

# WESTWOOD NEIGHBORHOOD COUNCIL

June 10 , 2026

Agenda Item # 10

## 900 Hilgard Avenue School Project

### MOTION

**RE: Requested Entitlement for Change of Use and Class 3 Conditional Use Permit (CUP) for operation of a K-6 private elementary school in the R3 residential zone and a Waiver of Dedication; tenant improvement work on a vacant three-story office building to be converted from existing office use to school use for K-6 private elementary school.**

**Case No.:** CPC-2026-1116-CU3-WDI; **CEQA:** ENV-2026-1117-EAF; **Plan Area:** Westwood  
**Property Address:** 900 S. Hilgard Ave.; 10794 W. Le Conte Ave.; Los Angeles, CA 90024

**Owner:** 900 Hilgard Holdings, LLC

**Applicant:** Sutherland Dyke [Company: Chippingford School, Inc.]

**Motion to be sent to:** Councilwoman Katy Yaroslavsky, [councilwoman.yaroslavsky@lacity.org](mailto:councilwoman.yaroslavsky@lacity.org); Charles Turner, [charles.turner@lacity.org](mailto:charles.turner@lacity.org); Jennifer Torres, [jenny.torres@lacity.org](mailto:jenny.torres@lacity.org); Patricia Macias, [patricia.macias@lacity.org](mailto:patricia.macias@lacity.org); Office of Zoning Administration, [stephanie.escobar@lacity.org](mailto:stephanie.escobar@lacity.org)

**Whereas**, the property at 900 South Hilgard Avenue and 10794 West Le Conte Avenue, located at the southeast corner of Hilgard and Le Conte avenues in the Westwood Community Plan Area, includes an existing three-story office and parking garage building totaling 17,930 square feet on a 0.52-acre site that is zoned for R3 residential use, which site immediately abuts the single family Holmby-Westwood residential neighborhood to the east; and

**Whereas**, 900 Hilgard Avenue sits at the very busy southeast corner of Hilgard and Le Conte avenues, which is a major entry street into the UCLA campus, and an extremely heavily trafficked corner that faces the pedestrian gate to UCLA's Mildred E. Mathias Botanical Garden, Westwood Hills Christian Church, and 888 Hilgard apartment complex, and which is a major entry point into the Holmby-Westwood neighborhood and Preferential Parking District 11; and

**Whereas,** Hilgard Avenue is the eastern border of the 419-acre UCLA campus with a daily population of over 90,000, and carries a very high volume of more than 12,000 vehicles daily, including cars, vans, SUVs, busses, trucks, trailers, motorcycles, e-bikes, e-scooters, and which is classified as a major Collector Street that collects traffic from residential streets and channels traffic to Wilshire Boulevard and Sunset Boulevard, which includes thousands of daily vehicles traveling to and from the UCLA campus, into multiple large UCLA parking garages and lots, UCLA University Club, UCLA Sorority Row, as well as high volume of vehicles traveling to the W Los Angeles Hotel, West Los Angeles Ronald McDonald House, Westwood Hills Christian Church, Saint Albans Episcopal Church, 28th Church of Christian Science, UCLA Hillel Center, Ralphs Fresh Fare, Target, Trader Joe's, Geffen Playhouse, and many other uses; and

**Whereas,** the 900 Hilgard property immediately abuts the high volume W Los Angeles Hotel located at 930 Hilgard Avenue, with its 297 guest suites and rooms, Beach House Baja Californian restaurant, multiple bars, outdoor pool and cabanas, banquet and meeting rooms, and which is located immediately north of the hotel's garage driveway entrance, and its busy Valet Parking operation with a large loading zone and taxi zone area for hotel guests; and

**Whereas,** the 900 Hilgard site is directly across from Westwood Hills Christian Church which has its driveway entrance on Hilgard Avenue, and is north of the West Los Angeles Ronald McDonald House, a patient family guest house hotel located at 927 Hilgard Avenue, which has its driveway entrance into its garage on Hilgard Avenue; and

**Whereas,** the applicant has applied for a Class 3 Conditional Use Permit (CUP) for the operation of a K-6 private elementary school in the R3 residential zone and a Waiver of Dedication at 900 Hilgard Avenue, which school operation would create significant traffic and safety concerns for the parents and very young school children who would be dropped off and picked up on this very busy corner twice daily, as well as for the existing neighborhood children and families; and

**Whereas,** the 900 block of Hilgard Avenue is already heavily congested and often backed up, with only one northbound traffic lane, one southbound traffic lane, a center turn lane (which lane is often blocked with large delivery trucks parked in the center to deliver goods, supplies, and equipment to the W Hotel), and two curb parking lanes on both the east and west sides of Hilgard (a portion of which is marked as a white loading and taxi zone on the east side of Hilgard), which lanes are parked bumper to bumper daily by students, residents, and visitors; and

**Whereas,** northbound Hilgard Avenue, north of Le Conte Avenue, sits on a significantly sloping grade which encourages many drivers traveling southbound on Hilgard from the UCLA campus oftentimes to travel at a significantly rapid rate of speed, often exceeding the speed limit, causing existing safety concerns; and

**Whereas,** the existing geography of the intersection of Hilgard and Le Conte avenues, including existing crosswalks, are extremely irregular in their design, not even close to right angles, which adds to the existing unsafe conditions for vehicles and pedestrians at this busy corner; and

**Whereas,** the northern elevation of 900 Hilgard Avenue, which is steeply sloping, currently provides access to an inside parking area on the second level and a driveway to an outside parking area on the third level; and

**Whereas,** the northern elevation of 900 Hilgard sits on a very steep incline with only one traffic lane in each direction, and which incline creates a traffic safety and visibility issue making it difficult to see oncoming traffic, and which downward slope causes some vehicles to travel at a very rapid rate when headed westbound on Le Conte Avenue, which causes great concern for the safety of very young students and their families being dropped off and picked up at this existing dangerous corner; and

**Whereas,** any traffic mitigation and safety plan for this proposed K-6 private elementary school must be sound and reasonable, must be consulted with affected stakeholders, and must take into account that the arrival of children between 7:30 and 8:00 a.m. and pick up at 3:00 to 4:00 p.m. which would be during very compact rush hour periods, and must also take into account that schools always host evening events including Open Houses, PTA events, school festivals and carnivals, and other events, so that the traffic and safety plan must take this evening use into account as well; and

**Whereas,** the significant concern over school safety and specifically the safe drop off and pick up of school children is a very real concern citywide and especially in Council District 5, which suffered a shocking vehicular accident where a 33-year-old mother was walking her six-year-old daughter to school in a crosswalk near Hancock Park Elementary School in April 2023, and a speeding driver struck and killed the parent instantly and critically wounded her daughter; and

**Whereas,** the applicant has failed to present a traffic mitigation and safety plan that guarantees the safety for all concerned, including the young children who would attend the proposed K-6 private elementary school, parents, existing neighborhood children and families, UCLA students, faculty, staff, and visitors, patrons of the W Hotel and Westside Los Angeles Ronald McDonald House, and other travelers and residents in the area; and

**Whereas,** the option exists for the property owner to continue to operate the property as an office building, as has been its use for nearly 80 years:

**Now, therefore, be it resolved** that the Westwood Neighborhood Council strongly opposes the proposed change of use of the property at 900 Hilgard Avenue project from its current office use designation to a proposed school use, and opposes the issuance of a Class 3 Conditional Use Permit (CUP) for operation of a K-6 private elementary school in the R3 residential zone and a Waiver of Dedication, as the applicant has failed to provide the community with any traffic mitigation and safety plan that guarantees the safe drop-off and pick-up of all of the young kindergarten and elementary school children during morning and afternoon rush hours, as well as during anticipated evening uses, which traffic and safety plan can and will be enforced; and

**Be it further resolved** that we urge Councilwoman Katy Yaroslavsky to support the Westwood Neighborhood Council and the Westwood neighbors in their demand that a traffic mitigation and safety plan be presented to the neighbors and residents, and to the Westwood Neighborhood Council (which is the only Neighborhood Council that represents the neighbors, homeowners, and property owners who live in the area, who immediately abut the 900 Hilgard site to the east, and who will be significantly impacted by the operation of a school drop off and pick up area), and to oppose the proposed change of use and issuance of a Class 3 Conditional Use Permit for the operation of a K-6 private elementary school within the R3 residential zone until and unless such time as a suitable traffic mitigation and safety plan is presented, reviewed, and confirmed; and

**Be it finally resolved** that the Westwood Neighborhood Council urges the City Zoning Administrator, Los Angeles City Planning Department, and the Los Angeles City Council to deny the issuance of a Class 3 Conditional Use Permit (CUP) for operation of a K-6 private elementary school in the R3 residential zone and a Waiver of Dedication, to allow the operation of school at 900 Hilgard Avenue, until and unless the applicant presents a comprehensive traffic mitigation and safety plan to the satisfaction of the Westwood community, the Westwood Neighborhood Council, and the affected neighbors who live in the neighborhood with their families, who surround the proposed site, and who will be significantly impacted by the operation of a school drop off and pick up area in their neighborhood.