

Supplemental Findings: Longwood Avenue Access and Loading

To: City Council Planning and Land Use Management (PLUM) Committee
Council File: 26-1289-S1 (Appeals)
Case Nos.: CPC-2025-5194-HD-CU2-PR-ZC; ENV-2025-5195-MND
Project: 4802–4828 W. San Vicente Boulevard (seven-story self-storage facility)
Hearing: PLUM Committee, October 27, 2026
From: Barbara Calloway, Appellant
Date: October 2, 2026

Summary

Every technical study for this project assumes the self-storage building will generate no truck traffic. As a result, none of them examines loading, the single driveway on Longwood Avenue, or the other users who depend on that short block. The findings below identify twelve gaps and contradictions in the environmental review, with page references, followed by firsthand observations from a resident of the neighborhood for about 40 years.

Findings

#	Issue	What the documents say	Where
1	Zero truck trips assumed	Project truck trips listed as 0 per day. Existing warehouse credited with 11 truck trips (7 by 4+ axle trucks), so the project shows "-11" net truck trips.	App. H, LOS memo, Table 1 (p. 5)
2	Baseline assumed, not counted	Existing building "currently assumed as a warehouse"; all baseline trips come from national ITE rates. No counts taken.	App. H, p. 1
3	No access or safety review	Section titled "Project Access Safety and Circulation Evaluation Screening" only checks the 250-trip threshold (194 net trips). Driveway, ramp, and Longwood are never discussed.	App. H, LOS memo, p. 2
4	All access moved to Longwood	Existing curb cuts on Tremaine and Longwood all closed. One new driveway on Longwood serves both parking and loading.	IS/MND §3.4.8, pp. 3-10 to 3-11
5	Loading spaces may be undersized	One space required: 600 sq ft minimum, 20 ft wide along the alley line. Project lists "two loading spaces (612 square feet)." Plans place both inside the garage; a 19'-6" dimension appears beside them.	IS/MND §3.4.7, p. 3-10; Plans, Sheet 2
6	Widening contradiction	Tree report removes magnolia ST2 "to accommodate the 3-foot street widening along Longwood." The IS/MND requests a waiver of that same 3-foot widening.	Tree report (App. B), p. 5; IS/MND p. 2-2
7	Parking contradiction	Parking is in an "enclosed ground floor parking area" in one place and an "existing surface lot that will be restriped" in another.	IS/MND p. 3-8 vs. p. 4-8
8	Building size keeps changing	IS/MND: 161,645 sq ft. Traffic memo, tree report, and noise report: 175,047 sq ft. Noise report also says 85 ft tall. The Letter of Determination's Q findings cite a third figure, 183,678 sq ft.	IS/MND p. 3-1; App. H p. 1; App. B p. 3; App. G; LOD p. F-7
9	Air quality counts cars only	Project operations modeled with mini-warehouse auto trip rates only; no truck emissions.	App. C-1, p. 5

#	Issue	What the documents say	Where
1 0	Loading noise dismissed	Loading noise "would be minimal" because the building provides shielding. One sentence, no calculation. HVAC gets full tables.	App. G, Long-Term Off-Site Stationary Noise
1 1	Neighbors' Longwood access not disclosed	DWP Station 8 and Edge Studios listed only as neighbors. Their dependence on Longwood is never mentioned. AutoZone also uses Longwood: one of its two driveways sits right beside the DWP gate. "No public agencies whose approval is required have been identified."	IS/MND pp. 2-2, 3-1
1 2	Out-of-county factors	Truck-to-car conversions use San Bernardino County guidelines, not Los Angeles County's.	App. H, Table 1, footnote 4

Firsthand observations

- In about 40 years living in this neighborhood, I have not seen truck traffic on Longwood from the Pacific Title site. Pacific Title's parking and access were on Tremaine. The project's own tree report agrees: the existing parking lot is at the east end of the site (App. B, p. 2).
- Longwood between San Vicente and Pico is about half a typical block. The City's own Letter of Determination places San Vicente and Pico each about 155 feet from the alley (p. F-3), which makes this stretch of Longwood roughly 310 feet long.
- Five access points share that short stretch: (1) the DWP Distributing Station 8 gate on the west side, its only access; (2) an AutoZone driveway right beside the DWP gate; (3) the new storage driveway on the east side; (4) the public alley; and (5) Edge Studios and Grips, 1388 Longwood, on the east side, its only access, separated from the project only by the alley. Edge is a grip and lighting company that uses production trucks.
- Tremaine is no better for this use. A Tremaine driveway would sit directly across from Jiffy Lube's exit and right next to Western Kosher's busy parking lot. Tremaine handled Pacific Title's light use; it cannot absorb moving vans and rental trucks any better than Longwood. The problem is not where the driveway goes but how much building is proposed for this site.

Request

The environmental review never analyzed site access, loading, or truck traffic, and its traffic baseline was assumed rather than counted. I respectfully ask the Committee to grant the appeal. At a minimum, the project should not proceed without a real site access and loading study covering both Longwood and Tremaine, prepared in consultation with LADWP.

Respectfully submitted,

Barbara Calloway, Appellant