

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

Date: April 2, 2024

To: Vincent P. Bertoni, Director
Department of City Planning
Attn: Kyle Winston (City Planner)

Michael Soto  Digitally signed by Michael Soto
Date: 2024.05.02 14:00:07-07'00'

From: Hui Huang, Principal Civil Engineer
Permit Case Management Division
Bureau of Engineering (BOE)

Subject: **Case No. CPC 2024-0325-CU-MCUP-CUX-SPE-SPP-SPR-DRB-WDI
(3701-3761 Stocker Avenue)**

The following recommendations identifying the infrastructure deficiencies adjacent to the above-referenced site. The recommendations are respectfully submitted for your consideration in the approval of Conditional Use Permit, Master Conditional Use Permit, Adult Entertainments, Specific Plan Exception, Specific Plan Project Permit Compliance, Site Plan Review, Design Review Board and Waiver of Dedication and Improvements application:

1. Dedication Required:

Don Felipe Drive (Collector Street) – A 3-foot wide strip of land along the property frontage to complete a 33-foot wide half right-of-way in accordance with Collector Street standard and a 20-foot radius property line return or a 15-foot by 15-foot cut corner at the intersection with Stocker Street.

Stocker Street (Boulevard II) – A 15-foot strip of land along the property frontage to complete a 55-foot wide half right-of-way in accordance with Boulevard II Street standard and a 20-foot radius property line return or a 15-foot by 15-foot cut corner at the intersection with Santa Rosalia Drive.

Santa Rosalia Drive (Collector Street) – None.

2. Improvements Required:

Don Felipe Drive – Construct a new concrete sidewalk abutting the new property line, new concrete curb, gutter and landscape the parkway. Repair all broken, off-grade, damaged and cracked roadway pavement. Reconstruct the curb ramp at the northeast corner intersection with Stocker Street per BOE standard and Special Order 04-0222 and close all unused driveways including any necessary removal and reconstruction of existing improvements.

Stocker Street – Construct additional surfacing to join the existing improvements to complete a 40-foot wide half roadway, including asphalt concrete pavement, integral concrete curb, gutter and a 15-foot wide concrete sidewalk with tree wells. Reconstruct existing curb ramps at the corner intersections with Don Felipe Drive and Santa Rosalia Drive per BOE standard, including any necessary removal and reconstruction of existing improvements.

Note: Street trees exist within the improvement area and denial of their removal by the Bureau of Street Services - Urban Forestry Division (UFD) may impact the ability to widen the roadway. Should UFD deny the removal of street trees, then improve the property frontage with the following:

Improve Stocker Street along the property frontage by the construction of a new full-width concrete sidewalk abutting the new property line. Repair and or replace any damaged, cracked or off-grade concrete curb, gutter and roadway pavement at existing location. Upgrade all curb ramps to comply with ADA requirement, including any necessary removal and reconstruction of existing improvements.

Santa Rosalia Drive - Repair and/or replace any damaged, cracked or off-grade curb, gutter, sidewalk, and roadway pavement along the property frontage. Reconstruct existing curb ramps at the northeast corner intersection of Don Felipe Drive and Stocker Street per BOE standard and Special Order 04-0222. Close all unused driveways including any necessary removal and reconstruction of existing improvements.

Notes: Broken curb and/or gutter includes segments within existing score lines that are depressed or upraised by more than ¼ inch from the surrounding concrete work or are separated from the main body of the concrete piece by a crack through the entire vertical segment and greater than 1/8 inch at the surface of the section.

Non-ADA compliant sidewalk shall include any sidewalk that has a cross slope that exceeds 2% and/or is depressed or upraised by more than ¼ inch from the surrounding concrete work or has full concrete depth cracks that have separations greater than 1/8 inch at the surface. The sidewalk also includes that portion of the pedestrian path of travel across a driveway.

All new sidewalk curb and gutter shall conform to the Bureau of Engineering Standard Plans S410-2, S440-4, S442-6 and S444-0.

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. Some tree removal in conjunction with the street improvement project may require Board of Public Works approval. The applicant should contact the Urban Forestry Division for further information (213) 847-3077 or via <https://appointments.lacity.org/apptsys/Public/Account>.

Trees: That Board of Public Works approval shall be obtained prior to the issuance of the Certificate of Occupancy of the development project for the removal of any tree in the existing or proposed public right-of-way. The Bureau of Street Services, Urban Forestry Division is the lead agency for obtaining Board of Public Works approval for the removal of such trees.

Removal of street trees is required in conjunction with the street widening for this project. Please include the tree removal issue in your public hearing notice for this application.

Notes: Street lighting may be required satisfactory to the Bureau of Street Lighting (213) 847-1551 or via <https://appointments.lacity.org/apptsys/Public/Account>.

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

Refer to the Department of Transportation regarding traffic signals, signs and equipment (213) 482-7024 or via <https://appointments.lacity.org/apptsys/Public/Account>.

Regarding any conflicts with power pole matters, contact the Department of Water and Power at (213) 367-2715 or via <https://appointments.lacity.org/apptsys/Public/Account>.

Refer to the Fire Department Hydrants and Access Unit regarding fire hydrants (213) 482-6543 or via <https://appointments.lacity.org/apptsys/Public/Account>.

3. Provide proper drainage for street being improved and for the site being developed.
4. Roof drainage and surface run-off from the property shall be collected and treated on-site to the satisfaction of the Bureau of Sanitation, while the overflow is to the satisfaction of the Bureau of Engineering. The overflow must discharge through a curb drain outlet or a direct connection to a catch basin. All discharge must be by gravity flow from the property line. No pressurized discharge is allowed.
5. Catch basins exist along Don Felipe Drive and Stocker Street. Relocate catch basins per BOE B-Permit plan check requirements.

6. Sewer facilities and laterals are available for connection along the 8-foot wide sanitary sewer easement. All Sewerage Facilities Charges and Bonded Sewer Fees are to be paid prior to obtaining a building permit.
7. An investigation by the BOE Central District Office 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 at (213) 482-7030 or via <https://appointments.lacity.org/apptsys/Public/Account>.
8. Submit parking area and driveway plan to the Central District Office of BOE and the Los Angeles Department of Transportation for review and approval.

Any questions regarding this report may be directed to Quyen Phan of my staff via quyen.phan@lacity.org.

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

3701 W Stocker St
DOT Case No. CEN23-56115

Date: January 14, 2025

To: Brenda Kahinju, Administrative Clerk
Department of City Planning

From: Eileen Hunt, Transportation Engineer
Department of Transportation

Subject: **TRANSPORTATION ASSESSMENT FOR THE PROPOSED STUDIO PROJECT LOCATED AT 3701 WEST STOCKER STREET (ENV-2024-326-EAF/CPC-2024-325-CU-MCUP-CUX-SPESPP-DRB-SPR-WDI)**

The Los Angeles Department of Transportation (LADOT) has reviewed the transportation assessment prepared by KOA Corporation, a Lochner Company, Inc. (KOA), dated October 8, 2024, for the proposed Stocker Street Studio project located 3701 West Stocker Street within the South Los Angeles Area Planning Commission (APC) and a Transit Oriented Community (TOC) Tier 3. In compliance with Senate Bill (SB) 743 and the California Environmental Quality Act (CEQA), a vehicle miles traveled (VMT) analysis is required to identify the project's ability to promote the reduction of green-house gas emissions, the access to diverse land uses, and the development of multi-modal networks. The significance of a project's impact in this regard is measured against the VMT thresholds established in LADOT's Transportation Assessment Guidelines (TAG), as described below.

DISCUSSION AND FINDINGS

A. Project Description

The project proposes to remove several general and medical office buildings, which are currently vacant, and construct four production sound stages totaling 256,700 square feet on the block bounded by Don Felipe Drive to the west, Santa Rosalia Drive to the east, and Stocker Street to the south. Stocker Street along the property frontage is within the County of Los Angeles (County) jurisdiction. The City of Los Angeles (City) and the County share the intersection of Santa Rosalia Drive (City)/Angeles Vista Boulevard (County) and Stocker Street. The project will provide: approximately 51,200 square feet of studio space, 57,400 square feet of production and support office space, 123,100 square feet of leasable commercial office space, 6,500 square feet of commercial retail space, and 18,500 square feet of restaurant space; 375 vehicle parking spaces within a four-story parking garage in the northwest corner of the project site with an additional five parking spaces provided in a surface parking lot in the service plaza for a total of 380 vehicle parking spaces; and 82 (50 long-term and 32 short term) bicycle parking spaces. Access to the development would be provided via a full access driveway along Santa Rosalia Drive and a right-turn ingress-only driveway that would be used for service vehicles along Stocker Street. A 122-foot-long passenger loading area will be provided along Santa Rosalia Drive, south of the project driveway. Pedestrian access would be provided via several entrance points along Stocker Street, Don Felipe Drive, and Santa Rosalia Drive as illustrated in **Attachment A**. The project is expected to be completed by 2029.

B. Freeway Safety Analysis

Per LADOT's TAG issued in August 2022 to address Caltrans safety concerns on freeways, the study addresses the project's effects on vehicle queuing on freeway off-ramps. Such an evaluation measures the project's potential to lengthen a forecasted off-ramp queue and create speed differentials between vehicles exiting the freeway off-ramps and vehicles operating on the freeway mainline. The evaluation identified the number of project trips expected to be added to nearby freeway off-ramps serving the project site. It was determined that project traffic at any freeway off-ramp will not exceed 25 peak hour trips. Therefore, a freeway ramp analysis is not required.

C. CEQA Screening Threshold

Prior to accounting for trip reductions resulting from the application of Transportation Demand Management (TDM) strategies, a trip generation analysis was conducted to determine if the project would exceed the net 250 daily vehicle trips screening threshold. Using the City of Los Angeles VMT Calculator tool, which draws upon trip rate estimates published in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition, as well as applying trip generation adjustments when applicable, based on sociodemographic data and the built environment factors of the project's surroundings, it was determined that the project **does** exceed the net 250 daily vehicle trips threshold.

Additionally, the analysis included further discussion of the transportation impact thresholds:

- T-1 Conflicting with plans, programs, ordinances, or policies
- T-2.1 Causing substantial vehicle miles traveled
- T-3 Substantially increasing hazards due to a geometric design feature or incompatible use.

The assessment determined that the project would **not** have a significant transportation impact under Thresholds T-1. A project's impacts per Threshold T-2.1 is determined by using the VMT calculator and is discussed further below. A copy of the VMT Calculator summary report is provided as **Attachment B** to this report. For Threshold T-3, project site access plans were reviewed to ascertain whether any deficiencies would be considered significant and is discussed further below.

D. Transportation Impacts

On July 30, 2019, pursuant to SB 743 and the recent changes to Section 15064.03 of the State's CEQA Guidelines, the City of Los Angeles adopted VMT as criteria in determining transportation impacts under CEQA. The LADOT TAG provide instructions on preparing transportation assessments for land use proposals and defines the significant impact thresholds.

T-2.1 Causing substantial vehicle miles traveled

The LADOT VMT Calculator tool measures project impact in terms of Household VMT per Capita, and Work VMT per Employee. LADOT identified distinct thresholds for significant VMT impacts for each of the seven APC areas in the City. For the South LA APC area, in which the project is located, the following thresholds have been established:

- Household VMT per Capita: 6.0
- Work VMT per Employee: 11.6

As cited in the VMT Analysis report, prepared by KOA, the project proposes to incorporate the TDM strategies of reduced supply by providing 380 of the City Code-required 598 parking spaces per AB 2097 (AB2097 is a California law that prohibits public agencies or cities from imposing a minimum automobile parking requirement on most development projects within a one-half mile radius of a major transit stop), promotions and marketing, ride-share program, include bike parking per Los Angeles Municipal Code (LAMC), include secure bike parking and showers, traffic calming improvements, and pedestrian network improvements as project design features. With the application of these TDM measures, the proposed project is projected to have no Household VMT and a Work VMT of 8.5 per employee. Therefore, it is concluded that implementation of the project would result in no significant VMT impact. A copy of the VMT Calculator summary report is provided as **Attachment B**.

T-3 Substantially increasing hazards due to a geometric design feature or incompatible use

Additional operational analyses were conducted to assess potential concerns of the project driveway and curbside passenger drop-off/pick-up along Santa Rosalia Drive that could lead to hazardous roadway conditions. The analyses included: 1) traffic signal warrant analysis at Santa Rosalia Drive and the project driveway; 2) internal queuing at the parking garage; 3) excessive queueing at Santa Rosalia Drive/Angeles Vista Boulevard and Stocker Street and Crenshaw Boulevard and Stocker Street. Mitigation measures that include TDM Measures and the implementation of intersection improvements at Santa Rosalia Drive/Angeles Vista Boulevard and Stocker Street is expected to improve the operations and reduce safety concerns at this intersection. The mitigation measure at Santa Rosalia Drive/Angeles Vista Boulevard and Stocker Street is further discussed under the Project Requirements section below.

E. Access and Circulation

Vehicle access to the development would be provided via two driveways: a primary full access driveway along Santa Rosalia Drive and a right-turn ingress-only driveway along Stocker Street for service vehicles. Pedestrian access would be provided via several entrance points along Stocker Street, Don Felipe Drive, and Santa Rosalia Drive. Additionally, the project proposes to provide pedestrian plazas at street level connecting to the existing sidewalks. Long term bicycle parking spaces would be located in the parking garage with 50 spaces, and short-term bicycle parking would be located throughout the project site with 16 spaces in the southeast corner (adjacent to the food court), six spaces next to the pedestrian entrance along Santa Rosalia Drive, eight spaces in the pedestrian plaza, and two spaces near the driveway along Stocker Street. Additionally, a 122-foot-long passenger loading area will be provided on Santa Rosalia Drive, south of the Project driveway as illustrated in **Attachment A**.

During preparation of the new CEQA guidelines, the State's Office of Planning and Research stressed that lead agencies can continue to apply traditional operational analysis requirements to inform land use decisions provided that such analyses were outside of the CEQA process. The authority for requiring non-CEQA transportation analysis and requiring improvements to address potential circulation deficiencies, lies in the City of Los Angeles' Site Plan Review authority as established in Section 16.05 of the LAMC. Therefore, LADOT continues to require and review a project's site access, circulation, and operational plan to determine if any access enhancements, transit amenities, intersection improvements, traffic signal upgrades, neighborhood traffic calming, or other improvements are needed.

In accordance with this authority, the project has completed a circulation analysis using a “level of service” screening methodology that indicates that the trips generated by the proposed development may likely result in an adverse circulation condition at the intersection of Santa Rosalia Drive/Angeles Vista Boulevard and Stocker Street. LADOT has reviewed this circulation analysis and determined that it adequately discloses operational concerns. Intersection and pedestrian improvements are discussed further under the Project Requirements section below. A copy of the circulation analysis table that summarizes these potential deficiencies is provided as **Attachment C** to this report. It should be noted that two of the study intersections in this analysis (Palmero Boulevard and Stocker Street, Angeles Vista Boulevard and Stocker Street) are within the jurisdiction of the County.

PROJECT REQUIREMENTS

CEQA-Related Requirements and Considerations

To comply with CEQA, the applicant should be required to implement the following:

T-3 Mitigation Measures

1. Intersection Improvement at Santa Rosalia Drive/Angeles Vista Boulevard and Stocker Street
 - Install a protected-only left-turn phase for the northbound Santa Rosalia Drive/Angeles Vista Boulevard at Stocker Street, which includes restriping the approach from a shared left-through and right-turn lane to a dedicated left-turn lane, a through lane, and a right-turn lane. Restriping of the approach may require the removal of existing on-street parking on both sides of the street.
 - Implement a protected-permissive left-turn phasing for the eastbound and westbound approaches of Stocker Street.
 - Install a dedicated right-turn lane for the southbound approach of Santa Rosalia Drive/Angeles Vista Boulevard.

These modifications are in accordance with the recommendations outlined in the Traffic Control Report (TCR) issued by the LADOT Southern District office on February 12, 2020 as provided as and illustrated in **Attachment D**. The County reviewed the improvements within their jurisdiction and once more concurred with the improvement on November 21, 2024, as long as the striping modification on the northbound approach meets the County’s standards and guidelines. The intersection improvements will be designed to improve safety and operations to the satisfaction of the City and County through the City’s Bureau of Engineering’s (BOE) B-Permit process.

2. Additional mitigation measures should include:
 - Installation of stop signs or electronic warning devices at site access points
 - Installation of stop-signs and pavement markings internal to the site
 - Installation of devices to augment driver/pedestrian sight lines

Non-CEQA-Related Requirements and Considerations

To comply with transportation and mobility goals and provisions of adopted City plans and ordinances, the applicant should be required to implement the following:

1. Intersection and Pedestrian Improvements

- a. Intersection Improvement at Santa Rosalia Drive/Angeles Vista Boulevard and Stocker Street noted in the CEQA-Related Requirements and Considerations 1a. above.
- b. Replace the existing sidewalks adjacent to the project site and establish a pedestrian plaza within the project area connecting the ground floors to the sidewalks.
- c. Provide a passenger loading zone along Santa Rosalia Drive, south of the project driveway. This zone would comply with the City's BOE's Public Right-of-Way Accessibility Guidelines (PROWAG), incorporating an accessibility ramp and aisle.

All improvements, enhancements, and associated improvement work within the City of Los Angeles must be **guaranteed** through BOE's B-Permit process, prior to the issuance of any building permits and **completed** prior to the issuance of any certificates of occupancy. Temporary certificates of occupancy may be granted in the event of any delay through no fault of the applicant, provided that, in each case, the applicant has demonstrated reasonable efforts and due diligence to the satisfaction of LADOT. Prior to setting the bond amount, BOE shall require that the developer's engineer or contractor email LADOT's B-Permit Coordinator at ladot.planprocessing@lacity.org to arrange a pre-design meeting to finalize the proposed design needed for the project.

2. Parking Requirements

The project would provide parking for 380 vehicles and 82 bicycles. The project is eligible for reduced parking under AB 2097. The applicant should check with the Departments of Building and Safety and City Planning on the number of parking spaces required for this project within a TOC Tier 3 and under AB 2097.

3. Highway Dedication and Street Widening Requirements

Per the Mobility Element of the General Plan, **Stocker Street**, a Boulevard II, would require a 40-foot half-width roadway within a 55-foot half-width right-of-way; and **Santa Rosalia Drive** and **Don Felipe Drive**, both Collector Streets, would require a 20-foot half-width roadway within a 33-foot half-width right-of-way. It should be noted that the project is requesting a waiver of street dedication on Stocker Street and Don Felipe Drive. The applicant should check with the BOE's Land Development Group to determine if there are any other applicable highway dedication, street widening and/or sidewalk requirements for this project.

4. Project Access and Circulation

The conceptual site plan for the project (see **Attachment A**) shows two driveways: a primary full access driveway along Santa Rosalia Drive and a right-turn ingress-only driveway along Stocker Street for service vehicles. Additionally, a 122-foot-long passenger loading area will be provided on Santa Rosalia Drive, south of the Project driveway. Review of this study does not constitute approval of the dimensions for any new proposed driveway. Review and approval of the driveway should be coordinated with LADOT's Citywide Planning Coordination <ladot.onestop@lacity.org>. In order to minimize and prevent last minute building design changes, the applicant should contact LADOT for driveway width and internal circulation requirements prior to the commencement of building or parking layout design. The applicant should check with City Planning regarding the project's driveway placement and design.

5. Worksite Traffic Control Requirements

LADOT recommends that a construction work site traffic control plan be submitted to LADOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to the start of any construction work. Refer to <https://www.ladot.lacity.org/businesses/traffic-engineering-design-plans> to determine which section to coordinate review of work site traffic control plan. 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. LADOT also recommends that all construction related truck traffic be restricted to off-peak hours to the extent feasible.

6. TDM Ordinance Requirements

The TDM Ordinance (LAMC 12.26 J) is currently being updated. The updated ordinance, which is currently progressing through the City's approval process, will:

- Expand the reach and application of TDM strategies to more land uses and neighborhoods,
- Rely on a broader range of strategies that can be updated to keep pace with technology, and
- Provide flexibility for developments and communities to choose strategies that work best for their neighborhood context.

Although not yet adopted, LADOT recommends that the applicant be subject to the terms of the proposed TDM Ordinance update which is expected to be completed prior to the anticipated construction of this project, if approved.

7. Development Review Fees

Section 19.15 of the LAMC 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 Jose Cardenas of my staff at LADOT Central Development Review <ladot.devreview.cen@lacity.org>.

Attachments

I:\Letters\2025\CEN23-56115_3701 W Stocker St_Stocker Street Creative - Studio_ltr.docx

c: Joanne Kim, Council District 8
Hokchi Chiu, Central District, BOE
Quan Tran, Southern District, DOT
Taimour Tanavoli, Case Management Office, DOT
Daniel Quintana/Stephen Dykstra /Marty Amundson/Julian Garcia/Kent Tsujii/Isuda
Esmaeilpour/Mingliang Shi, LA CO DPW
Hillary Mau, KOA

ATTACHMENT A
 CEN23-56115_3701 W Stocker St_ Stocker Street Creative - Studio

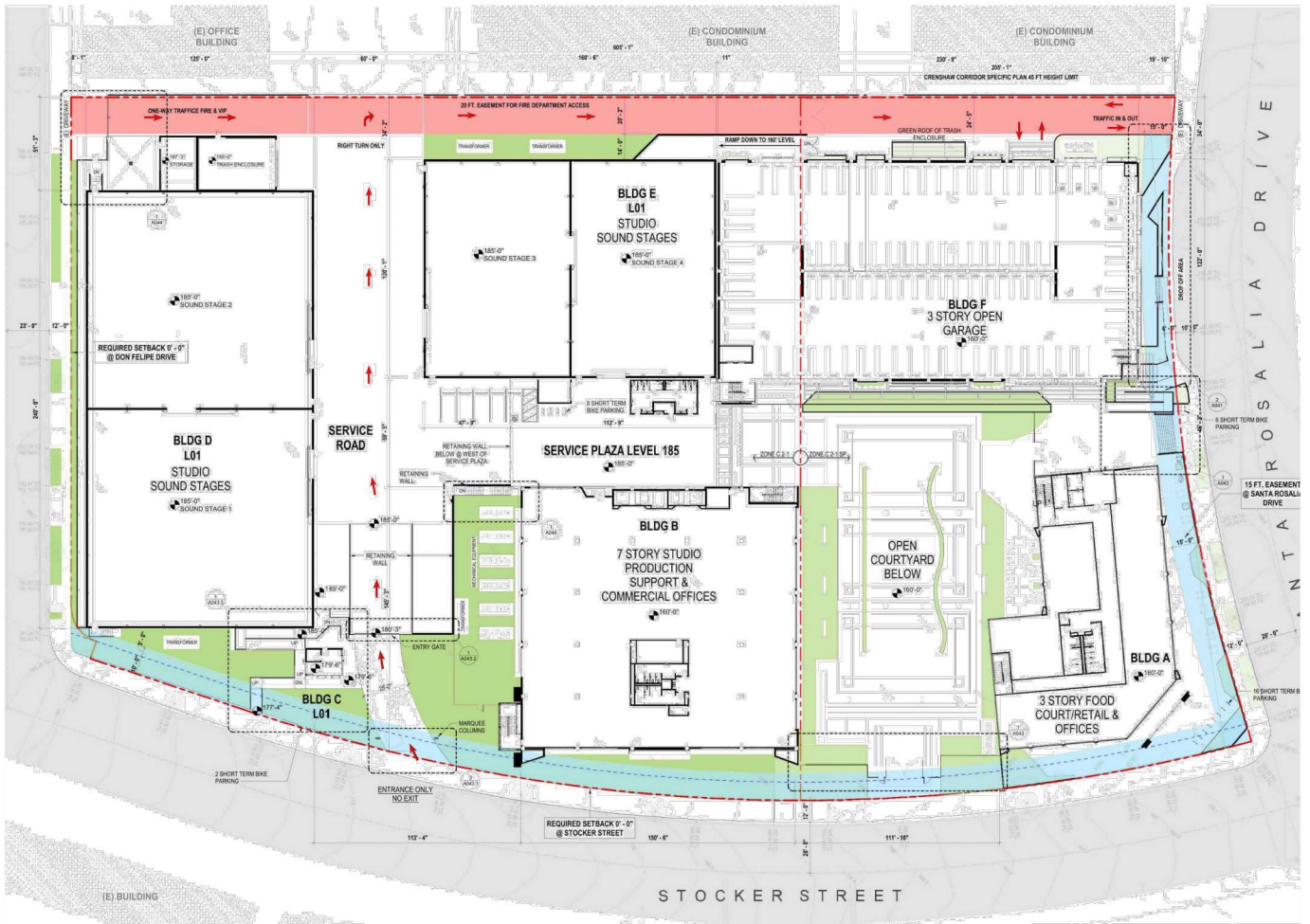


FIGURE 2

10/12/2023
 FN. JC21049 LA 3701 Stocker Studio EIR/Docs/MOU/PROJ-SITE PLAN

CITY OF LOS ANGELES VMT CALCULATOR Version 1.4

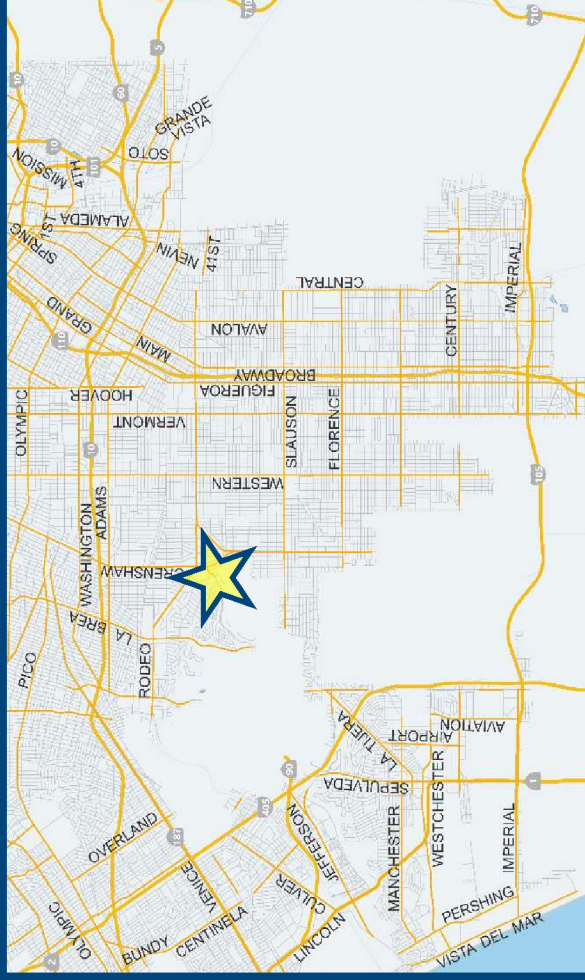
Project Screening Criteria: Is this project required to conduct a vehicle

Project Information

Project:

Scenario: [WWW](#) 

Address:



Existing Land Use

Land Use Type **Value** **Unit** 

Click here to add a single custom land use type (will be included in the above list)

Proposed Project Land Use

Land Use Type **Value** **Unit** 

| Land Use Type | Value | Unit |
|--|-------|------|
| Retail General Retail | 6.5 | ksf |
| Retail High-Turnover Sit-Down Restaurant | 9.5 | ksf |
| Retail Quality Restaurant | 9 | ksf |
| Office General Office | 123.1 | ksf |
| (Custom) Studio Daily | 706 | ksf |

Is the project replacing an existing number of

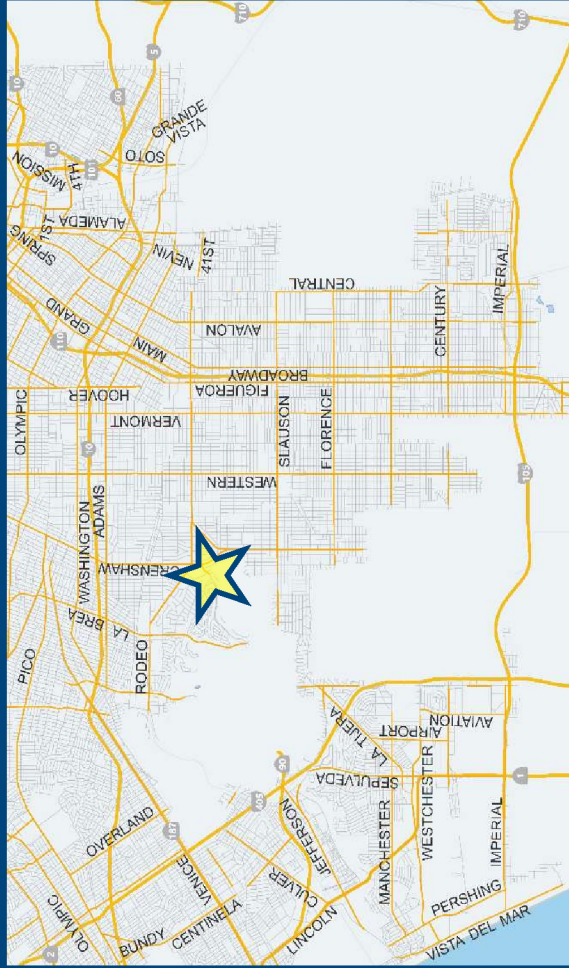
CITY OF LOS ANGELES VMT CALCULATOR Version 1.4

Project Information

Project: Stocker Street Creative

Scenario: With Project

Address: 3701 W STOCKER ST, 90008



Proposed Project Land Use Type

| Proposed Project Land Use Type | Value | Unit |
|--|-------|---------|
| Retail General Retail | 6.5 | ksf |
| Retail High-Turnover Sit-Down Restaurant | 9.5 | ksf |
| Retail Quality Restaurant | 9 | ksf |
| Office General Office | 123.1 | ksf |
| (custom) Studio Daily | 796 | Trips |
| (custom) Studio HBW-Attraction Split | 52 | Percent |
| (custom) Studio HBO-Attraction Split | 24 | Percent |

TDM Strategies

Select each section to show individual strategies
 Use to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

Proposed Project

With Mitigation

Max Home Based TDM Achieved? No No

Max Work Based TDM Achieved? No No

| | | | |
|---------------------------------|---------------------------|--|--|
| A | Parking | | |
| B | Transit | | |
| C | Education & Encouragement | | |
| D | Commute Trip Reductions | | |
| E | Shared Mobility | | |
| F | Bicycle Infrastructure | | |
| G | Neighborhood Enhancement | | |
| Traffic Calming Improvements | | <input type="checkbox"/> Proposed Prj <input checked="" type="checkbox"/> Mitigation 25 percent of streets within project with traffic calming improvements 25 percent of intersections within project with traffic calming improvements | |
| Pedestrian Network Improvements | | <input checked="" type="checkbox"/> Proposed Prj <input type="checkbox"/> Mitigation within project and connecting off-site | |

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: September 27, 2024
 Project Name: Stocker Street Creative
 Project Scenario: With Project
 Project Address: 3701 W STOCKER ST, 90008



Version 1.4

Project Information

| Land Use Type | Value | Units |
|---------------------------|--|-----------------|
| <i>Housing</i> | <i>Single Family</i> | <i>DU</i> |
| | <i>Multi Family</i> | <i>DU</i> |
| | <i>Townhouse</i> | <i>DU</i> |
| | <i>Hotel</i> | <i>Rooms</i> |
| | <i>Motel</i> | <i>Rooms</i> |
| <i>Affordable Housing</i> | <i>Family</i> | <i>DU</i> |
| | <i>Senior</i> | <i>DU</i> |
| | <i>Special Needs</i> | <i>DU</i> |
| | <i>Permanent Supportive</i> | <i>DU</i> |
| | General Retail | ksf |
| <i>Furniture Store</i> | <i>ksf</i> | |
| <i>Pharmacy/Drugstore</i> | <i>ksf</i> | |
| <i>Supermarket</i> | <i>ksf</i> | |
| <i>Bank</i> | <i>ksf</i> | |
| <i>Health Club</i> | <i>ksf</i> | |
| Retail | High-Turnover Sit-Down Restaurant | ksf |
| | <i>Fast-Food Restaurant</i> | <i>ksf</i> |
| | Quality Restaurant | ksf |
| | <i>Auto Repair</i> | <i>ksf</i> |
| | <i>Home Improvement</i> | <i>ksf</i> |
| | <i>Free-Standing Discount</i> | <i>ksf</i> |
| | <i>Movie Theater</i> | <i>Seats</i> |
| | General Office | ksf |
| | <i>Medical Office</i> | <i>ksf</i> |
| | <i>Light Industrial</i> | <i>ksf</i> |
| Industrial | <i>Manufacturing</i> | <i>ksf</i> |
| | <i>Warehousing/Self-Storage</i> | <i>ksf</i> |
| | <i>University</i> | <i>Students</i> |
| School | <i>High School</i> | <i>Students</i> |
| | <i>Middle School</i> | <i>Students</i> |
| | <i>Elementary</i> | <i>Students</i> |
| | <i>Private School (K-12)</i> | <i>Students</i> |
| Other | Trips | Trips |
| Studio | 796 | |

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: September 27, 2024
 Project Name: Stocker Street Creative
 Project Scenario: With Project
 Project Address: 3701 W STOCKER ST, 90008



Version 1.4

| Analysis Results | | | |
|---|--------------------------|------------------------|--------------------------|
| Total Employees: 889 | | | |
| Total Population: 0 | | | |
| <i>Proposed Project</i> | | <i>With Mitigation</i> | |
| 2,689 | Daily Vehicle Trips | 2,683 | Daily Vehicle Trips |
| 19,425 | Daily VMT | 19,376 | Daily VMT |
| 0 | Household VMT per Capita | 0 | Household VMT per Capita |
| 8.5 | Work VMT per Employee | 8.5 | Work VMT per Employee |
| Significant VMT Impact? | | | |
| APC: South Los Angeles | | | |
| Impact Threshold: 15% Below APC Average | | | |
| Household = 6.0 | | | |
| Work = 11.6 | | | |
| <i>Proposed Project</i> | | <i>With Mitigation</i> | |
| VMT Threshold | Impact | VMT Threshold | Impact |
| Household > 6.0 | No | Household > 6.0 | No |
| Work > 11.6 | No | Work > 11.6 | No |

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: September 27, 2024
 Project Name: Stocker Street Creative
 Project Scenario: With Project
 Project Address: 3701 W STOCKER ST, 90008

| TDM Strategy Inputs | | | |
|---------------------|----------------------------------|------------------|-------------|
| Strategy Type | Description | Proposed Project | Mitigations |
| Parking | Reduce parking supply | 598 | 598 |
| | | 380 | 380 |
| | Unbundle parking | \$0 | \$0 |
| | Parking cash-out | 0% | 0% |
| | | \$0.00 | \$0.00 |
| | | 0% | 0% |
| | Residential area parking permits | \$0 | \$0 |

(cont. on following page)

TDM Strategy Inputs, Cont.

| Strategy Type | Description | Proposed Project | Mitigations |
|---------------|---------------------------------|------------------|-------------|
| | Reduction in headways (increase | 0% | 0% |

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: September 27, 2024
 Project Name: Stocker Street Creative
 Project Scenario: With Project
 Project Address: 3701 W STOCKER ST, 90008

| | | | |
|--------------------------------------|--|--------|--------|
| Reduce transit headways | Existing transit mode share (as a percent of total daily trips (%) | 0% | 0% |
| Transit | Lines within project site improved (<50%, >=50%) | 0 | 0 |
| | Degree of implementation (low, medium, high) | 0 | 0 |
| | Employees and residents eligible (%) | 0% | 0% |
| | Employees and residents eligible (%) | 0% | 0% |
| Transit subsidies | Amount of transit subsidy per passenger (daily equivalent) (\$) | \$0.00 | \$0.00 |
| Education & Encouragement | Voluntary travel behavior change program | 0% | 0% |
| | Promotions and marketing | 50% | 50% |

(cont. on following page)

TDM Strategy Inputs, Cont.

| Strategy Type | Description | Proposed Project | Mitigations |
|---|-----------------------------|------------------|-------------|
| Required commute trip reduction program | Employees participating (%) | 0% | 0% |
| Alternative Work Schedules and | Employees participating (%) | 0% | 0% |

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: September 27, 2024
 Project Name: Stocker Street Creative
 Project Scenario: With Project
 Project Address: 3701 W STOCKER ST, 90008

| | | | | |
|---------------------------------|---------------------------------------|---|------|------|
| Commuter Trip Reductions | Employer sponsored vanpool or shuttle | Degree of implementation (low, medium, high) | 0 | 0 |
| | | Employees eligible (%) | 0% | 0% |
| | | Employer size (small, medium, large) | 0 | 0 |
| | Ride-share program | Employees eligible (%) | 100% | 100% |
| Shared Mobility | Car share | Car share project setting (Urban, Suburban, All Other) | 0 | 0 |
| | | Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No) | 0 | 0 |
| | Bike share | Level of implementation (Low, Medium, High) | 0 | 0 |
| | School carpool program | | 0 | 0 |

(cont. on following page)

TDM Strategy Inputs, Cont.

| Strategy Type | Description | Proposed Project | Mitigations |
|-------------------------------|---|------------------|-------------|
| Bicycle Infrastructure | Implement/Improve on-street bicycle facility | 0 | 0 |
| | Include Bike parking per LAMC | Yes | Yes |
| | Provide bicycle facility along site (Yes/No) | | |
| | Meets City Bike Parking Code (Yes/No) | | |
| | Includes indoor bike parking/lockers, showers, & repair | Yes | Yes |

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: September 27, 2024
Project Name: Stocker Street Creative
Project Scenario: With Project
Project Address: 3701 W STOCKER ST, 90008

| | Streets with traffic calming improvements (%) | Intersections with traffic calming improvements (%) | project and connecting off-site/within project only) |
|---------------------------------|---|---|--|
| Traffic calming improvements | 0% | 25% | |
| Neighborhood Enhancement | | | |
| Pedestrian network improvements | 0% | 25% | within project and connecting off-site |

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: September 27, 2024
 Project Name: Stocker Street Creative
 Project Scenario: With Project
 Project Address: 3701 W STOCKER ST, 90008

| | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated |
|---------------------------------|--|-----------|----------|-----------|----------|-----------|----------|-----------|----------|-----------|----------|-----------|----------|-----------|
| Bicycle Infrastructure | Implement/Improve on-street bicycle facility | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| | Include Bike parking per LAMC | 0.6% | 0.6% | 0.6% | 0.6% | 0.6% | 0.6% | 0.6% | 0.6% | 0.6% | 0.6% | 0.6% | 0.6% | 0.6% |
| | Include secure bike parking and showers | 0.6% | 0.6% | 0.6% | 0.6% | 0.6% | 0.6% | 0.6% | 0.6% | 0.6% | 0.6% | 0.6% | 0.6% | 0.6% |
| Neighborhood Enhancement | Traffic calming improvements | 0.0% | 0.3% | 0.0% | 0.3% | 0.0% | 0.0% | 0.3% | 0.0% | 0.0% | 0.0% | 0.3% | 0.0% | 0.0% |
| | Pedestrian network improvements | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% |

Final Combined & Maximum TDM Effect

| | Home Based Work Production | | Home Based Other Production | | Home Based Other Attraction | | Non-Home Based Other Production | |
|------------------------|----------------------------|-----------|-----------------------------|-----------|-----------------------------|-----------|---------------------------------|-----------|
| | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated |
| COMBINED TOTAL | 17% | 17% | 29% | 30% | 17% | 17% | 17% | 17% |
| MAX. TDM EFFECT | 17% | 17% | 29% | 30% | 17% | 17% | 17% | 17% |

$$= \text{Minimum } (X\%, 1 - [(1-A) * (1-B) \dots])$$

where X%=

| | | |
|--------------|-----------------|-----|
| PLACE | urban | 75% |
| TYPE | compact infill | 40% |
| MAX: | suburban center | 20% |
| | suburban | 15% |

Note: $(1 - [(1-A) * (1-B) \dots])$ reflects the dampened combined effectiveness of TDM Strategies (e.g., A, B, ...). See the TDM

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: September 27, 2024
 Project Name: Stocker Street Creative
 Project Scenario: With Project
 Project Address: 3701 W STOCKER ST, 90008



Version 1.4

MXD Methodology - Project Without TDM

| | Unadjusted Trips | MXD Adjustment | MXD Trips | Average Trip Length | Unadjusted VMT | MXD VMT |
|---------------------------------|------------------|----------------|-----------|---------------------|----------------|---------|
| Home Based Work Production | 0 | 0.0% | 0 | 9.0 | 0 | 0 |
| Home Based Other Production | 0 | 0.0% | 0 | 5.9 | 0 | 0 |
| Non-Home Based Other Production | 669 | -3.4% | 646 | 7.9 | 5,285 | 5,103 |
| Home-Based Work Attraction | 1,254 | -16.8% | 1,043 | 10.3 | 12,916 | 10,743 |
| Home-Based Other Attraction | 1,460 | -27.3% | 1,062 | 4.5 | 6,570 | 4,779 |
| Non-Home Based Other Attraction | 669 | -3.4% | 646 | 6.8 | 4,549 | 4,393 |

MXD Methodology with TDM Measures

| | Proposed Project | | | Project with Mitigation Measures | | |
|---------------------------------|------------------|---------------|-------------|----------------------------------|-----------------|---------------|
| | TDM Adjustment | Project Trips | Project VMT | TDM Adjustment | Mitigated Trips | Mitigated VMT |
| Home Based Work Production | -17.0% | 0 | 0 | -17.2% | 0 | 0 |
| Home Based Other Production | -17.0% | 0 | 0 | -17.2% | 0 | 0 |
| Non-Home Based Other Production | -17.0% | 536 | 4,235 | -17.2% | 535 | 4,224 |
| Home-Based Work Attraction | -29.5% | 736 | 7,578 | -29.6% | 734 | 7,559 |
| Home-Based Other Attraction | -17.0% | 881 | 3,966 | -17.2% | 879 | 3,956 |
| Non-Home Based Other Attraction | -17.0% | 536 | 3,646 | -17.2% | 535 | 3,637 |

MXD VMT Methodology Per Capita & Per Employee

Total Population: 0
 Total Employees: 889
 APC: South Los Angeles

| | Proposed Project | Project with Mitigation Measures |
|--------------------------------------|------------------|----------------------------------|
| Total Home Based Production VMT | 0 | 0 |
| Total Home Based Work Attraction VMT | 7,578 | 7,559 |
| Total Home Based VMT Per Capita | 0.0 | 0.0 |
| Total Work Based VMT Per Employee | 8.5 | 8.5 |

ATTACHMENT C
CEN23-56115_3701 W Stocker St_ Stocker Street Creative - Studio

Table 16: Existing (2024) and Future (2029) Traffic Conditions Intersection Delay Summary – With TDM Measures + TCR Improvement

| Study Intersections | Peak Hour | Existing (2024) Conditions | | Existing (2024) Plus Project Conditions | | Change in Delay ³ | | Existing (2024) Plus Project + TDM Measures + TCR Improvement | | Change in Delay ³ | | Future (2029) Without Project Conditions | | Future (2029) With Project Conditions | | Change in Delay ³ | | Future (2029) With Project + TDM Measures | | Change in Delay ³ | | Future (2029) With Project + TDM Measures + TCR Improvement | | Change in Delay ³ | | | | |
|---|-----------|----------------------------|------------------|---|------------------|------------------------------|--------------------|---|------------------------------|------------------------------|------------------|--|--------------------|---------------------------------------|------------------------------|------------------------------|------------------|---|--------------------|------------------------------|------------------------------|---|------------------|------------------------------|--------------------|------------------|------------------------------|---|
| | | Delay ¹ | LOS ² | Delay ¹ | LOS ² | Change in Delay ³ | Delay ¹ | LOS ² | Change in Delay ³ | Delay ¹ | LOS ² | Change in Delay ³ | Delay ¹ | LOS ² | Change in Delay ³ | Delay ¹ | LOS ² | Change in Delay ³ | Delay ¹ | LOS ² | Change in Delay ³ | Delay ¹ | LOS ² | Change in Delay ³ | Delay ¹ | LOS ² | Change in Delay ³ | |
| 1 Don Felipe Drive & Stocker Street | AM | 6.7 | A | 4.9 | A | -1.8 | - | - | 7.7 | A | 5.7 | A | -2.0 | 5.7 | A | -2.0 | 5.7 | A | -2.0 | 5.7 | A | -2.0 | 5.7 | A | -2.0 | 5.7 | A | |
| | PM | 11.2 | B | 9.8 | A | -1.4 | - | - | 12.1 | B | 10.4 | B | -1.7 | 10.5 | B | -1.6 | 10.5 | B | -1.6 | 10.5 | B | -1.6 | 10.5 | B | -1.6 | 10.5 | B | |
| 2 Project Driveway & Stocker Street* | AM | - | - | 0.0 | A | 0.0 | - | - | - | - | 0.0 | A | 0.0 | 0.0 | A | 0.0 | 0.0 | A | 0.0 | 0.0 | A | 0.0 | 0.0 | A | 0.0 | 0.0 | A | |
| | PM | - | - | 0.0 | A | 0.0 | - | - | - | - | 0.0 | A | 0.0 | 0.0 | A | 0.0 | 0.0 | A | 0.0 | 0.0 | A | 0.0 | 0.0 | A | 0.0 | 0.0 | A | |
| 3 Palmero Boulevard & Stocker Street* | AM | 21.9 | C | 22.4 | C | 0.5 | - | - | 27.5 | D | 28.3 | D | 0.8 | 28.2 | D | 0.7 | 28.2 | D | 0.7 | 28.2 | D | 0.7 | 28.2 | D | 0.7 | 28.2 | D | |
| | PM | 19.9 | C | 20.1 | C | 0.2 | - | - | 23.1 | C | 23.4 | C | 0.3 | 23.3 | C | 0.2 | 23.3 | C | 0.2 | 23.3 | C | 0.2 | 23.3 | C | 0.2 | 23.3 | C | |
| 4 Santa Rosalia Drive/Angeles Vista Boulevard & Stocker Street ⁴ | AM | 19.0 | B | 20.8 | C | 1.8 | - | - | 25.6 | C | 35.7 | D | 10.1 | 32.8 | C | 7.2 | 30.6 | C | 7.2 | 30.6 | C | 7.2 | 30.6 | C | 7.2 | 30.6 | C | |
| | PM | 16.0 | B | 18.6 | B | 2.6 | - | - | 16.7 | B | 21.3 | C | 4.6 | 19.7 | B | 3.0 | 25.8 | C | 3.0 | 25.8 | C | 3.0 | 25.8 | C | 3.0 | 25.8 | C | |
| 5 Santa Rosalia Drive & Project Driveway* | AM | - | - | 19.3 | C | 19.3 | - | - | - | - | 23.6 | C | 23.6 | C | 23.6 | C | 23.6 | C | 23.6 | C | 23.6 | C | 23.6 | C | 23.6 | C | 23.6 | C |
| | PM | - | - | 49.0 | E | 49.0 | - | - | - | - | 69.2 | F | 69.2 | F | 69.2 | F | 69.2 | F | 69.2 | F | 69.2 | F | 69.2 | F | 69.2 | F | 69.2 | F |
| 6 Santa Rosalia Drive & Marifon Avenue | AM | 15.0 | B | 15.0 | B | 0.0 | - | - | 15.0 | B | 15.0 | B | 0.0 | 15.0 | B | 0.0 | 15.0 | B | 0.0 | 15.0 | B | 0.0 | 15.0 | B | 0.0 | 15.0 | B | |
| | PM | 14.8 | B | 15.0 | B | 0.2 | - | - | 15.0 | B | 15.2 | B | 0.2 | 15.1 | B | 0.1 | 15.1 | B | 0.1 | 15.1 | B | 0.1 | 15.1 | B | 0.1 | 15.1 | B | |
| 7 Crenshaw Boulevard & Stocker Street ⁴ | AM | 30.2 | C | 31.6 | C | 1.4 | - | - | 52.7 | D | 56.6 | E | 3.9 | 52.9 | D | 0.2 | 52.9 | D | 0.2 | 52.9 | D | 0.2 | 52.9 | D | 0.2 | 52.9 | D | |
| | PM | 37.2 | D | 40.1 | D | 2.9 | - | - | 104.7 | F | 111.9 | F | 7.2 | 109.8 | F | 5.1 | 109.8 | F | 5.1 | 109.8 | F | 5.1 | 109.8 | F | 5.1 | 109.8 | F | |

¹ Unsignalized Intersection- Delay is based on higher delay at stop approach

² Delay in seconds

³ LOS = Level of Service

⁴ Change in delay reported in seconds

⁵ HCM6th Edition methodology does not support Non-NEVA phasing, therefore, HCM2000 results reported.

ATTACHMENT D
CEN23-56115_3701 W Stocker St_ Stocker Street Creative - Studio

CITY OF LOS ANGELES
DEPARTMENT OF TRANSPORTATION
Departmental Correspondence

TRAFFIC
CONTROL
REPORT

February 12, 2020
8 – Southern – SR 93670,
107590, 118896, 136077
Angeles Vista Bl, Santa Rosalia
Dr & Stocker St

Left Turn Phasing

DETERMINATION

1. That protected-only left-turn phasing with the appropriate signal indications be authorized for installation for northbound Angeles Vista Boulevard at the intersection of Stocker Street (LAMC Section 80.07).
2. That protected-permissive left-turn phasing with the appropriate signal indications be authorized for installation for eastbound and westbound Stocker Street at the intersection of Angeles Vista Boulevard and Santa Rosalia Drive (LAMC Section 80.07).
3. That the traffic signal modification be added to the Department's list of approved, but unfunded projects, until such time that funding for the cost of construction can be identified.

DISCUSSION

The Department of Transportation received several requests regarding signal timing, congestion, and striping at the intersection of Angeles Vista Boulevard, Santa Rosalia Drive and Stocker Street. Southbound Santa Rosalia Drive has a shared through-right lane at Stocker Street, and many requesters asked for an exclusive right-turn only lane.

A comprehensive traffic engineering study for this intersection has been completed. The study included an investigation of the physical conditions and existing traffic controls, a review of traffic volumes, an analysis of collisions reported to the Police Department for the previous five years, a review of the complaints at or near the intersection, and observations of traffic movements through the intersection.

Stocker Street is designated Boulevard II in the City of Los Angeles, and is striped with two lane of traffic in each direction, left turn channelization, and a right turn pocket for westbound Stocker Street at Santa Rosalia Drive. The County of Los Angeles has established a 40 mph speed limit on Stocker Street west of Santa Rosalia Drive. Santa Rosalia Drive is a designated Collector Street in the City of Los Angeles and changes name to Angeles Vista Boulevard at Stocker Street. Santa Rosalia Drive is striped with one northbound travel lane, two southbound left-turn lanes, and a shared through and right-turn lane. Angeles Vista Boulevard is striped with one lane in each direction. The boundary with the County of Los Angeles is at the south and west legs of the intersection. The County of Los Angeles was contacted regarding the results of the study, and concur with the recommendations.

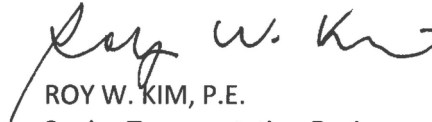
Results of the engineering study indicate that this location satisfies the "Case A.1(c): Geometry" for protected-only left-turn phasing for northbound Angeles Vista Boulevard. Eastbound Stocker Street satisfies the "Case C.2: Traffic Volume", for protected-permissive left-turn phasing. Westbound Stocker Street satisfies the "Case C.8: Opposing Direction" for protected-permissive left-turn phasing. The installation of protected-only and protected-permissive left-turn phasing, as described in the Determination, and striping changes recommended by the District Office and Design Division are therefore recommended to improve safety and operations at the intersection.

Recommended by:



CRYSTAL KILLIAN, P.E.
Transportation Engineer
Southern District

Approved by:



ROY W. KIM, P.E.
Senior Transportation Engineer
East Area District Operations

c: Emeline Nguyen, Dina Andrews, Fernando Montes-Rodriguez, Tara Sullivan, CD 8
Tim Conger, Scott Brown, Steve Gaur, LADOT
Marty Amundson, MAMUND@dpw.lacounty.gov
Lee Miller, LMILLER@dpw.lacounty.gov
James Chon, JCHON@dpw.lacounty.gov
Daniel Quintana, DQUINTAN@dpw.lacounty.gov
Raul Igtanloc, RIGTAN@dpw.lacounty.gov
Ruben Cruz, RCRUZ@dpw.lacounty.gov,
Henry Hernandez, HHERNAND@dpw.lacounty.gov
Phil Phan, PPHAN@dpw.lacounty.gov, LA County

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

3701 W. Stocker St.

Date: March 7, 2024

To : Deputy Advisory Agency
Department of City Planning

From: Jimmy Vivar, Transportation Engineering Associate
Department of Transportation

Subject: **PARCEL MAP NO. 2024-325**

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 60-foot reservoir space be provided between any security gate(s) and the property line or as shall be determined to the satisfaction of the Department of Transportation.
2. The driveway from Stocker Street will be limited to ingress only or to right-turn restrictions if it is to be used for both ingress and egress or as shall be determined to the satisfaction of the Department of Transportation.
3. 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.
4. 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
5. 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 for any questions regarding the above.

Council District No. 8
Southern District



Kyle Winston <kyle.winston@lacity.org>

Stocker Street Creative

2 messages

SALVADOR CERVANTES <36844@lapd.online>

Tue, Jan 6, 2026 at 6:05 PM

To: "kyle.winston@lacity.org" <kyle.winston@lacity.org>

Cc: "stan@pantheonconsultants.com" <stan@pantheonconsultants.com>, Nichole Smith <nichole.smith@horizonworks.net>, JOSE SALDANA <36870@lapd.online>

January 6, 2026

Kyle Winston

Los Angeles City Planning

[200 N. Spring St., Room 721](#)

Los Angeles, CA 90012

E-mail: kyle.winston@lacity.org

Re: Stocker Street Creative

Case No.: CPC-2024-325-CU-MCUP-CUX-SPE-SPP-DRB-SPR-WDI, ENV-2024-326-MND

Project Location: [3701-3761 W. Stocker Street, Los Angeles, CA 90008](#)

Dear Mr. Winston:

On behalf of the LAPD, Southwest Division Vice unit, this correspondence is in regard to the Stocker Street Creative project planned for 3701-3761 W. Stocker Street. We have communicated with you, met the creative team in person, and have reviewed plans for the proposed campus which will incorporate a motion picture production studio, a rooftop restaurant along with smaller casual eateries, and other amenities. We have also heard community input through our Community Relations Office. This project looks to be an investment in the area's economic future and should provide much-needed resources for local creatives and businesses. This locally-led development is designed to create entertainment industry jobs and drive the local creative economy.

At this point in time, Southwest Vice does not have any objections and generally supports the requests put forward by the developers. Southwest Vice looks forward to seeing a project of this size and scope come to fruition as laid out in the plans.

Sergeant II Salvador Cervantes, Serial No. 36844

LAPD Southwest Vice

Email: 36844@lapd.online

Nichole Smith <nichole.smith@horizonworks.net>

Tue, Jan 6, 2026 at 7:04 PM

To: SALVADOR CERVANTES <36844@lapd.online>

Cc: "kyle.winston@lacity.org" <kyle.winston@lacity.org>, "stan@pantheonconsultants.com" <stan@pantheonconsultants.com>, JOSE SALDANA <36870@lapd.online>

Hello Sgt. Cervantes,

That is wonderful news for the project. Thank you so much for your support and for taking the time to write this letter to Kyle.

Best regards,

Nichole

Best regards,
Nichole

Nichole Smith, Principal
HORIZON Development + Entitlement

*Helping developers and architects
offload 80-100% of permitting tasks
so they can focus on design + development*

Phone: 323-528-7674

Email: nichole.smith@**HORIZON**works.net

Online: **HORIZON**works.net

Video: <https://www.youtube.com/watch?v=BwgAOOT348Q>

Connect: <https://www.linkedin.com/in/nichole-smith/>

CA DRE Broker #: 01334809

[Quoted text hidden]

BOARD OF COMMISSIONERS

RENATA SIMRIL
PRESIDENT

LUIS SANCHEZ
VICE PRESIDENT

FIONA HUTTON
MARIE LLOYD
BENNY TRAN

TAKISHA SARDIN
BOARD SECRETARY
(213) 202-2640



KAREN BASS
MAYOR

JIMMY KIM
GENERAL MANAGER

MATTHEW RUDNICK
EXECUTIVE OFFICER

CATHIE SANTO DOMINGO
ASSISTANT GENERAL MANAGER

BELINDA JACKSON
ASSISTANT GENERAL MANAGER

BRENDA AGUIRRE
ASSISTANT GENERAL MANAGER

(213) 202-2633

Letter sent via email to:
Kyle.Winston@lacity.org

February 14, 2024

Kyle Winston, City Planner
200 N. Spring Street, Room 721
Los Angeles, CA 90012

**DEPARTMENT OF RECREATION AND PARKS REPORT AND RECOMMENDATIONS
RELATIVE TO CPC-2024-325-CU-MCUP-CUX-SPE-SPP-DRB-SPR-WDI**

Dear Mr. Winston:

The City of Los Angeles Department of Recreation and Parks (RAP) has prepared the following report and recommendations in response to your request for comments relative to CPC-2024-325-CU-MCUP-CUX-SPE-SPP-DRB-SPR-WDI (project), a proposed project.

RAP has no recommendations or comments regarding this project or the requested entitlements.

Thank you for the opportunity to provide information relative to recreation and park issues related to this proposed project. If you have any questions or comments regarding this information, please feel free to contact Park Fees staff, at 213-202-2682, at your convenience.

Sincerely,

DARRYL FORD
Superintendent

DF:js



CPC-2024-325-CU-MCUP-CUX-SPE-SPP-DRB-SPR-WDI

February 14, 2024

Page 2

cc: 3731-41 Stocker Opportunity LLC & 3751-3761 Stocker Traditional LLC, 1849 Green Bay Road, Unit 280, Highland Park, IL 60035
Nichole Smith, HORIZON Development + Entitlement, 3815 Floresta Way, Los Angeles, CA 90043
Mark Colopy, JGM Architects, 6033 West Century Blvd., Unit 601, Los Angeles, CA 90045

cc: Reading File

BOARD OF PUBLIC WORKS MEMBERS

AURA GARCIA
PRESIDENT

M. TERESA VILLEGAS
VICE PRESIDENT

DR. MICHAEL R. DAVIS
PRESIDENT PRO TEMPORE

VAHID KHORSAND
COMMISSIONER

SUSANA REYES
COMMISSIONER

DR. FERNANDO CAMPOS
EXECUTIVE OFFICER

CITY OF LOS ANGELES
CALIFORNIA



KAREN BASS
MAYOR

DEPARTMENT OF
PUBLIC WORKS

BUREAU OF
ENGINEERING

TED ALLEN, PE
CITY ENGINEER

1149 S BROADWAY, SUITE 700
LOS ANGELES, CA 90015-2213

<https://engineering.lacity.gov/>

December 27, 2024

NICHOLE SMITH
3815 FLORESTA WAY
LOS ANGELES , CA 90066

PCIS: 24010-10000-01384
ADDRESS: 3701 W STOCKER ST
HIGHWAY DEDICATION REFERENCE NO.: 202410355
RAW NO.: 53000-16406

Greetings:

Your building permit application has been referred to my office for review as required under Section 12.37 of the Los Angeles Municipal Code. Since the building site adjoins **Stocker St**, designated as a **Boulevard II** and **Santa Rosalia Dr** designated as a **Collector Street** on the City's General Plan, it is subject to the provisions of this section. Per Los Angeles Municipal Code Section 91.109.3, your Certificate of Occupancy will not be cleared by the City Engineer until the following public improvements and/or dedications are completed, and all the required fees are paid. Any improvements to be done are listed below and to be performed as described in the public right-of-way fronting your property. If you have already complied with the following requirements, please accept this letter for your record.

1. Proceed with the dedication process of 15FT along Stocker St by submitting required documents and fees. Fill in newly dedicated area with concrete sidewalk.
2. Proceed with the dedication process of a 20FT curved radius at the intersection of Santa Rosalia Dr and Stocker St by submitting required documents and fees. Fill in newly dedicated area with concrete sidewalk.
3. Obtain an A-permit to complete the following improvements:
4. Reconstruct/remodel curb ramp at the intersection of Stocker St and Santa Rosalia Dr per latest Bureau of Engineering (BOE) Standard Plan S-442-6.
5. Repair approximately 3LF of concrete curb and gutter along Santa Rosalia Dr.
6. Repair approximately 45LF of concrete sidewalk along Santa Rosalia Dr.
7. Remove damaged drainage pipe and install new curb drain at damaged section of concrete curb along Santa Rosalia Dr if still in use.
8. Repair approximately 30LF of concrete sidewalk along Stocker St
9. Remove existing non-standard driveway approach along Santa Rosalia Dr and replace with full height curb, gutter, and sidewalk.
10. Contact the Bureau of Street Services, Urban Forestry Division, for tree root pruning of street trees along property frontage.
11. Additional sidewalk repair to be required if existing sidewalk meets any of the following: sidewalk has reverse slope (away from street towards property), section(s) raised/depressed by 1/2IN or more, full depth cracks for individual sections or separation between adjacent sidewalk panels exceeds 1/2IN at the surface (includes portion of behind driveway approach used for pedestrian path of travel).
12. Applicant to provide detailed site plan (as it pertains to the public right of way) during construction to verify extent of repair.

Enclosed is information pertaining to dedication and improvements. If you have any questions you may contact **Trevor Quan** of the Highway Dedication Section at **CSR: <https://dscsr.lacity.org/>** .

Section 12.37 L.A.M.C., provides for minimum dedication and improvement requirements which do not preclude conditions established by the City Planning actions.

Sincerely,

A handwritten signature in black ink, appearing to read 'Steve Melgar', written over a faint horizontal line.

Steve Melgar
Acting Civil Engineer

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

Date: 1/30/2024

To: Charlie Rausch, Senior City Planner
Department of City Planning
200 N. Spring St., 6th Floor MS-395

From: Jay Wong, Manager
Private Development Division
Bureau of Street Lighting

SUBJECT: STREET LIGHTING REQUIREMENTS FOR DISCRETIONARY ACTIONS

CITY PLANNING CASE No.: CPC 2024-325 CU MCU CUX
3701 W STOCKER ST

The Bureau of Street Lighting's recommended condition of approval for the subject city planning case is as follows: (Improvement condition added to S-3 (c) where applicable.)

IMPROVEMENT CONDITION: No street lighting improvements if no street widening per BOE improvement conditions. Otherwise, relocate and upgrade street lights: one (1) on Don Felipe Dr, one (1) on Santa Rosalia Dr, and one (1) on Stocker St

NOTES:

The quantity of street lights identified may be modified slightly during the plan check process based on illumination calculations and equipment selection.

Conditions set: 1) in compliance with a Specific Plan, 2) by LADOT, or 3) by other legal instrument excluding the Bureau of Engineering conditions, requiring an improvement that will change the geometrics of the public roadway or driveway apron may require additional or the reconstruction of street lighting improvements as part of that condition.



PRELIMINARY LAND USE REPORT

(PLANNING CASE REFERRAL FORM (PCRF))

The City of Los Angeles, Bureau of Engineering (BOE) / Department of City Planning (DCP)

This is a Preliminary Land Use Report to provide the applicant with a general understanding of what may be required by BOE for a City Planning Case if, after filing, it is referred to BOE; and what may otherwise be required by BOE per Los Angeles Municipal Code Section 12.37 (Highway and Collector Street Dedication) if the City Planning Case is not referred to BOE.

Part I: To be completed by Applicant

DCP Case Number (If Available): _____

Applicant: Nichole Smith

Address: 3815 Floresta Way

Phone: 323-528-7674

Email: nichole.smith@horizonworks.net

Owner: 731-41 STOCKER OPPORTUNITY LLC &
3751-3761 STOCKER TRADITIONAL LLC

Address: 3701-3761 Stocker St.

Project Address: 3701-3761 Stocker

APN: 5032022018, -017, 5032-022-003, -004, -005

Engineering District: CENTRAL

Project Description (attach ZIMAS Map with highlighted Parcel(s)):

TV and movie production studio with restaurants, office, and retail uses on a 5 acre campus.

NO

Is there a Tract or Parcel Map being filed in conjunction with this:

If yes; provide Map No. _____

NO

Has the Tract / Parcel report been prepared and submitted to DCP by BOE:

YES

Will new building(s)/structure(s) be constructed as part of this project:

The Preliminary Land Use Report may be voluntarily filed to provide a general understanding of potential required dedication and improvements on existing streets but is not intended to provide preliminary requirements for a Subdivision (Tract or Parcel Map), Private Street Case, or Street/Alley Vacation. If a Tract/Parcel report has been prepared and submitted to DCP by BOE, please refer to the Tract/Parcel map conditions.

Part II: To be Completed by BOE Staff:

Is property within the Hillside Ordinance area (Sections 12.21A17 & 12.21

NO

C10 of LAMC)?:

YES

Is the property subject to Section 12.37 of the LAMC? :

NO

Is the project in the Historic Overlay Preservation Zone? :

NO

Does the project adjoin a State Highway?

YES

Is the project within 100' of the intersection of the intersection of the building lines of a corner lot?

(Per Section 91.106.4.7.1 of LAMC)

NO

Is the project within a streetscape area?

The Preliminary Land Use Report does not provide preliminary information for projects subject to the Baseline Hillside Ordinance. (Obtain a Hillside Referral Form from BOE for Hillside Ordinance project requirements.)

DEDICATIONS

| Street/Alley | Classification | Ex Full R/W | Req Full R/W | Ex Adj. Half R/W | Req Adj. Half R/W | Adjacent Dedication Required | Required under 12.37 | Required under a DCP Referred Planning Action |
|------------------|----------------|-------------|--------------|------------------|-------------------|------------------------------|----------------------|---|
| SANTA ROSALIA DR | COLLECTOR | 80 FT | 66 FT | 40 FT | 33 FT | N/A | NO | NO |
| STOCKER ST | BOULEVARD II | 80 FT | 110 FT | 40 FT | 55 FT | 15 FT | YES | YES |
| DON FELIPE DR | COLLECTOR | 60 FT | 66 FT | 35 FT | 33 FT | N/A | NO | NO |
| | | | | | | | SELECT | SELECT |
| | | | | | | | SELECT | SELECT |

| Corner | Classification | Dimensions | Required under 12.37 | Required under a DCP Referred Planning Action |
|---------------------------------|----------------|------------|----------------------|---|
| STOCKER ST AND SANTA ROSALIA DR | RADIUS | 20 FT | YES | YES |
| STOCKER ST AND DON FELIPE DR | RADIUS | 20 FT | YES | YES |
| | | | SELECT | SELECT |
| | | | SELECT | SELECT |

ADDITIONAL NOTES:

IMPROVEMENTS

| Street/Alley | Classification | Ex Full Roadway | Req Full Roadway | Ex adjacent half Roadway | Required adjacent Half Roadway | Missing Improvements | Exist. Trees | Exist. CB | Potential Widening | Required under 12.37 | Required under a DCP Referred Planning Action |
|------------------|----------------|-----------------|------------------|--------------------------|--------------------------------|----------------------|--------------|-----------|--------------------|----------------------|---|
| SANTA ROSALIA DR | COLLECTOR | 56 FT | 40 FT | 28 FT | 20 FT | N/A | 8 | N/A | N/A | NO | NO |
| STOCKER ST | BOULEVARD II | 56 FT | 80 FT | 28 FT | 40 FT | N/A | N/A | 1 | 12 FT | YES | YES |
| DON FELIPE DR | COLLECTOR | 36 FT | 40 FT | 23 FT | 20 FT | N/A | 6 | N/A | N/A | NO | NO |
| | | | | | | | | | | SELECT | SELECT |
| | | | | | | | | | | SELECT | SELECT |

| Corner | Classification | Provide/ Upgrade Corner Ramp | Required under 12.37 | Required under a DCP Referred Planning Action |
|---------------------------------|----------------|------------------------------|----------------------|---|
| STOCKER ST AND SANTA ROSALIA DR | RADIUS | YES | YES | YES |
| STOCKER ST AND DON FELIPE DR | RADIUS | YES | YES | YES |
| | | SELECT | SELECT | SELECT |
| | | SELECT | SELECT | SELECT |

Street Trees: If the recommendation for Street Widening is marked "Yes", street tree removals may be required. Street Tree removals must be approved by the Board of Public Works. Applicants shall contact the Urban Forestry Division (UFD) of StreetsLA at (213)-847-3077 before proceeding with the Master Land Use Application. Applicants are also advised to contact Urban Forestry Division (UFD) of Streets LA for proposed driveway location impacting existing street trees.

ADDITIONAL NOTES:

CONSTRUCT NEW AC PAVEMENT, NEW FULL HEIGHT CURB, GUTTER, AND SIDEWALK ALONG STOCKER ST. REPAIR DAMAGED, CRACKED, OFF-GRADE SIDEWALK ALONG SANTA ROSALIA DR, STOCKER ST, AND SANTA ROSALIA DR PER LA CITY STANDARDS. FILL IN NEWLY DEDICATED AREA WITH CONCRETE SIDEWALK PER STANDARD PLAN NO. S-442-6. CONSTRUCT NEW CURB RAMPS AT THE INTERSECTION PER BOE STANDARD PLAN S-442-6 AND BOE SPECIAL ORDER 04-0222. CLOSE ANY UNUSED, NON-STANDARD DRIVEWAY APPROACHES AND CONSTRUCT NEW APPROACHES PER LA CITY STANDARD PLAN NO. S-440-4.

Removal/Replacement of Existing Improvements: In all cases, applicants may be required to close any unused driveways; remove and replace sidewalks not compliant with ADA requirements; and install/replace public improvements such as driveway aprons and access ramps to meet ADA requirements. In cases referred to BOE by DCP, applicants may also be required to remove and replace broken, off-grade, or bad order curb, gutter, driveways, sidewalks, or alley/street pavement.

Newly Dedicated Areas: In all cases referred by DCP to BOE, applicant may be required to fill in newly dedicated areas with concrete sidewalk, and will be required to remove or obtain Revocable Permit for any encroachments. In cases not referred but subject to L.A.M.C. Section 12.37, where there is existing sidewalk, applicant will have the option to either: fill in newly dedicated areas with concrete sidewalk, obtain revocable permit for existing or new encroachments, or install/retain standard plant materials such as grass.

Other Public Improvements: Planning Cases may also have requirements for Public Improvements determined by Bureau of Street Lighting (BSL), Urban Forestry Division (UFD) of StreetsLA, and Los Angeles Department of Transportation (LADOT)

SEWERS

Does the lot have a legal connection to the sewer? YES

Distance from subject lot to the nearest mainline sewer? _____ Ft.

| Sewers Exist in the following Rights-of-Way | Street/R/W | Street/R/W | Street/R/W | Street/R/W |
|---|---------------|------------|------------|------------|
| Enter street names (select from options provided above) | DON FELIPE DR | | | |

Sewer easement within the project site? YES

Sewer facilities within easements? YES

ADDITIONAL NOTES:

STORM DRAINS

Are there storm drain catch basins existing in the right-of-way adjacent to the project site? _____ (Number) 1 _____

Storm Drain easement within the project site? NO

Storm Drain facilities within easements? NO

ADDITIONAL NOTES:

53609461111086 IS ADJACENT TO THE PROPERTY ADDRESS.

ADDITIONAL NOTES (cont.):

NOTE: This is a Preliminary Land Use Report to provide the applicant with a general understanding of what may be required by BOE for a City Planning Case if, after filing, it is referred to BOE; and what may otherwise be required by BOE per Los Angeles Municipal Code Section (LAMC) 12.37 (Highway and Collector Street Dedication) if the City Planning Case is not referred to BOE.

For City Planning Cases, a formal investigation and engineering report may be required, if so determined by the City Planning Department. If so, the Engineering Report will be provided after submittal of all documentation and payment of fees. Measurements and statements contained herein may be adjusted in the Engineering Report.

For cases not referred by City Planning to BOE, requirements of LAMC Section 12.37 may be applicable. To determine requirements of LAMC Section 12.37, a formal investigation and engineering report may be required during the Building Permit Plan Check clearance process as applicable. If so, the Highway Dedication (“R3”) letter will be provided after submittal of all documentation and payment of fees. Measurements and statements contained herein may be adjusted in the Highway Dedication (“R3”) letter. [LAMC Section 12.37 provides for minimum dedication and improvement requirements which do not preclude conditions established by City Planning actions]

Prepared by: Anthony Tran

Date: 9/18/2023

Reviewed by: Tanat Satiikit

Date: 9/20/2023





February 11, 2026

Kyle Winston
Los Angeles City Planning
200 N. Spring St., Room 721
Los Angeles, CA 90012
E-mail: kyle.winston@lacity.org

Re: Letter of Support for Stocker Street Creative
Case No.: ENV-2024-326-MND | CPC-2024-325-CU-MCUP-CUX-SPE-SPP-DRB-SPR-WDI
Project Location: 3701-3761 W. Stocker Street, Los Angeles, CA 90008

Dear Mr. Winston:

I am writing to urge the City of Los Angeles Planning Commission to APPROVE the following entitlements requested for the development of the Stocker Street Creative studio slated to be built in my district at 3701 to 3761 Stocker Street:

- Mitigated Negative Declaration pursuant to the California Environment Quality Act (CEQA) Conditional Use (CU) permit
- Master Conditional Use Permit (MCUX) pursuant to Ordinance No. 171,681
- Specific Plan Exception (SPE) pursuant to LAMC Section 11.5.7.D
- Project Permit Compliance (SPP) pursuant to LAMC Section 11.5.7.C
- Site Plan Review (SPR) pursuant to LAMC Section 16.05
- Waiver of Dedication of Improvements (WDI) pursuant to LAMC Section 12.27

This creative industry-focused project aligns with the City of Los Angeles' commitment to advancing sustainable economic development and creating living-wage, skilled jobs. Stocker Street Creative will help anchor the growing creative ecosystem in the Crenshaw District by cultivating local talent, generating quality industry careers, and strengthening the community's cultural and economic vitality.

Consistent with Mayor Karen Bass's Executive Directive 11, the project will expand equitable access to production facilities in South Los Angeles for creatives working both in front of and behind the camera, boosting the local economy.

Stocker Street Creative will provide apprenticeship access and workforce training to support pathways to union-scale jobs. We also commend its meaningful engagement with Baldwin Hills and Crenshaw stakeholders and its thoughtful incorporation of community input into a sustainable, amenity-rich project worthy of support.

Please feel free to contact my Planning Deputy Terri Osborne at 213-851-1847 or terri.osborne@lacity.org should you require additional information.

Sincerely,

Marqueece Harris-Dawson
Los Angeles City Council President, Council District 8