAFETY NEEDS OF THE COMMUNITY.***

#### **Objective 9-1**

To provide adequate police facilities and personnel to correspond with population and service demands.

#### **Policies**

- 9-1.1 Coordinate with Police Department as part of the review of significant development projects and General Plan Amendments affecting land use to determine the impact on service demands.

**Program:** Require a decision-maker to include a finding which considers the impact on police service demands of the proposed project or land use plan change.



This consultation with the Police Department is currently in effect for plan amendments which must be reviewed by the General Plan Advisory Board which includes representation from the Police Department.

- 9-1.2 Promote the establishment of Police facilities which provide police protection at a neighborhood level.

**Program:** Through a Plan Map footnote and a corresponding condition on the zoning, floor area utilized for a Police substation, within projects in Pedestrian Oriented Areas or in Transit Oriented Districts, is exempted from the calculation of total floor area permitted.

- 9-1.3 Encourage private developments to contribute to providing protection services to the residents of the community.

**Program:** Develop an on-site security program for private developments involving industrial and commercial projects.

**Program:** Utilize the site plan review program to review multiple-family, commercial and industrial projects to improve on-site security through lighting, layout and design.

- 9-1.4 Encourage coordination between local law enforcement agencies, State and Federal law enforcement agencies to provide for public safety in the event of emergency situations.

**Program:** Maintain mutual assistance agreements between the local agencies and other law enforcement agencies.

## FIRE PROTECTION

The Fire Protection and Prevention Plan of the City of Los Angeles provides an official guide to City Departments, other governmental agencies, developers and interested citizens for the construction, maintenance and operation of fire facilities. It is intended to promote fire prevention by maximizing fire safety education and minimizing loss of life through fire prevention programs. Pursuant to their plan it may be necessary to expand or relocate existing facilities as land patterns change. Many structures in the South Central Community Plan Area lack fire protection systems, being turn-of-the century structures, thus, increasing the potential for property damage and personal injury due to fire.

Fire protection in the Plan Area is provided by four Single Engine Company stations, all with Rescue Ambulances and one equipped with both a Rescue Ambulance and an Emergency Medical Technician Ambulance. There are six Task Force Stations, three of which are equipped with both a Rescue and EMT Ambulance. Three of the Task Force stations and one Single Engine Company are located within the Community Plan's boundary at 7800 Vermont Avenue, 4370 South Hoover Street, 2009 South Western Avenue, 1909 Slauson Boulevard and 915 West Jefferson Boulevard. The adequacy of fire protection is based on the required fire-flow, (measured in gallons per minute), response distance from existing fire stations and the Fire

Department's judgement for needs in the area. Based upon these criteria, the fire stations are well equipped and staffed to provide fire protection services for the community. However, population increases and traffic conditions may adversely impact response times.

## **GOAL 10**

### ***PROTECT THE COMMUNITY THROUGH A COMPREHENSIVE FIRE AND LIFE SAFETY PROGRAM.***

#### **Objective 10-1**

Ensure that fire facilities and protective services are sufficient for the existing and future population and land uses.

##### **Policies**

- 10-1.1 Coordinate with the Fire Department as part of the review of significant development projects and General Plan Amendments affecting land use to determine the impact on service demands.

***Program:*** Require a decision maker to include a finding as to the impact on fire service demands of the proposed project or land use plan change.

This coordination with the Fire Department is currently in effect for projects which are subject to the subdivision process and for plan amendments which must be reviewed by the General Plan Advisory Board which includes representation from the Fire Department.

- 10-1.2 Encourage cooperation between local fire protection services and other agencies providing similar services to expand protection to the residents of the South Central area.

***Program:*** Continue mutual assistance agreements with neighboring cities, the County of Los Angeles and other such agencies to provide fire protection services to the community.

- 10-1.3 Support construction of new facilities and/or the provision of new services in areas of the community which are determined to have deficient fire protection facilities.

***Program:*** Establish a monitoring program to identify areas deficient in fire protection facilities and services and establish a strategy to provide new facilities and services.

## **CIRCULATION**

### **TRANSPORTATION IMPROVEMENT AND MITIGATION PROGRAM (TIMP)**

The Transportation Improvement and Mitigation Program (TIMP), was prepared for the South Central Community Plan Area through an analysis of the land use impacts on transportation as identified in the Environmental Impact Report. The TIMP establishes a program of specific measures which are recommended to be undertaken during the life of the Community Plan.

The TIMP document, which is an implementation program for the circulation needs of the Plan area, consists of a set of recommendations described as:

- Highway Infrastructure Improvements.
- Transit and Bus Service Improvements.
- New or Expanded DASH Services.
- Expanded and Enhanced Transportation Center/Transfer Facilities.
- Implementation of an Improved Community-based Circulator.

Additional transportation improvement recommendations are mass transit improvements, paratransit or shuttle bus service, and transportation system management improvements such as the Automatic Traffic Surveillance and Control System (ATSAC). Other proposals include peak hour parking restrictions, a smart street corridor improvement program for the Santa Monica Freeway (I-10), HOV lane for the I-10, the creation of neighborhood traffic control plans, and a transportation demand management program, which includes creating bikeways, forming transportation management associations, a trip reduction ordinance, and continued participation by the City in regional transportation management programs.

The transportation improvement and mitigation program (TIMP) projects for South Central will be identified as part of the implementation for the Transportation Section.

## **FREEWAYS, HIGHWAYS AND STREETS**

Circulation and accessibility within the Plan Area are relatively easy due to the general north/south, east/west grid pattern of the streets. Topography is generally flat.

Roadway are required to be developed in accordance with standards and criteria contained in the Highways and Freeways Element on the General Plan and the City's Standard Street Dimensions except where environmental issues and planning practices warrant alternate standards consistent with street capacity requirements.

The full residential, commercial and industrial densities and intensities proposed in the plan are predicted upon the eventual development of the designated infrastructure. No increase in density shall be effected by zone changes or subdivisions unless it is determined that the transportation infrastructure serving the property can accommodate the traffic generated.

## **GOAL 11**

***A SYSTEM OF FREEWAYS, HIGHWAYS, AND STREETS THAT PROVIDES A CIRCULATION SYSTEM WHICH SUPPORTS EXISTING, APPROVED, AND PLANNED LAND USES WHILE MAINTAINING A DESIRED LEVEL OF SERVICE AT ALL INTERSECTIONS.***

### **Objective 11-1**

To comply with Citywide performance standards for acceptable levels of service (LOS) and insure that necessary road access and street

improvements are provided to accommodate traffic generated by all new development.

### **Policies**

- 11-1.1 Maintain an LOS for streets and highways not to exceed LOS "D" for Secondary arterials, Collector streets and Local streets; not to exceed LOS "E" for Major Highways, and not to exceed LOS "E" in the Community's major business districts.

**Program:** Improve to their designated standard specifications, substandard segments of those major and secondary highways which are expected to experience heavy traffic congestion by the year 2010.

**Program:** Encourage the completion of the proposed street programs in the City's Capital Improvement Program:

- 11-1.2 New development projects should be designated to minimize disturbance to existing traffic flow with proper ingress and egress to parking.

**Program:** Require that new development projects incorporate TSM and/or TDM programs and/or transit improvements consistent with the Citywide Land Use Transportation Policy.

- 11-1.3 Highways and Street dedications shall be developed in accordance with standards and criteria contained in the Highways and Freeways Element of the General Plan and the City's Standard Street Dimensions, except where environmental issues and planning practices warrant alternate standards consistent with capacity requirements.

**Program:** Implementation of the Highways and Freeways Element supports this policy.

- 11-1.4 Discourage the vacation of rights-of-way when it may result in a negative impact on traffic circulation.

**Program:** Implementation of the Highways and Freeways Element supports this policy.

- 11-1.5 Discourage non-residential traffic flow for streets designed to serve residential areas only by the use of traffic control measures.

**Program:** TIMP). The Plan supports the use of Residential Neighborhood Protection Plans to relieve congestion on collector streets that are expected to experience traffic congestion by the year 2010.

### **Objective 11-2**

To ensure that the location, intensity and timing of development is consistent with the provision of adequate transportation infrastructure utilizing the City's streets and highways standards.

## **Policies**

- 11-2.1 No increase in density and intensity shall be effectuated by zone change, variance, conditional use, parcel map or subdivision unless it is determined that the transportation system can accommodate the increased traffic generated by the project.

**Program:** Require a decision-maker to adopt a finding which addresses this factor as part of any decision.

**Program:** Require that new development projects incorporate TSM and/or TDM programs and/or transit improvements consistent with the Citywide Land Use Transportation Policy.

- 11-2.2 Require new development projects to mitigate off-site traffic impacts to the maximum extent feasible.

**Program:** Require that new development projects incorporate TSM and/or TDM programs and/or transit improvements consistent with the Citywide Land Use Transportation Policy and those identified in the South Central Los Angeles-West Adams-Baldwin Hills-Leimert Transportation Improvement Mitigation Program.

- 11-2.3 Require that driveway access points onto major and secondary highways, arterials, and collector streets be limited in number and be located to ensure the smooth and safe flow of vehicles and bicycles.

**Program:** Require that new development incorporate TSM and/or TDM programs and/or transit improvements consistent with the Citywide Land Use Transportation Policy.

**Program:** Implementation of the Highways and freeways Element supports this policy.

- 11-2.4 Require that new development install traffic signals at intersections on arterials when such is warranted on an individual case by case study.

**Program:** Require that new development projects incorporate TSM programs or transit improvements consistent with the Citywide Land Use Transportation Policy.

## **PUBLIC TRANSPORTATION**

Some of the major opportunities within the Plan area relate to the proposed development of Metro Mass transit lines. While it is anticipated that within the time frame of the Community Plan the private automobile will remain one of the principal modes of transportation, bus service will provide the basic public transportation system until the proposed Metro Rail projects are operational.

The City Council, in November 1993, adopted a Land Use-Transportation Policy which provides the framework to guide future development around

transit station areas. The Policy includes land use, housing, urban design, ridership strategy, parking and traffic circulation, equity, economic development and community components.

The Land Use-Transportation Policy is a long-term strategy for integrating land use, housing, transportation and environmental policies into the development of a city form that complements and maximizes the utilization of the region's transit system.

Among the objectives of the Land Use-Transportation Policy are to:

- Focus future growth of the City around transit stations.
- Increase land use intensity in transit station areas, where appropriate.
- Create a pedestrian oriented environment in the context of an enhanced urban environment.
- Accommodate mixed commercial/residential use development.
- Provide for places of employment.
- Provide a wide variety of housing for a substantial portion of the projected citywide population.
- Reduce reliance on the automobile.
- Protect and preserve existing single-family neighborhoods.

The Plan Map identifies the boundaries of Transit Oriented District (TODs) around proposed transit stations in accordance with the Land Use Transportation Policy. Further refinement of design guidelines, incentives for community facilities and other strategies to meet the identified objectives of the Policy, will be studied and recommended for implementation in the TODs through a subsequent, focused, coordinated effort with the Metropolitan Transit Authority.

Light Rail Transit (LRT) provides opportunities for more intense land use around the rail stations, especially commuter related services, and encourages commercial growth adjacent to the alignment by eliminating or reducing traffic and parking constraints or requirements. Existing development surrounding some stations is less intense than that permitted by the General Plan and the LRT project could encourage redevelopment to the higher permitted densities.

## **GOAL 12**

### ***DEVELOP A PUBLIC TRANSIT SYSTEM THAT IMPROVES MOBILITY WITH CONVENIENT ALTERNATIVES TO AUTOMOBILE TRAVEL.***

#### **Objective 12-1**

To encourage improved local and express bus service through the South Central Community, and encourage park-and-ride facilities to interface with freeways, high occupancy vehicle (HOV) facilities, and rail facilities.



## Policies

- 12-1.1 Coordinate with the Metropolitan Transportation Authority (MTA) to improve local bus service to and within the South Central area.

**Program:** Implementation of the “Restructuring Public Transit Service” (RPTS) study proposals to replace services with new local, higher capacity or articulated buses.

**Program:** Transit improvements (TIMP): Recommended Service Improvements of higher capacity buses and/or increased service frequency along transit corridors at transit nodes where frequent activity occurs. A transit node should be where two bus lines or shuttles are each operating with peak hour headways of fifteen minutes or less.

A number of these corridors have been identified in the Congestion Management Program for Los Angeles County. These include:

- Adams
- Arlington
- Broadway
- Figueroa
- Florence
- Hoover Street
- Jefferson
- Western Avenue
- Martin Luther King
- Normandie
- Pico Boulevard
- Venice
- Vermont Avenue
- Vernon Avenue
- Washington Boulevard

These locations are also shown on Figure 2-2 of the South Central Los Angeles TIMP Report.

Amenities aimed at supporting transit use near these locations include such things as pedestrian-friendly crossings, walkways, adequate bus bays or curb lengths, and bus rider boarding/transfer areas. Transit-friendly development near these nodes can mean a reduction in peak hour auto traffic by as much as 5% for residential land uses, and 7% for non-residential land uses.

- 12-1.2 Encourage the provision of safe, attractive and clearly identifiable transit stops with user friendly design amenities among highly congested nodes.

**Program:** The Plan includes an Urban Design Chapter that outlines design guidelines for transit stops.

- 12-1.3 Encourage the expansion wherever feasible, of programs aimed at enhancing the mobility of senior citizens, disabled persons and the transit-dependent population.

**Program:** Implementation of the RPTS study proposals to replace existing bus services along particular routes with new local buses, the expansion and improvements to the Smart Shuttles and the implementation of new DASH and Paratransit lines.

## **Objective 12-2**

To increase the work trips and non-work trips made on public transit.

### **Policies**

- 12-2.1 Develop an intermodal mass transportation plan to implement linkages to future mass transit.

**Program:** Implementation of the “Restructuring Public Transit Service” (RPTS) study proposals to replace existing services with new local buses and expand and improve the role of Harbor Transitway and the Blue and Green Lines into a transit center/feeder distribution system.

**Program:** Circulation System Improvements (TIMP):

Implement and improve DASH, the Smart Shuttle, and other Community-based Services to serve the commercial district and other activity centers in the South Central Community Plan Area.

**Program:** Respond and Improve Community based Smart Shuttles along the Vermont Corridor and the Southeast DASH Service which connects USC and the University Park area to the Vermont-Slauson Economic development area and Central Avenue.

- 12-2.2 Support the expansion of Community based transit service improvement.

**Program:** Metro Rail Service (TIMP):

Encourage the implementation of the Metro service link from the Blue Line to activity centers and special events areas such as Exposition Park, The Shrine Auditorium, the University of Southern California and the Figueroa Corridor Arena and complex.

**Program:** Metro Rail Service (TIMP):

Encourage the implementation of the Metro service link from the Blue Line to Exposition Park.

- 12-2.3 Maximize opportunities for affordable housing and pedestrian access adjacent to rail stations.

**Program:** The Plan establishes boundaries for Transit Oriented Districts (TODs) around the proposed station stops along the Blue

Line and through incentives and guidelines, encourages mixed-use and pedestrian oriented development within these areas.

## **LAND USE TRANSPORTATION POLICY**

The City Council, in November 1993, adopted a Land Use Transportation Policy which provides the guidelines for development in the vicinity of transit stations. The policy includes land use, housing, urban design, ridership, strategy, economic development, and community facilities components.

The Land Use Transportation Policy is a long-term strategy for integrating land use, housing, transportation and environmental policies into the development of a city form that compliments and maximizes the utilization of the region's transit system.

Among the objectives of the Land Use-Transportation Policy are:

- Focus future growth of the City around transit stations.
- Increase land use intensity in transit station areas, where appropriate.
- Create a pedestrian oriented environment in the context of an enhanced urban environment.
- Accommodate mixed commercial/residential use development.
- Provide for places for employment.
- Provide for a wide variety of housing for a substantial portion of the projected Citywide population.
- Protect and preserve existing single-family neighborhoods.

In the South Central Community Plan area mass transit lines are served primarily by Metropolitan Transportation Authority (MTA) buses. The Community joins several others in the MTA 30 year plans to establish other forms of mass transit. The principal mass transit lines proposed in this Community are along the transit corridors and at transit nodes.

Land use changes can be expected to occur along these transit corridors during the life of this Community Plan. The Plan is consistent with the Citywide Land Use-Transportation Policy by allowing for an increase in residential densities near transit stations and by allowing mixed use projects near stations. It does this by establishing Transit Oriented Districts (TODs) around stations and providing encouragement to such increases of densities and commuter related businesses and services within these Districts.

## **GOAL 13**

### ***A COORDINATED, INTEGRATION OF DEVELOPMENT AROUND TRANSIT STATIONS IN ORDER TO IMPROVE SERVICES, ACCESS, AND ECONOMIC VITALITY OF THE COMMUNITY.***

#### **Objective 13-1**

To reflect the objectives and guiding principles of the City Council adopted Land Use-Transportation policy.

## **Policies**

- 13-1.1 Encourage growth, as appropriate, around transit stations when these become operational.

**Program:** The Plan identifies Transit Oriented Districts (TODs) as potential areas of new development in accordance with the principles in the Land Use Transportation Policy.

- 13-1.2 Identify Pedestrian Oriented Districts and preferred locations for mixed use projects.

**Program:** The Plan Map and transit corridors, identifies Pedestrian Oriented Districts, some of which are adjacent to transit stations, and through a Plan Footnote establishes the preferred locations for mixed used projects, which include Pedestrian Oriented Districts and Transit Oriented Districts.

- 13-1.3 Preserve existing stable single-family neighborhoods.

**Program:** The Plan Map identifies boundaries for Transit Oriented Districts which have been carefully delineated to exclude stable single-family neighborhoods, thus affording these neighborhoods protection from any encroachment of incompatible densities. The Plan encourages intensification of uses within these TOD's. In addition, focusing growth in these areas would relieve the pressure of redevelopment on stable single-family and lower density multi-family areas.

- 13-1.4 Promote child care facilities, libraries, senior citizen and community centers, and other human service facilities at transit stations.

**Program:** Through the inclusion of this policy in the Plan text, the Plan supports the location of these facilities in proximity to transit stations and recommends that such facilities be incorporated in joint development or other significant development projects. To promote this policy a Plan Footnote and a corresponding condition on the zoning allows floor area utilized for child care centers and community centers and certain other uses in projects located within Transit Oriented Districts, to be exempted from the calculation of total floor area permitted.

## **Objective 13-2**

To increase the work and non-work trips made on public transit.

## **Policies**

- 13-2.1 Encourage the provision safe, attractive and clearly identifiable transit stops with user friendly design amenities.

**Program:** Implementation of the community design and landscaping guidelines in the Urban Design Chapter as well as appropriate design guidelines contained in the Citywide Land Use Transportation Policy.

- 13-2.2 Maximize opportunities for affordable housing and pedestrian access adjacent to rail stations.

**Program:** The Plan encourages mixed use and pedestrian oriented development in Transit Oriented Districts around station stops. It identifies Transit Oriented Districts as Targeted Growth Areas in order to apply appropriate incentives for development of affordable housing in mixed-use developments.

## **TRANSPORTATION DEMAND MANAGEMENT (TDM)**

It is the City's objective that the traffic level of service (LOS) on the street system in the Community Plan area not exceed LOS E. Although studies indicate that most of South Central major street intersections are in compliance with this City policy, there are several intersections that operate at a level that suggests the need for corrective action. In addition, the level of trips generated by future development in Community Plan area and in the surrounding Southwest Los Angeles area require the implementation of a Transportation Demand Management (TDM) Program to make sure that levels of service on the street system does not deteriorate into gridlock. TDM is a program designed to encourage people to change their mode of travel from single occupancy vehicles to more efficient modes of transportation. People are given incentives to utilize TDM measures such as public transit, ridesharing, modified work schedules, van pools, telecommuting, and non-motorized alternatives such as the bicycle.

However, because of the level of economic activity within the South Central area, the scope for the introduction of aggressive TDM strategies is limited. Trip fees, for instance, would conflict with efforts to attract development and revitalize parts of the community. Therefore, the Plan continues the support of existing Citywide TDM Programs.

### **A Transportation Demand Management (TDM) Program**

#### **1. Bikeways**

The City should implement the Bikeways Master Plan as part of an overall transportation demand management program and consider the Exposition Corridor Study which proposes to link Downtown, the Convention/Arena area of the Figueroa Corridor and Exposition Park as part of the Plan. The City should also consider the potential to link Figueroa Street, Hoover and Martin Luther King Boulevard.

#### **2. Transportation Management Association Formation/Coordination**

The City should encourage the formation of Transportation Management Associations (TMA's) in order to assist employers in creating and managing trip reduction programs.

#### **3. Telecommuting**

The City should encourage large non-residential office developers to provide teleconferencing facilities and large residential developers to incorporate "work centers" for telecommuting, into their developments.

4. **Participation in Regional Transportation Management Programs**

The City will continue to participate in local and regional TDM programs being implemented by the other City agencies and adjacent jurisdictions and coordinate its TDM program with those of other communities, agencies and jurisdictions.

5. **TDM Ordinance.**

The Citywide Ordinance on TDM and trip reduction measures will continue to be implemented for the South Central area. This Ordinance calls for several measures to be taken by developments to achieve the necessary trip reduction targets.

6. **Monitoring**

The City of Los Angeles Department of Transportation (LADOT) is responsible for monitoring the current Citywide TDM Ordinance.

**GOAL 14**

***AN ENVIRONMENT WHICH ENCOURAGES AND PROVIDES PEOPLE WITH ALTERNATIVE MODES OF TRANSPORTATION TO THE USE OF SINGLE OCCUPANT VEHICLES (SOV) IN ORDER TO REDUCE VEHICULAR TRIPS.***

**Objective 14-1**

To pursue transportation management strategies that can maximize vehicle occupancy, minimize average trip length and reduce the number of vehicle trips.

**Policies**

- 14-1.1 Encourage non-residential development to provide employee incentives for utilizing alternatives to the automobile (i.e., carpools, vanpools, buses, flex time, bicycles, and walking, etc.).

***Program:*** The Citywide Ordinance on TDM and trip reduction measures will continue to be implemented and monitored by LADOT in the Community Plan area.

- 14-1.2 Encourage the use of multiple-occupancy vehicle programs for shopping and other activities to reduce midday traffic.

***Program:*** The Citywide Ordinance on TDM and trip reduction measures will continue to be implemented and monitored by LADOT. This includes the proposed DASH and the “Community Circulator” service (The Smart Shuttle) and the Southeast DASH now operating in the Community Plan area.

- 14-1.3 Require the proposals for major new non-residential development projects include submission of a TDM Plan to the City.



**Program:** The Citywide Ordinance on TDM and trip reduction measures will continue to be implemented and monitored by LADOT to address this policy.

**TRANSPORTATION  
SYSTEM  
MANAGEMENT (TSM)**

Transportation System Management (TSM) is the manipulation of the transportation system in order to improve the flow of traffic with low capital cost projects and minor construction that can be implemented in a short time frame. TSM incorporates features such as computer based traffic signal timing facilities, intersection improvements, preferential parking areas for high occupancy vehicles, park-and-ride facilities, anti-gridlock measures, and parking management programs.

**GOAL 15**

***A WELL MAINTAINED, SAFE, EFFICIENT FREEWAY, HIGHWAY, AND STREET NETWORK DESIGNED TO MAXIMIZE TRAFFIC FLOW.***

**Objective 15-1**

The South Central Los Angeles signalized intersections are integrated with the City's ATSAC system by the year 2010.

**Policies**

- 15-1.1 Install ATSAC equipment at an accelerated rate with expanded funding.

**Program:** The Plan proposes the installation of the Street Traffic Signal Management systems to be completed by the year 2000.

- 15-1.2 Improve vehicular traffic flow on the Santa Monica and the Harbor Freeways.

**Program:** Continue the Caltrans Freeway management system which alleviates congestion on the Santa Monica Freeway and parallel arterials. It coordinates the enhanced freeway traffic management system with that of the street traffic signal management system on four parallel routes: Pico, Venice, Washington and Adams Boulevards.

- 15-1.3 Improve the timing of traffic signals in the Community and neighboring jurisdictions through cooperative agreements.

**Program:** The Plan supports cooperative agreements with neighboring jurisdictions to improve traffic signal timing.

- 15-1.4 Support the Department of Transportation program to provide separate left and/or right turn lanes on all arterial streets, where feasible.

**Program:** The Plan supports all Capital Improvement Programs for street intersection improvements adopted by the City.

- 15-1.5 Accelerated controller replacement to upgrade and improve signal efficiency.

**Program:** The completion of the expanded ATSAC systems by the year 2000.

## **NON-MOTORIZED TRANSPORTATION**

The Plan provides for various modes of non-motorized transportation/circulation such as walking and cycling. It identifies Pedestrian Oriented Districts along portions of Figueroa at Jefferson Boulevard/Exposition Boulevard/Vermont at Manchester/Vernon at Western Avenue and Slauson at Vermont and encourages mixed use development in other areas to promote pedestrian activity.

The Citywide Bicycle Plan identifies major routes through the South Central Community Plan Area and identifies local routes as support bikeway routes. The Community Plan establishes policies and standards to facilitate the development of a bicycle route system within South Central which is intended to complement other transportation modes. Some of the routes proposed in the Community Plan are not currently shown on the Citywide Bicycle Plan and are recommended for inclusion when it is amended.

## **GOAL 16**

### ***A SYSTEM OF SAFE, EFFICIENT AND ATTRACTIVE BICYCLE, AND PEDESTRIAN ROUTES.***

#### **Objective 16-1**

To promote an adequate system of safe bikeways for commuter, school and recreational use.

#### **Policies**

- 16-1.1 Plan for and encourage funding and construction of bicycle routes connecting residential neighborhoods to schools, open space areas and employment centers.

**Program:** Require the implementation of a Transportation Demand Management (TDM) Program to make sure that levels of service on the street system does not deteriorate into gridlock. TDM is a program designed to encourage people to change their mode of travel from single occupancy vehicles to more efficient modes of transportation. People are given incentives to utilize TDM measures such as public transit, ridesharing, modified work schedules, van pools, telecommuting, and non-motorized transportation modes such as the bicycle.

However, because of the level of economic activity within the South Central Los Angeles area, the scope for the introduction of aggressive TDM strategies is limited. Trip fees, for instance, would conflict with effort to attract development and revitalize parts of the Community. Therefore, the Plan continues the support of existing Citywide TDM programs.

- 16-1.2 Plan for and encourage funding and construction of bicycle routes connecting residential neighborhoods to regional open space areas and employment centers.

**Program:** The Citywide Bicycle Plan addresses concerns regarding bicycle issues, and designates a Citywide Bikeway system.

- 16-1.3 Identify local bicycle routes which link high schools, junior high/middle schools, neighborhood commercial districts and local parks.

**Program:** This issue will be addressed during Community Plan updates and with the participation of the Department of Transportation and the City Bicycle Advisory Committee.

- 16-1.4 Encourage the provision of showers, changing rooms and bicycle storage at new and existing non-residential developments and public places.

**Program:** Through the inclusion of this policy in the Plan text, the Plan supports the provision of bicycle facilities particularly in Pedestrian Oriented Areas and Transit Oriented Districts and recommends that this policy be considered, in the revision of the Citywide Bicycle Plan. In addition, Los Angeles Municipal Code Sections 12.21 A 16 and 91.0705 provide for bicycle parking requirements and employee facilities for showers and lockers.

- 16-1.5 Assure that local bicycle routes are linked with Citywide Bikeways as well as those of adjacent jurisdictions.

**Program:** This issue will be addressed through the Community Plan updates and the City Bicycle Committee, the Metropolitan Transportation Authority, the Department of Transportation and the Westside Area Bicycle Master Plan.

## **Objective 16-2**

To promote Pedestrian Oriented areas and pedestrian routes for commuter, school, recreational use, economic revitalization, and access to transit facilities.

### **Policies**

- 16-2.1 Encourage the safe utilization of easements and/or rights-of-way along flood control channels, public rights-of-way and streets wherever possible for the use of bicycles and/or pedestrians.

**Program:** The Citywide Bicycle Plan addresses these issues. Implementation of the Citywide Land Use Transportation Policy and the City's discretionary approval process would address these issues.

- 16-2.2 Identify Pedestrian Oriented Areas.

**Program:** The Plan text and map identifies the locations of pedestrian oriented areas.

- 16-2.3 Require the installation of sidewalks with all new roadway construction and significant reconstruction of existing roadways.

**Program:** The City's Capital Improvement Program, public works construction projects, and the City's discretionary project approval process.

**Objective 16-3**

To provide for pedestrian and Bikeway access to transit stations.

**Policies**

16-3.1 Assure that all development in the area surrounding transit stations make adequate provision for pedestrian and bicycle access and to share proportionally in the cost of such access.

**Program:** Implementation of the Citywide Land Use-Transportation Policy and the City's discretionary approval process.

16-3.2 Designate generalized locations for pedestrian and bike accesses in areas around transit stations.

**Program:** The Community Plan Map describes such locations as Transit Oriented Areas.

**Program:** Implementation of the Citywide Land Use-Transportation Policy and the City's discretionary project approval process.

**PARKING**

The Plan supports the City's continuing efforts to develop off-street parking facilities within the Community Plan area so that an adequate supply of parking is available to meet the demand. City owned parking lots should be located in or near commercial areas.

**GOAL 17**

***A SUFFICIENT SYSTEM OF WELL-DESIGNED AND CONVENIENT ON-STREET PARKING AND OFF-STREET PARKING FACILITIES THROUGHOUT THE PLAN AREA.***

**Objective 17-1**

To provide parking in appropriate locations in accord with Citywide standards and community needs.

**Policies**

17-1.1 Consolidate parking, where appropriate, to eliminate the number of ingress and egress points onto arterials.

**Program:** The Plan contains an Urban Design Chapter which outlines guidelines for parking facilities.

17-1.2 Consider the use of public/private joint ventures to provide funding sources for parking facilities.

**Program:** The Plan text supports this policy.

17-1.3 Encourage shared parking for mixed use projects.

**Program:** A decision maker shall require shared parking as a condition of approval for mixed use projects.

- 17-1.4 Consider new Citywide parking standards for areas around transit stations, designated centers, and Pedestrian Oriented Areas.

**Program:** The Citywide Land Use Transportation Policy addresses this issue.

- 17-1.5 New parking lots and new parking garages shall be developed in accordance with design standards.

**Program:** The Plan contains an Urban Design Chapter which outlines guidelines for parking facilities.

- 17-1.6 Consider peak hour parking restrictions on selected arterials, where appropriate.

**Program:** Peak hour parking restrictions (TIMP):

Peak hour parking restrictions are proposed along the following roadway segments:

- Arlington Avenue between Adams Boulevard in Martin Luther King Boulevard.
- Van Ness Avenue between Slauson Avenue and 79th Street.
- Venice Boulevard between Hoover Street and Arlington Avenue.
- Rodeo Road/Exposition Avenue between Arlington and Figueroa Street.
- Vernon Avenue between Hoover Street and Arlington Avenue.

## NEIGHBORHOOD TRAFFIC CONTROLS

Within the Community Plan area, a variety of neighborhood traffic controls exist. These traffic controls are used to regulate, warn and guide movement of pedestrians and vehicular traffic in a safe, efficient and compatible manner. They include stop signs, speed humps, traffic circles, semi-traffic diverters and right or left turn only lanes.

In order for these traffic control measures to be effective, they should be clearly understood by motorists and pedestrians. To assure this, traffic control measures need to: (a) convey clear and unambiguous messages; (b) be justified and regulate the traffic for which they are applied and intended.

Successful implementation of a neighborhood protection plan requires that residents within the Plan area participate in the Plan process, to articulate their priorities and values, respond to proposed plans, and designs and offer alternatives of their own.

## GOAL 18

### **COMMUNITY INVOLVEMENT IN DETERMINING NEIGHBORHOOD TRAFFIC CONTROLS.**

#### **Objective 18-1**

To initiate neighborhood-based traffic and parking mitigation plans in each of the Community Plan's neighborhoods.

#### **Policies**

18-1.1 The City should establish residential neighborhood traffic control and parking management plans as appropriate.

**Program:** Implement Residential Neighborhood Protection Plans (TIMP).

18-1.2 The City should establish neighborhood traffic control monitoring programs within the Community Plan area.

**Program:** Implement neighborhood traffic control monitoring programs to accomplish the following:

Ensure that proper devices are installed;

Analyze their effectiveness;

Study the before and after effects of the control devices;

Ensure that undesirable impacts on established residential neighborhoods are minimal; and

Examine the need for additional controls.

## **HISTORIC AND CULTURAL RESOURCES**

### **COMMUNITY HISTORY**

The South Central Community Plan Area consists of several distinct neighborhoods, each developed as separate communities or cities. Early development consisted of a number of large "Ranchos". Each of these was obtained by E.J. "Lucky" Baldwin in 1875. Later subdivisions of this large holding created Leimert and the Baldwin Hills Estates. In the 1880's, Daniel Freeman, a Canadian businessman, who had acquired portions of several "Ranchos" began subdividing his land. Some of these subdivisions included the southern portions of the Community Plan area. As a result, each contains one or more of the several phases of architectural evolution in Los Angeles which are listed below:

- Queen Anne Revival (1885-1900)
- Turn of the Century (1895-1905)
- American Foursquare (1895-1910)
- Craftsman (1895-1920)
- Colonial Revival (1895-1915)
- Spanish Colonial Revival (1915-1941)
- Utilitarian Commercial (1915-1929)
- Art Deco (1920-1941)
- Streamline Modern (1930-1941)



This historical pattern of growth remains evident in the built form and the nodes of many neighborhoods today: Van Buren Place, Vermont Knolls, Arlington Heights, West Adams. Craftsman houses prevailed in the first two decades of the century and ranged from two or three room cottages to the mansion-like homes of the well-to-do. These were developed throughout the Community, though concentrations are in Jefferson Park and along Adams Boulevard. In the Leimert Park area the Spanish Colonial Revival style predominates. In the 1920's, Crenshaw Boulevard developed as a major commercial area. In the 1940's several notable and influential Moderne styled stores were constructed. Similar architectural styling predominated on Venice Boulevard. Other significant residential and historical buildings were constructed on Washington Boulevard. The Plan area is also notable for its legacy of public schools built in historic architectural styles.

## **PRESERVATION OF HISTORIC AND CULTURAL AMENITIES**

This section provides a basis to effectively preserve, enhance and maintain sites and structures which have been deemed culturally and/or historically significant. Policies and programs for historic preservation are also addressed in the residential section of this Chapter.

### **GOAL 19**

***A COMMUNITY WHICH PRESERVES AND RESTORES THE MONUMENTS, CULTURAL RESOURCES, NEIGHBORHOODS, AND LANDMARKS WHICH HAVE HISTORICAL AND/OR CULTURAL SIGNIFICANCE.***

#### **Objective 19-1**

To ensure that the Plan Area's significant cultural and historical resources are protected, preserved, and/or enhanced.

#### **Policies**

- 19-1.1 Establish one or more Historic Preservation Overlay Zones (HPOZ) to protect and enhance the use of historic structures and neighborhoods.

***Program:*** The Plan Map identifies potential Historic-Preservation Overlay Zones for several areas which if adopted by the City Council will afford protection and promote the enhancement of the area.

- 19-1.2 Identify all designated City of Los Angeles Historic and Cultural Monuments in order to foster public appreciation of the City of Los Angeles' valuable historic resources and to promote education of the public by preserving Los Angeles' historic past and to promote that any other appropriate landmarks of unique architectural and historical significance continue to be identified for the purpose of inclusion in the list.

***Program:*** The Plan includes in the Appendix, a complete list of sites which have been designated by the Los Angeles City Council as Historic and Cultural Monuments in the South Central Community Plan Area. In addition through inclusion of this Plan policy, the Plan supports the continued identification and recommendation of

appropriate landmarks for inclusion in the list of designated monuments.

**Objective 19-2**

To protect and enhance historic and architectural resources in commercial areas in a manner that will encourage revitalization and investment in these areas.

**Policies**

- 19-2.1 Encourage the preservation, maintenance, enhancement and adaptive reuse of existing buildings in commercial areas through the restoration of original facades and the design of new construction which complements old in a harmonious fashion, enhancing the historic pattern.

**Program:** Implementation of the design standards in the Urban Design Chapter of this Plan.

**Objective 19-3**

To enhance and capitalize on the contribution of existing cultural and historical resources in the community.

- 19-3.1 Support the continued progress in the maintenance and rehabilitation of structures of historic significance in the Arlington Heights area, Van Buren Place, Jefferson Park and other potentially historic districts.

**Program:** The Plan supports the establishment of a Historic Preservation Overlay Zone or a Design Overlay Zone to protect structures of historic significance in these areas.

**Program:** Adherence to the City's historic properties preservation ordinances and the City's Cultural Heritage Board requirements for preservation and design; and the Implementation of Design Standards.

**Objective 19-4**

To encourage private owners of historic properties/resources to conserve the integrity of such resources.

**Policies**

- 19-4.1 To assist private owners of historic resources to maintain and/or enhance their properties in a manner that will preserve the integrity of such resources in the best possible condition.

**Program:** Adherence to the City's historic properties preservation ordinances and the Cultural Heritage board requirements for preservation and design, implementation of the design standards.

- 19-4.2 Encourage appropriate adaptive reuse of historic resources.

**Program:** Utilize City historic properties restoration programs which provide funding for renovating and/or reusing historic structures.

## CULTURAL AMENITIES

### GOAL 20

#### ***A COMMUNITY WHICH PROMOTES CULTURAL AMENITIES AND IMPLEMENTS THE CITY'S CULTURAL MASTER PLAN.***

#### **Objective 20-1**

To enhance and capitalize on the contribution of existing cultural and historic resources in the community.

##### **Policies**

- 20-1.1 Support the places and features identified within the Community as cultural resources for the City of Los Angeles.

***Program:*** Implementation of the provisions of the Cultural Master Plan.

- 20-1.2 Support the development and growth of the Cultural Centers in the Community for the provision of performing arts auditoriums, classrooms, workshops, library, children's art center and a museum of culture and art, as appropriate.

***Program:*** Implementation of private programs and the Cultural Affairs Department programs that focus on these activities.

- 20-1.3 Encourage the coordination of cultural programs at local schools between the schools, the Cultural Affairs Department and local artists.

***Program:*** Implementation of the Cultural Master Plan.

- 20-1.4 Encourage the development and implementation of a cultural streetscape plan to complement and enhance the neighborhoods and with a specific cultural theme.

***Program:*** Implementation of the design requirements of the Urban Design Chapter and the Cultural Master Plan.

SOUTH CENTRAL

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## SUMMARY OF LAND USE

CATEGORY	LAND USE	CORRESPONDING ZONES	NET ACRES	%AREA	TOTAL NET ACRES	TOTAL % AREA
<b>RESIDENTIAL</b>						
Single Family					<b>2,146</b>	<b>24.9</b>
	Low	RE9, RS, R1, RU, RD5,	2,146.00	100.0		
<b>Multiple Family</b>						
	Low Medium I	R2, RD3, RD4, RZ3, RZ4, RU, RW1	1,265.35	64.3	<b>1,967</b>	<b>22.8</b>
	Low Medium II	RD1.5, RD2, RW2,	1,257.27	63.9		
	Medium	R3	498.97	25.4		
	High Medium	R4	211.10	10.7		
<b>COMMERCIAL</b>						
	Neighborhood	C1, C1.5, C2, C4, P	152.00	17.6	<b>863</b>	<b>10.0</b>
	General	C1.5, C2, C4, P	510.32	59.2		
	Highway & Limited	CR, C1, C1.5, C2, P	3.89	0.5		
	Community	CR, C2, C4, P, PB	196.00	22.8		
<b>INDUSTRIAL</b>						
	Commercial	CM, P	145.27	52.9	<b>275</b>	<b>3.2</b>
	Limited	CM, MR1, M1, P	29.87	10.9		
	Light	MR2, M2, P	99.60	36.3		
<b>OPEN SPACE/PUBLIC FACILITIES</b>						
	Open Space	OS, A1	296.86	39.4	<b>754</b>	<b>8.7</b>
	Public Facilities	PF	456.84	60.6		
<b>STREETS</b>						
	Public Street		2,621.10	100.0	<b>2,621</b>	<b>30.4</b>
<b>TOTAL</b>					<b>8,626</b>	<b>100.0</b>

## **Chapter IV**

# **COORDINATION OPPORTUNITIES FOR PUBLIC AGENCIES**

Land use plan policies and programs, as set forth in Chapter III have a direct influence on land use patterns which in turn affect the community's quality of life. The provision of public services and other programs point to the complementary relationship that exists between land use and service programs. While in many of these areas, the land use plan does not directly have the enabling power to affect how service programs or other private actions are structured, the Plan can influence their direction. This chapter identifies actions which are recommended that the City promote, through the appropriate City Departments and through agencies and private parties outside of the City, to further the goals of the Plan.

### **RECREATION AND PARK FACILITIES**

1. Encourage cooperation between Los Angeles Unified School District and the Recreation and Parks Department to jointly make facilities available to residents after school and on weekends. Joint use is proposed as a way to minimize the amount of land acquisition required in developed areas.
2. Encourage continuing efforts by County, State, and Federal agencies to acquire vacant land for publicly-owned open space.
3. Ensure that parks are adequately illuminated and secured for safe use at night.
4. Provide for the supervision of park activities and promote enforcement of codes restricting illegal activity.
5. Coordinate between the Recreation and Parks Department and the Police Department to insure adequate police patrols and defensible space design.
6. Improve utilization and development of recreational facilities at existing parks.
7. Coordinate with City Departments, neighboring cities and County, State and Federal agencies to utilize existing public lands such as flood control channels, utility easements and Department of Water and Power properties to provide for such recreational needs as hiking, and biking and equestrian trails.
8. Plan and design the expansion of existing facilities and the acquisition of new sites to minimize the displacement of housing and the relocation of the residents.

9. Target Park and Recreation projects in areas with the greatest deficiencies.
10. Pursue resources to clean up land that could be used for public recreation safely.

## **SCHOOLS**

1. Consider large vacant parcels as a first alternative to accommodate the demand for new schools, prior to the displacement of existing uses.
2. Encourage vocational schools to locate in commercial or industrial areas where training opportunities are enhanced by the surrounding uses. However, siting of schools in areas planned for industrial uses should be evaluated in light of their proximity to any hazardous use.
3. Maximize the accessibility of school facilities to neighborhood organizations.

## **LIBRARIES**

1. Seek additional resources to maintain and expand library services to satisfy service demands to the Year 2010.
2. Develop a Citywide policy for locating non-English language permanent collections.

## **POLICE PROTECTION**

1. Support and encourage community-based crime prevention efforts (such as Neighborhood Watch), through regular interaction and coordination with existing community-based policing, foot and bicycle patrols, watch programs, assistance in the formation of new neighborhood watch groups, and regular communication with neighborhoods and civic organizations.
2. Identify neighborhoods where facilities are needed to provide adequate Police protection.

## **FIRE PROTECTION**

1. Provide that adequate facilities and fire service personnel are maintained by periodically evaluating population growth, level of service (response time and staffing) and fire hazards in the City.
2. Develop an acquisition strategy for fire station sites in areas deficient in fire facilities.
3. Identify neighborhoods with deficient fire facilities and/or services.

## **HISTORIC PRESERVATION**

Assist private owners of historic resources to maintain and/or enhance their properties in a manner that will conserve the integrity of such resources in the best possible condition.



## **HOUSING**

1. Locate senior citizen housing projects in neighborhoods within reasonable walking distance of health and community facilities, services, and public transportation.
2. Maintain and preserve the character and integrity of existing neighborhoods and encourage participation in self-help preventive maintenance to promote neighborhood conservation, beautification and rehabilitation.
3. Improve the coordination of public services to support neighborhood conservation activities.
4. Ensure that low and moderate income housing is equitably distributed throughout the Plan area predicated on a fair share basis in relationship to all other planning areas.
5. Encourage new and alternative housing concepts, as well as alternative materials and methods of construction, which are found to be compatible with City Codes.
6. Allow for the assembly and trade of public land in order to encourage new housing in appropriate locations within the Plan area.
7. Ensure that any development of transitional housing and emergency shelters is appropriately located.
8. Encourage the development of housing types intended to meet the special needs of senior citizens and the physically challenged.

## **INDUSTRIAL**

1. Encourage economic revitalization and reuse of older industrial properties for industrial uses and assist through City, State, and Federal programs.
2. Assist in the aggregation of smaller, older sites to facilitate revitalization or reuse, where appropriate.

## **UTILITIES**

Install utilities underground through assessment districts or other funding, when feasible.

## **EMPLOYMENT**

1. Encourage businesses to participate in job training programs for local residents.
2. Develop employment opportunities for a wide range of jobs, skills, and wages.

## **PUBLIC TRANSPORTATION**

1. Coordinate with the Metropolitan Transit Authority (MTA) to improve local bus service to and within the South Central Los Angeles Community Plan Area.

2. Encourage the expansion wherever feasible, of programs aimed at enhancing the mobility of senior citizens, disabled persons, and the transit-dependent population.
3. Develop an intermodal mass transportation plan to link future rail service.

**NON-MOTORIZED  
TRANSPORTATION**

Encourage funding and construction of bicycle routes connecting residential neighborhoods to schools, open space areas, and employment centers and transit stations.

## **Chapter V**

# **URBAN DESIGN**

The South Central Community Plan is made up of a number of neighborhoods with distinctive characteristics. It is the purpose of this chapter to lay out broad, general guidelines for individual projects and community design. This chapter is divided into two sections. The first is the Design Policies for Individual Projects Section and it is directed at individual projects. This section identifies general guidelines which should be considered for projects developed on private property. The second is the Community Design and Landscaping Guidelines Section and is directed at establishing minimum guidelines for streetscape improvements and landscaping in public spaces and rights-of-way.

Supplementing this chapter is a separate document entitled “The South Central Community Design Overlay District Guidelines and Standards”. The purpose of this document is to provide standards and guidelines to carry out the policies of this chapter for individual projects within the Community Plan area. In addition, the Plan proposes the study of several corridors and nodes for the establishment of specific guidelines and standards for the design of projects. These documents are intended for use by decision makers, developers and the Community in the evaluating and approval of development plans prior to the issuance of building permits.

The Design Policies in this chapter establish the minimum level of design that shall be observed in multiple-residential, commercial and industrial projects within the entire Plan Area. They also address design issues for parking and landscaping. Projects should implement to the maximum extent feasible the applicable policies outlined in this chapter. Projects within a Pedestrian Oriented District or Transit Oriented District are also required to observe any applicable design standards found under the “Additional Policies for Pedestrian Oriented Districts” Section of this chapter.

The administration of the general policies found in this chapter and the implementing South Central Community Design Overlay District Guidelines and Standards apply to the entire Community Plan Area. More specific guidelines and standards may be developed for special areas enclosed in a boundary established by a Community Design Overlay District, per the Supplemental Use District Section of the Zoning Code (LAMC Section 13.00).

The Design Policies are grouped as follows:

### **Design Policies for Individual Projects**

#### **A. Commercial and Industrial**

1. Site Planning
2. Parking Structures
3. Height and Building Design
4. Surface Parking and Landscaping
5. Light and Glare

- B. Additional policies for pedestrian oriented districts
- C. Multiple Residential
  - 1. Site Planning
  - 2. Design
  - 3. Parking Structures

#### **Community Design and Landscaping Guidelines**

- A. Entryway Improvements
- B. Streetscape
- C. Street Trees
- D. Street Furniture
- E. Street Lighting
- F. Sidewalks/Paving
- G. Signage
- H. Public Open Space and Plazas

## **DESIGN POLICIES FOR INDIVIDUAL PROJECTS**

### **COMMERCIAL AND INDUSTRIAL**

#### **Site Planning**

Structures shall be oriented toward the main commercial street where a parcel is located and shall avoid pedestrian/ vehicular conflicts by:

- 1. Locating surface parking to the rear of structures.
- 2. Minimizing the number and widths of driveways providing sole access to the rear of commercial lots.
- 3. Where appropriate, locate retail and commercial service uses along frontages of commercial developments.
- 4. Providing front pedestrian entrances for businesses fronting on main commercial streets.
- 5. Providing pedestrian access from the front of buildings to rear parking for projects with wide frontages.
- 6. Providing landscape strips between driveways and walkways accessing the rear of properties.
- 7. Providing speed bumps for driveways paralleling walkways for more than 50 feet.
- 8. Requiring site plans which include ancillary structures, service areas, pedestrian walkways, vehicular paths, loading areas, drop off and landscaped areas.
- 9. Providing, where feasible, the undergrounding of new utility service.

## **Height and Building Design**

The mass, proportion of all new buildings and remodels shall adequately address pedestrian scale. The design of all proposed projects shall be articulated to provide variation and visual interest, and enhance the streetscape by providing continuity and avoiding opportunities for graffiti. Building materials shall be employed to provide relief to bland, untreated portions of exterior building facades. The purpose of these provisions is to ensure that:

1. a project avoids large sterile expanses of building walls;
2. is designed to complement the surrounding neighborhood;
3. and creates a stable environment with a pleasant and desirable character.

Accordingly, the following policies are proposed:

- Maximize the area devoted to transparent building elements, such as windows and doors, on front facades. However, facades facing rear parking areas, shall limit such transparent elements to at least 20% of the frontage. (Commercial Only).
- Require the use of articulations, recesses, surface perforations, porticoes to break up long, flat building facades.
- Provide accenting, complementary building materials to building facades.
- Maximize the applications of architectural features or articulations on building facades.
- Design architecturally untreated facades for signage.
- Screen mechanical and electrical equipment from public view.
- Screen all rooftop equipment and building appurtenances from public view.
- Require the enclosure of trash areas for all projects.
- Require freestanding walls to conform to requirements of Section 2.c above.

## **Parking Structures**

Parking structures shall be integrated with the design of the buildings they serve through:

1. Design parking structure exteriors to match the style, materials and color of the main building.

2. Along commercial frontages, and where appropriate, maximize retail and commercial service uses on ground floors of parking buildings.
3. Utilize landscaping to screen parking structures not architecturally integrated with the main building.
4. Utilize decorative walls and landscaping to buffer residential uses from parking structures.

#### **Surface Parking Landscaping**

1. Devote 7% of total surface area of surface parking lots to landscaping.
2. Provide a landscape buffer along public streets or adjoining residential uses.

#### **Light and Glare**

1. Install on-site lighting along all pedestrian walkways and vehicular access ways.
2. Shield and direct on-site lighting onto driveways and walkways, and away from adjacent residential uses.

### **ADDITIONAL POLICIES FOR PEDESTRIAN ORIENTED DISTRICTS**

Structures shall be oriented toward the main commercial street where a parcel is located and shall avoid pedestrian/vehicular conflicts by:

1. No structure shall exceed 30 feet in height within 15 feet of front and rear property lines, respectively in pedestrian areas.
2. Require site plans which include ancillary structures, service areas, pedestrian walkways, vehicular paths, loading areas, drop off and landscaped areas.
3. Provide where feasible, the under grounding of new utility service.

### **MULTIPLE RESIDENTIAL**

#### **Site Planning**

All multiple residential projects of five or more units shall be designed around a landscaped focal point or courtyard to serve as an amenity for residents. Toward that goal, the following policies are proposed:

1. Providing a pedestrian entrance at the front of each project.
2. Requiring useable open space for outdoor activities, especially for children.



## **Design**

The design of all buildings shall be of a quality and character that improves community appearance by avoiding excessive variety or monotonous repetition. Achievement of this can be accomplished through:

1. Requiring the use of articulations, recesses, surface perforations, porticoes to break up long, flat building facades.
2. Utilize complementary building materials in building facades.
3. Consider the use of varying design features to provide definitions for each story in a development.
4. Integrate building fixtures, awnings, security gates, etc. into the design of building.
5. Screen all rooftop equipment and building appurtenances from adjacent properties.
6. Require decorative, masonry walls to enclose trash.

## **Parking Structures**

Parking structures shall be integrated with the design of the buildings they serve through:

1. Design parking structure exteriors to match the style, materials and color of the main building.
2. Maximize commercial uses on ground floors.
3. Utilize landscaping to screen parking structures not architecturally integrated with the main building.
4. Utilize decorative walls and/or landscaping to buffer residential uses from parking structures.

# **COMMUNITY DESIGN AND LANDSCAPING GUIDELINES**

In addition to the establishment of Design Policies for individual projects, a community's identity can be enhanced through improvements to the streetscape and landscaping in public spaces and rights-of-way. It is the intent of this section to establish a set of guidelines that will serve to improve the environment both aesthetically and physically, as opportunities in the South Central Community Plan Area occur which involve public improvements or other public and/or private projects that affect public spaces and rights-of-way. These guidelines should be referred to and implemented to the extent feasible through such projects and should be a guide to other City departments as they develop, update, and implement their respective plans.

A sense of entry into the South Central Community from adjacent cities that serves to define the boundaries and the edges of the City and the unique attributes of the community should be created. Public spaces and rights-of-way should capitalize on existing physical access to differentiate the Community as a unique place in the City.

The presence or absence of street trees is an important ingredient in the aesthetic quality of an area. Consistent use of appropriate street trees provides shade during hot summer months, emphasizes sidewalk activity by separating vehicle and pedestrian traffic, and creates an area wide identity which distinguishes neighborhoods within South Central from each other.

The following improvements are recommended:

## **ENTRYWAY IMPROVEMENTS**

1. Provide improvements along principal streets and at the City boundary with adjacent jurisdictions, at major identified intersections and edges which clearly distinguishes these as major entries into the City. Such improvements may include elements such as signage, landscaping, vertical pylons and/or other distinctive treatments.
2. Establish entry improvements at appropriate locations along major highways and in the following areas:
  - The Exposition Park/University Area
  - The Vermont/Manchester Area
  - Vermont Square
  - Arlington Heights
  - Jefferson Park
  - Adams/Normandie
  - South Vermont
3. Establish entry improvements at selected locations on freeway off-ramps within the Plan Area.
4. Create entry improvements as gateway elements to districts; these elements could consist of monument pylons, freestanding banners on poles, banners hung from existing light or marbelite standards or graphic elements hung from or attached to privately owned buildings. These improvements should be located at the intersections described in 2 and 3 above.

## **STREETSCAPE**

1. Provide for a coordinated streetscape design at identified entries to the Plan Area that includes street lighting, street furniture, and sidewalk/crosswalk improvements in the public right-of-way.

2. Establish a comprehensive streetscape and landscape improvement program for identified corridors and districts that will set standards and priorities for the selection and installation of, but not limited to, the following:
  - street trees
  - street lighting
  - streetscape elements (sidewalk/crosswalk paving, street furniture)
  - public signage
3. Establish streetscape and landscape standards for all major and secondary corridors and in areas described as community centers and neighborhood districts.
4. Identify locations for, and develop landscaped median strips within commercial streets, provided that there is adequate space, traffic flow, site access, and the proper street cross section to insert the medians.

## **STREET TREES**

1. Select species which (a) enhance the pedestrian character, and convey a distinctive high quality visual image for the streets, (b) are drought- and smog-tolerant, and fire-resistant and complement existing street trees.
2. Establish a hierarchy for street trees which shall include:
  - a. Major Accent Trees
 

These trees should be located at entry locations, intersections, and activity centers.
  - b. Street Trees
 

Select specific species to be the common tree for street frontages. A single flowering species may be selected for all residential neighborhoods and commercial districts or different species selected to distinguish one neighborhood, district, or street from another. In residential neighborhoods, the trees should be full, to provide shade and color. In commercial districts, the trees should provide shade, but be more transparent to promote views of store fronts and signs.
  - c. Ornamental or Special Plantings.
 

At special areas along street frontages, such as linkages to pedestrian walkways and plazas and outdoor dining areas, ornamental trees providing shade and color should be utilized to emphasize and focus attention on those places.

3. Provide for the installation of street trees along public sidewalks defining the types and spacing in accordance with a Street Tree Master Plan.

## **STREET FURNITURE**

1. Install street furniture that encourages pedestrian activity or physical and visual access to buildings and which is aesthetically pleasing, functional and comfortable, including such elements as bus and pedestrian benches, bus shelters, trash receptacles, newspaper racks, bicycle racks, public telephones, landscaped planters, drinking fountains, and bollards. Priority should be given to pedestrian oriented areas.
2. Provide for the use of kiosks or other street furniture.

## **STREET LIGHTING**

1. Install new street lights in commercial districts which are pedestrian-oriented, attractively designed, and compatible with facades and other street furniture, to provide adequate visibility, security, and a festive night time environment.
2. Establish a consistent street lighting type in areas designated historic, utilizing a light standard that is compatible with the historic commercial theme and coordinated with an overall street furniture and graphics/signage program.

## **SIDEWALKS/PAVING**

1. Re-pave existing sidewalks and crosswalks in principal commercial districts and significant cultural areas such as the Vermont/Manchester area, the Exposition Park area with brick pavers, concrete, or other safe, non-slip materials to create a distinctive pedestrian environment and, for crosswalks, to visually and physically differentiate these from vehicle travel lanes and promote continuity between pedestrian sidewalks.
2. Develop sidewalk “pull-outs” at intersections, where they do not adversely impact traffic flow or safety, by extending the sidewalk to the depth of a parking stall, to accommodate landscaping and street furniture and reduce the width of the crosswalk.

## **SIGNAGE**

1. Establish a consistent design for all public signage, including fixture type, lettering, colors, symbols, and logos designed for specific areas or pathways.
2. Provide for distinctive signage which identifies principal entries to unique neighborhoods, historic structures and districts, and public buildings and parks.
3. Ensure that public signage complements, and does not detract from adjacent commercial and residential uses and that is enhances designated historic sites and districts.

4. Provide for signage which uniquely identifies principal commercial, cultural or historic areas in the Plan Area including, but not limited to, the Exposition Park area, the Vermont/Manchester area, and the Adams/Normandie area.

**PUBLIC OPEN SPACE  
AND PLAZAS**

1. Establish public open space standards that will guide the design of new public plazas and open spaces; including the consideration of the siting of open space (to maximize pedestrian accessibility and circulation, solar exposure or protection), adjacency to pedestrian routes and other open spaces, and appropriate plant and hardscape materials.

## **RICHARD RIORDAN**, Mayor

James Kenneth Hahn, City Attorney

Rick Tuttle, Controller

## **CITY COUNCIL**

John Ferraro, President

Richard Alarcon

Richard Alatorre

Hal Bernson

Laura Chick

Michael Feuer

Ruth Galanter

Jackie Goldberg

Mike Hernandez

Nate Holden

Cindy Miscikowski

Mark Ridley-Thomas

Rudy Svorinich, Jr.

Joel Wachs

Rita Walters

## **CITY PLANNING COMMISSION**

Peter M. Weil, President

Robert L. Scott, Vice-President

Marna Schnabel

Nicholas H. Stonnington

Jorge Jackson

## **DEPARTMENT OF CITY PLANNING**

Con Howe, Director of Planning

Franklin Eberhard, Deputy Director

Gordon B. Hamilton, Deputy Director

Robert H. Sutton, Deputy Director

## **COMMUNITY PLAN UPDATE**

### **COMMUNITY PLANNING**

David Lessley, Principal City Planner\*

Anne Syrracusa, Principal City Planner\*

Bob Rogers, Principal City Planner\*

Dave Gay, Principal City Planner

James Anderson, Senior City Planner\*

Alta Shigeta, Senior City Planner

Herb Glasgow, City Planner

John Sheppard, City Planning Associate#

Alam Choudhury, City Planning Associate

Tom Bryant, City Planning Associate

Jonathan Los, City Planning Associate

Rose Wilson, Planning Assistant#

Martha Melendez, Planning Assistant#

### **ENVIRONMENTAL**

Jimmy Liao, City Planner

Srimal Hewawitharana, Environmental Specialist II

Faisal Roble, City Planning Associate

Kevin Golden, City Planning Associate

### **GEOGRAPHIC INFORMATION SYSTEMS**

Paul Burns, GIS Supervisor I

Carmen Miraflor, GIS Supervisor I

Daniel Garcia, GIS Specialist

Cecelia Hernandez, GIS Specialist

Robert Flores, GIS Specialist

Art Espinoza, GIS Specialist

### **PUBLICATION**

Gary Booher, City Planner

Jae H. Kim, City Planning Associate

Edna Roxas-Zafra, Clerk Typist

\* = Retired Staff

# = Old Staff



DEPARTMENT OF  
CITY PLANNING  
200 N. SPRING STREET, ROOM 525  
LOS ANGELES, CA 90012-4801  
CITY PLANNING COMMISSION

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GABRIELE WILLIAMS  
COMMISSION EXECUTIVE ASSISTANT  
(213) 978-1300

CITY OF LOS ANGELES  
CALIFORNIA



JAMES K. HAHN  
MAYOR

EXECUTIVE OFFICES

CON HOWE  
DIRECTOR  
(213) 978-1271  
FRANKLIN P. EBERHARD  
DEPUTY DIRECTOR  
(213) 978-1273  
GORDON B. HAMILTON  
DEPUTY DIRECTOR  
(213) 978-1272  
ROBERT H. SUTTON  
DEPUTY DIRECTOR  
(213) 978-1274  
FAX: (213) 978-1275  
INFORMATION  
(213) 978-1270  
[www.lacity.org/PLN](http://www.lacity.org/PLN)

April 21, 2005

All Interested Parties:

**RAS INTERPRETATION TO COMMUNITY PLAN FOOTNOTES  
DIRECTOR'S INTERPRETATION**

Attached is a copy of the Department of City Planning's interpretation of Ordinance 174,999, effective January 15, 2003, which established the RAS Zones. This published interpretation becomes final and effective 20-days from the date of this communication unless an appeal to the City Planning Commission is filed within this time period. Appeals shall be filed in duplicate on forms provided at any of the following public offices of the Department of City Planning, along with the required filing fee:

Planning Department – Public Counter  
201 North Figueroa Street, 3<sup>rd</sup> Floor  
Los Angeles, CA 90012  
Phone: (213) 482-7077

San Fernando Valley Office  
6262 Van Nuys Boulevard  
Van Nuys, CA 91401  
Phone: (818) 374-5050

If you have any questions regarding this case, please contact Jane Blumenfeld at (213) 978-1372 of myself at (213) 978-1274.

Sincerely,

CON HOWE  
Director of Planning

ROBERT H. SUTTON  
Deputy Director

CH/RHS:hkt

Attachment

cc: Council Planning Deputies  
Ray Chan, Building and Safety Department  
David Kabashima, Department of City Planning  
Jane Blumenfeld, Department of City Planning



April 21, 2005

**RAS RELATIONSHIP TO COMMUNITY PLAN FOOTNOTES  
DIRECTOR'S INTERPRETATION**

All Interested Parties:

SUBJECT:

Inquiries have been made regarding potential conflicts between Footnotes on the Community Plans and the RAS 3 and RAS 4 (hereafter referred to as RAS) Zones.

BACKGROUND:

The Residential/Accessory Services Zones (RAS) allow a greater floor area than commercial zones and greater height than otherwise allowed in height district 1VL.

“An example is:

Where a traditional C2-1VL with a Commercial plan designation is limited to a 1.5:1 FAR and a 45 height limit, the RAS 3-1VL and RAS 4-1VL shall not exceed a 3:1 FAR and 50 feet in height in accordance with the LAMC 12.10.5, 12.11.5 and 12.21.1.”

The Community Plans as recommend by the City Planning Commission and adopted by City Council are a general guide to development for the community and city as a whole. Rarely do the Community Plans specify special planning rights or restrictions for particular parcels.

Some community plan maps contain footnotes regarding height and floor area. Footnotes appear on the map legend next to the commercial land use categories or in some cases on specific properties or areas. The footnotes that are attached to the commercial land use categories generally relate in a broad-brushed manner to all areas of the plan designated for that particular use. Typically such footnotes are not site specific, and as such, do not relate to specific locations, blocks, or parcels within the community plan area.

“An example of such a footnote which appears in most Community Plans reads:

Footnote 1: ‘Height District 1VL’

This means all properties within the commercial land use category that have this footnote are limited to an FAR of 1.5:1 with a 45-foot height limit.”

DISCUSSION:

When the City Council adopted the RAS Zones in 2002, their purpose was to promote mixed use development in the city's commercial zones, particularly in the commercial corridors which provide the greatest access to transit. In their adoption of the RAS Zones, the City Council recognized that

the additional floor area and height allowed by the RAS zones are necessary to make such primarily residential projects viable. However to protect the integrity of the Community Plans, the Council limited the residential density permitted in the RAS 3 and RAS 4 Zones to correspond to the residential densities permitted in the R3 and R4 Zones, respectively. Thus, they permitted RAS 3 and RAS 4 Zones in Plans that permit R4 and higher zoning but only permitted the RAS 3 Zone (and not RAS 4) in Plans that previously had R3 as the highest zoning category.

In one particular plan, the Plan Footnote on a Neighborhood Commercial area states:

“Floor Area Ratio 1:1.”

In this specific situation it cannot be the intent of Council to allow a 3:1 FAR since they knowingly restricted the property to a 1:1 FAR.

#### INTERPRETATION:

It is hereby interpreted that the RAS Zones can exceed a Community Plan Footnote when that footnote is general in nature and generally refers to all parcels under that plan category. Where there is a specific footnote that refers to (a) specific parcel(s) that is more restrictive, the RAS Zone would not be permitted without a corresponding Plan Amendment.

