



**APPLICATIONS:**

# APPEAL APPLICATION CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) Instructions and Checklist

**Related Code Section:** The Los Angeles Municipal Code (LAMC) Section 11.5.13 (Ord. No. 186,338) established the appeal procedure to the City Council for California Environmental Quality Act (CEQA) determinations.

**Purpose:** *The Appeal* - A CEQA clearance can only be appealed if a non-elected decision-making body (ZA, APC, CPC, DIR) makes a determination for a project that is not further appealable. To initiate appeal of a CEQA document this form must be completely filled out with the required materials attached and filed within 15 calendar days from the final administrative decision, of the entitlement application.

### General Information

Appealable CEQA documents:

- Certified Environmental Impact Report (EIR)
- Sustainable Communities Environmental Assessment (SCEA)
- Mitigated Negative Declaration (MND)
- Negative Declaration (ND)
- Categorical Exemption (CE)
- Sustainable Exemption (SE)

**NOTE:**

- Actions not appealable include an addendum, findings made pursuant to CEQA Guidelines Section 15162, or an action in which the determination does not constitute a project under CEQA.
- All CEQA appeals are heard by the City Council.
- This form is only for the appeal of Department of City Planning determinations: All other CEQA appeals are filed with the City Clerk pursuant to the LAMC Section 197.01.
- A Certified Neighborhood Council (CNC) or a person identified as a member of a CNC or as representing the CNC may not file an appeal on behalf of the Neighborhood Council; persons affiliated with a CNC may only file as an individual on behalf of self.

### 1. Case Information

Environmental Case Number: \_\_\_\_\_

Related Entitlement Case Number(s): \_\_\_\_\_

Project Address: \_\_\_\_\_

Date of Final Entitlement Determination: \_\_\_\_\_

The CEQA Clearance being appealed is a(n):

- EIR     
  SCEA     
  MND     
  ND     
  CE     
  SE

### 2. Appellant Identity (check all that apply)

- Representative     
  Property Owner     
  Other Person  
 Applicant     
  Operator of the Use/Site

### 3. Appellant Information

Appellant Name: \_\_\_\_\_

Company/Organization: \_\_\_\_\_

Mailing Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Telephone: \_\_\_\_\_ E-mail: \_\_\_\_\_

a. Is the appeal being filed on your behalf or on behalf of another party, organization or company?  
 Self       Other: \_\_\_\_\_

b. Is the appeal being filed to support the original applicant's position?       Yes       No

**4. Representative/Agent Information**

Representative/Agent name (if applicable): \_\_\_\_\_

Company: \_\_\_\_\_

Mailing Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Telephone: \_\_\_\_\_ E-mail: \_\_\_\_\_

**5. Appeal Justification**

Attach a separate sheet providing your specific reasons for the appeal. Your reasons must state how you believe CEQA was incorrectly applied, providing a legal basis for the appeal.

**6. Applicant's Affidavit**

I certify that the statements contained in this application are complete and true:

Appellant Signature:  \_\_\_\_\_ Date: 4/28/2021

**ENVIRONMENTAL APPEAL FILING REQUIREMENTS**

Note: City Clerk prepares mailing list for CEQA appeals per LAMC Section 11.5.13 E.

**1. Three (3) sets** - The following documents are required for each appeal filed (1 original and 2 duplicates) Each case being appealed is required to provide three (3) sets of the listed documents.

- Environmental Appeal Application (form CP-7840)
- Justification/Reason for Appeal
- Copies of the written Determination Letter, from the final appellate body, which must be a non-elected decision-making body

**2. Electronic Copy**

- Provide an electronic copy of your appeal documents on a flash drive (planning staff will upload materials during filing and return the flash drive to you) or a CD (which will remain in the file). The following items must be saved as individual PDFs and labeled accordingly (e.g. "Environmental Appeal Application.pdf", "Justification/Reason Statement.pdf", "Final Determination Letter.pdf"). No file should exceed 9.8 MB in size.

**3. Appeal Fee**

- Original Applicant - A fee equal to 85% of the original application fee of the Environmental case; provide a copy of the original application receipt(s) to calculate the fee per LAMC Section 19.01B 1.
- Other Persons - The fee charged shall be in accordance with the LAMC Section 19.01B 1.

This Section for City Planning Staff Use Only		
Base Fee:	Reviewed & Accepted by (DSC Planner):	Date:
Receipt No:	Deemed Complete by (Project Planner):	Date:
<input type="checkbox"/> Determination authority notified	<input type="checkbox"/> Original receipt and BTC receipt (if original applicant)	

April 28, 2021

Re: CEQA: ENV-2020-2068-CE

This letter demonstrates that the proposed project is not eligible for a Categorical Exemption under CEQA. As detailed herein, an Environmental Impact Report (EIR) or Mitigated Negative Declaration (MND) must be prepared for the project, in conformance with the requirements of the CEQA.

As indicated in the Los Angeles City Planning Commission Letter of Determination for the project dated April 13, 2021 (see page 1 Attachment A), rather than prepare an EIR or MND for the project, the City is processing the project using an Exemption from CEQA pursuant to CEQA Guidelines, Section 15332, Article 19 (Class 32 – In-fill Development Projects), and improperly claiming that “there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies.” However, this letter demonstrates that the project is not eligible for a Class 32 – Infill Development Exemption. As detailed in CEQA Guidelines Section 15332, to use a Class 32 Exemption, a project must, among other conditions, be “consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.”

The proposed project is not consistent with the applicable general plan designation and all applicable general plan policies as well as with the applicable zoning designation and regulations because the City erroneously determined that the site qualified as a TOC Tier 3 Affordable Housing Incentive Area. Therefore, the proposed project does not comply with CEQA Guidelines Section 15332(a) and an Environmental Impact Report or Mitigated Negative Declaration must be prepared for the project.

### **INITIAL DETERMINATION**

Initially, in its Director’s Determination letter dated December 30, 2020 (see page 6 of Attachment B) the City claimed:

the project site is located within a Tier 3 Transit Oriented Communities Affordable Housing Incentive Area, qualified by its proximity to the intersection of Major Transit Stop. The project site is located within 750 feet of the intersection of one Rapid Bus Lines [sic] (Metro Rapid Line 780) and one Regular Bus Line (Local Line 7) at the intersection of Pico Boulevard and Fairfax Avenue.”

The site is not located within 750 feet of the Pico Boulevard and Fairfax Avenue intersection. Pursuant to the Notes for Chart 1 of Section III, TOC Affordable Housing Incentive Area, of the City’s Transit Oriented Communities Affordable House Incentive Guidelines (“TOC Guidelines”) (see page 5 of Attachment C) states that “distance is measured from the closest point on any lot to...the middle of the street intersection of two or more bus routes with a service interval of 15 minutes or less during the morning and afternoon peak commute periods.”

A measurement taken via Google Earth shows that the distance between the closest point on the project lot to the middle of the Pico Boulevard and Fairfax Avenue intersection is 813 feet (see [Attachment D](#)).

Moreover, the Pico Boulevard and Fairfax Avenue does not meet the definition of a Major Transit Stop as set forth in Measure JJJ or the City's TOC Guidelines. Measure JJJ's definition of a Major Transit Stop takes its definition from subdivision (b) of Section 21155 of the California Public Resources Code ("CPRC") which in turn takes its definition from Section 21064.3 of the CPRC which states "Major transit stop... means a site containing...the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods." According to the City Planning Website's Case Summary for this development, the project was accepted for review on December 20, 2020. According to the timetable that was in effect as of that date (see [Attachment E](#) for Metro Rapid Line 780 timetable effective June 21, 2020), Metro Rapid Line 780 does not have a service interval of 15 minutes or less during the morning and afternoon peak commute period. Calculations for the service interval, prepared in accordance with Appendix A of the City's own TOC Guidelines, can be found on [Attachment F](#).

## **SUBSEQUENT APPEAL RECOMMENDATION REPORT**

In response to our appeal of the Director's Determination Letter, the City, in its Appeal Recommendation Report (see page A-3 of [Attachment G](#)), stated that the proposed project was located with a Tier 3 TOC Affordable Housing Incentive Area not because it was within 750 feet of the intersection of one Rapid Bus Line and one Regular Bus Line as they had originally stated but because it was within *1,500 feet* of "the intersection of two rapid bus routes (Santa Monica Big Blue Bus Rapid 7 Line, Metro Rapid Line 780, and Metro Rapid Line R7)." Note: "Metro Rapid Line R7" does not exist. The City appears to have confused "Metro Rapid Line R7" with the Santa Monica Big Blue Bus Rapid 7 Line, a line the City had already mentioned in its citation.

In addition, the City claimed that "the definition of a Major Transit Stop was subsequently clarified through City Planning on August 19, 2020 to apply only to transit schedules in place as of March 17, 2020." (See "Department of City Planning Executive Office Memo re: Transit Service During the Covid-19 Pandemic included with Attachment G) Even under this new definition, according to the timetable that was in effect as of that date (see [Attachment H for Metro Rapid Line 780 timetable effective December 15, 2019](#)), Metro Rapid Line 780 *still* does not offer a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute period. Calculations for the service interval, prepared in accordance with Appendix A of the City's own TOC Guidelines, can be found on [Attachment I](#).

**LOS ANGELES CITY PLANNING COMMISSION MEETING ON APRIL 8, 2021**

At the Los Angeles City Planning Commission Meeting on April 8, 2021 in response to our appeal City Planning Staff stated "...in any case, there's Santa Monica Big Blue Bus 7, Big Blue Bus R7 intersecting with Local Line 217 and Metro Line Rapid 780, so that was the qualification that was determined February 27[, 2020] before COVID and that would still stand today." The meeting can be found at the following link:

[https://planning.lacity.org/plndoc/Audio/CPC/2021/04-08-2021/8 DIR 2020 2067.mp3](https://planning.lacity.org/plndoc/Audio/CPC/2021/04-08-2021/8_DIR_2020_2067.mp3)

The quote occurs at the 39:48 mark.

This instance is the first time City Planning Staff explicitly told us that Metro Line 217 and Metro Rapid Line 780 were used to justify Pico Boulevard and Fairfax Avenue's status as a Major Transit Stop. The only other mention of Line 217 that we could find in the City's 228-page Appeal Recommendation Report (Attachment G) appears on page 101. It appears to be handwritten. As we have already demonstrated, regardless of whether the applicable time period for qualifying a Major Transit Stop is deemed to have taken place on the day the application was accepted for review on December 20, 2020, the date of the Determination Letter on December 30, 2020, or on February 27, 2020 prior to LA County's Safer at Home Order of March 17, 2020, Metro Rapid Line 780 does *not* meet the 15-minute frequency of service interval required to be considered a major bus route. Neither does Metro Line 217 (see Attachments J and K). It appears that the City combined the Metro Rapid Line 780 and the Metro Line 217, neither of which meet the 15-minute frequency of service interval required into a single major bus route with a frequency of service of 15 minutes or less as required by the definition of a Major Transit Stop. Which begs the question: can the City combine two disparate bus routes such as Metro Rapid Line 780 with a northern terminus in Pasadena and a southern terminus near Culver City and the Metro Line 217 with a northern terminus in Hollywood and a southern terminus near Culver City to create a major bus route with a frequency of service of 15 minutes or less" as required by the definition of a Major Transit Stop?

The City's TOC Guidelines do not address this question explicitly. The TOC Guidelines cite "SCAG and OPR Methodology" in determining the number of trips that occur during peak period (see page 16 of Attachment C). However, in SCAG's Transit Technical Report for Connect SoCal (2020-2045 Regional Transportation Plan/Sustainable Communities Strategy) (see page 83 of Attachment L), it states "separate but overlapping bus routes that do not individually meet the 15-minute threshold may *not* be combined in order to qualify as a [corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute periods] [emphasis added]." Neither the Metro Rapid Line 780 nor the Metro Line 217 meet the 15-minute threshold on their own and they may *not* be combined in order to qualify as a major bus route with service intervals no longer than 15 minutes.

In sum, the Pico Boulevard and Fairfax Avenue intersection cannot be considered a Major Transit Stop under any of the justifications the City has cited or alluded to. Since the TOC Tier determination was made in error, this project is not consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations. The project does not qualify for the in-fill exemption and an Environmental

Impact Report (EIR) or Mitigated Negative Declaration (MND) must be prepared for the project, in conformance with the requirements of the CEQA.

Sincerely,

Brandon Araujo, P.E. & Annette Wong, Esq., Residents of 5931 W. Parkcrest Place

#### List of Attachments

1. Attachment A - Los Angeles City Planning Commission Letter of Determination dated April 13, 2021
2. Attachment B - Director's Determination letter dated December 30, 2020
3. Attachment C - City's Transit Oriented Communities Affordable House Incentive Guidelines
4. Attachment D – Google Earth Measurement
5. Attachment E – Metro Rapid Line 780 Timetable effective June 21, 2020
6. Attachment F – Service Interval Calculations for Metro Rapid Line 780 according to Appendix A of TOC Guidelines (June 2020)
7. Attachment G – City Appeal Recommendation Report
8. Attachment H – Metro Rapid Line 780 Timetable effective December 15, 2019
9. Attachment I – Service Interval Calculations for Metro Rapid Line 780 according to Appendix A of TOC Guidelines (December 2019)
10. Attachment J - Metro Line 217 Timetable effective December 13, 2020
11. Attachment K - Service Interval Calculations for Metro Line 217 according to Appendix A of TOC Guidelines (December 2020)
12. Attachment L – Connect SoCal – Transportation System – Transit – Technical Report

Attachment A

Los Angeles City Planning Commission Letter of Determination dated April 13, 2021



# LOS ANGELES CITY PLANNING COMMISSION

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

## LETTER OF DETERMINATION

MAILING DATE: APR 13 2021

Case No. DIR-2020-2067-TOC-1A  
CEQA: ENV-2020-2068-CE  
Plan Area: Wilshire

Council District: 10 – Ridley Thomas

**Project Site:** 1447 South Hi Point Street

**Applicant:** Hi Point M, LLC  
Representative: Matthew Hayden, Hayden Planning

**Appellants:**

1. Elaine Johnson, LA GLO Inc.  
Representative: Jamie T. Hall, Channel Law Group, LLP
2. Katelyn Foley
3. Annette Wong and Brandon Araujo
4. John Kim
5. Sarah Reed

At its meeting of **April 8, 2021**, the Los Angeles City Planning Commission took the actions below in conjunction with the approval of the following Project:

Demolition of an existing single-family residential structure, and the construction, use, and maintenance of a new, five-story, multi-family residential building over one level of subterranean parking. The project will contain 20 dwelling units, of which two units will be set aside for Extremely Low Income Households. The proposed building will encompass approximately 20,093 square feet in total building area. The Project proposes to provide 24 automobile parking spaces and 22 bicycle parking spaces.

1. **Determined**, based on the whole of the administrative record, that the Project is exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines, Article 19, Section 15332, Class 32, and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies;
2. **Denied** the appeals and **sustained** the Planning Director's Determination dated December 30, 2020;
3. **Approved with Conditions**, pursuant to Section 12.22 A.31 of the Los Angeles Municipal Code, a 70 percent increase in density, consistent with the provisions of the Transit Oriented Communities (TOC) Affordable Housing Incentive Program along with the following three incentives for a qualifying Tier 3 Project totaling 20 dwelling units, reserving two units for Extremely Low Income (ELI) Household occupancy for a period of 55 years:
  - a. Yard/Setback. A 30 percent reduction in the required width of the two side yards to provide a minimum setback of five feet eight inches in lieu of the minimum eight feet otherwise required;

Attachment B

Director's Determination letter dated December 30, 2020

DEPARTMENT OF  
CITY PLANNING  
COMMISSION OFFICE  
(213) 978-1300

CITY PLANNING COMMISSION

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PRESIDENT

VAHID KHORSAND  
VICE-PRESIDENT

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CITY OF LOS ANGELES  
CALIFORNIA



ERIC GARCETTI  
MAYOR

EXECUTIVE OFFICES  
200 N. SPRING STREET, ROOM 525  
LOS ANGELES, CA 90012-4801  
(213) 978-1271

VINCENT P. BERTONI, AICP  
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DEPUTY DIRECTOR

**DIRECTOR'S DETERMINATION  
TRANSIT ORIENTED COMMUNITIES AFFORDABLE HOUSING INCENTIVE PROGRAM**

December 30, 2020

**Applicant / Owner**

Hi Point M, LLC  
550 South Hill Street, Suite #1420  
Los Angeles, CA 90013

**Representative**

Tov Equities, LLC  
550 South Hill Street, Suite #1420  
Los Angeles, CA 90013

**Case No.** DIR-2020-2067-TOC

**CEQA:** ENV-2020-2068-CE

**Location:** 1447 South Hi Point Street

**Council District:** 10 – Herb J. Wesson Jr.

**Neighborhood Council:** P.I.C.O.

**Community Plan Area:** Wilshire

**Land Use Designation:** Medium Residential

**Zone:** [Q]R3-1-O

**Legal Description:** Lot FR 10, Tract TR 3909

**Last Day to File an Appeal: January 14, 2021**

**DETERMINATION – Transit Oriented Communities Affordable Housing Incentive Program**

Pursuant to Los Angeles Municipal Code (LAMC) Section 12.22-A,31, I have reviewed the proposed project and as the designee of the Director of City Planning, I hereby:

1. **Determine** that, based on the whole of the administrative record, the project is exempt from California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines, Article 19, Section 15332 (Class 32), and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies;
2. **Approve with Conditions** a 70 percent increase in density, consistent with the provisions of the Transit Oriented Communities (TOC) Affordable Housing Incentive Program along with the following three (3) incentives for a qualifying Tier 3 project totaling 20 dwelling units, including two (2) units reserved for Extremely Low Income (ELI) Household occupancy, for a period of 55 years;
  - a. **Yard/Setback.** A 30 percent reduction in the required width of the two (2) side yards to provide a minimum setback of 5 feet 8 inches in lieu of the minimum 8 feet otherwise required; and

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.

## PROJECT BACKGROUND

The project site is a single interior lot consisting of approximately 8,839 square feet of lot area. The subject property is rectangular-shaped and has a street frontage of approximately 52 feet along the westerly side of Hi Point Street, with an approximate depth of 170 feet. The subject site is located within the Wilshire Community Plan Area and is zoned [Q]R3-1-O with a corresponding land use designation of Medium Residential. The "Q" Qualified Condition, established pursuant to Ordinance Number 168,193, limits the building height to 35 feet, requires articulation at every 30 feet for building facades exceeding 40 feet (minimum depth of façade modulation is five feet), and prohibits balconies above the first floor which have a line of sight to adjacent existing single-family uses. There is also a prohibition on roof decks; however, this does not apply to the project which provides a top floor terraced patio rather than a roof deck that is usable for residents. The "O" Oil Drilling District, established pursuant to Ordinance Number 112,901, pertains to oil drilling activities and operations which are not a part of the project. The subject property is located within a Transit Priority Area in the City of Los Angeles (ZI-2452), and is not within the boundaries of any other specific plan, community design overlay, or interim control ordinance.

The project site is located within a Tier 3 Transit Oriented Communities Affordable Housing Incentive Area, qualified by its proximity to the intersection of a Major Transit Stop. The project site is located within 750 feet of the intersection of one Rapid Bus Lines (Metro Rapid Line 780) and one Regular Bus Line (Local Line 7) at the intersection of Pico Boulevard and Fairfax Avenue. As such, the project meets the eligibility requirements for a TOC Housing Development to be located within 750 feet of a Major Transit Stop.

The project proposes the demolition of one (1) existing single-family residential structure, and the construction, use, and maintenance of a new (5) five-story, 57-foot-high multi-family residential building with 20 dwelling units over one (1) level of subterranean parking. There are 11 non-

Attachment C

City's Transit Oriented Communities Affordable House Incentive Guidelines

# Transit Oriented Communities Affordable Housing Incentive Program Guidelines (TOC Guidelines)

Implementing Section 6 of Measure JJJ, approved by the voters in November 2016, and added  
to Los Angeles Municipal Code 12.22 A.31

Effective September 22, 2017  
Revised February 26, 2018

Chart 1. TOC Affordable Housing Incentive Area Tiers

Type of Major Transit Stop	Tier 1 (Low)	Tier 2 (Medium)	Tier 3 (High)	Tier 4 (Regional)
	<b>Distance to Major Transit Stop</b>			
<b>Two Regular Buses</b> (intersection of 2 non Rapid Bus* lines, each w/ at least 15 min. average peak headways)	750 - 2640 ft.	< 750 ft.	-	-
<b>Regular plus Rapid Bus*</b> (intersection of a Regular Bus and Rapid Bus line)	1500 – 2640 ft.	750 – <1500 ft.	< 750 ft.	-
<b>Two Rapid Buses*</b> (intersection of two Rapid Bus lines)	-	1500-2640 ft.	< 1500 ft.	-
<b>Metrolink Rail Stations</b>	1500 – 2640 ft.	750 – <1500 ft.	< 750 ft.	-
<b>Metro Rail Stations</b>	-	-	≤ 2640 ft.	< 750 ft. from intersection with another rail line or a Rapid Bus*

## Notes:

To be an eligible TOC Housing Development, the project must meet the Eligibility criteria in Section IV, including being located within one-half mile of a Major Transit Stop. In the case of bus stops, this always requires an intersection of two bus routes. An intersection of two bus lines is defined as the midpoint of the street intersection where two or more eligible bus routes meet or cross, and passengers have the direct ability to transfer on foot. This does not include bus routes that travel along the same street. For Tier 4, an intersection between a rail station and an eligible Rapid Bus line is defined as either the rail station entrance(s) or the Rapid Bus stop when the bus stop is within 660 feet of a rail station entrance and can be accessed by foot.

Distance is measured from the closest point on any lot to the entrance(s) of a rail transit station (including elevators and stairways), or the middle of the street intersection of two or more bus routes with a service interval of 15 minutes or less during the morning and afternoon peak commute periods. Please see Appendix A for additional information on how to calculate the 15 minute service interval. In the case of a Tier 4 Major Transit Stop, the distance will be measured from the closest point on any lot to the closer of either the entrance of the rail transit station or the bus stop. If no entrance information is known for a station that is under construction, then the distance will be measured from the center of the platform of the station.

\*Rapid Bus is a higher quality bus service that may include several key attributes, including dedicated bus lanes, branded vehicles and stations, high frequency, limited stops at major intersections, intelligent transportation systems, and possible off-board fare collection and/or all door boarding. It includes, but is not limited to, Metro Bus Rapid Transit lines, Metro Rapid 700 lines, Metro Orange and Silver Lines, Big Blue Rapid lines and the Rapid 6 Culver City bus.

## Appendix A: Methodology for Determining Major Transit Stops

### Definition of Major Transit Stop:

A site containing a rail station or the intersection of two or more bus routes with a service interval of 15 minutes or less during the morning and afternoon peak commute periods. The stations or bus routes may be existing, under construction or included in the most recent SCAG Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP).

### SCAG and OPR Methodology:

Peak Periods are considered to be between 6:00 to 9:00 AM and 3:00 to 7:00 PM. Bus routes must have a service frequency of 15 minutes or less for the entire duration of the peak hour periods.

To determine the eligibility of the bus line, the average number of minutes per trip for each direction is calculated separately. If one or both directions fail to meet the 15 minute frequency limit, the entire bus line is ineligible for a Major Transit Stop.

- The total number of trips from the point of origin during peak hours (Monday to Friday) is used. A trip is included if its median time falls within the peak hour.
- To calculate the median time, the time at trip origin is subtracted from the time at arrival at final station, divided by two, and then added to origin time.  
*For example: Origin time 5:42 AM, Arrival time 6:22 AM*  
*Total trip time = 40 Minutes (6:22 AM – 5:42 AM)*  
*Median trip time = 40 Minutes/2 + 5:42 AM, or 6:02 AM*
- The total peak hour time is then divide by the number of trips for the average number of minutes per trip.

**Below is a sample calculation based on the 750 Metro Rapid Bus Line (see schedule on Page 16):**

#### Eastbound Trips for 750

During the morning peak hours between 6:00 AM to 9:00 AM, there is a total of 12 Eastbound trips.

The trip originating from Warner Center at 5:42 AM is the first eligible trip with an arrival time at 6:22 AM. This is calculated by dividing the total trip time of 40 minutes by two and adding the 20 minutes to the trip origination time at 5:42 AM, resulting in a median trip time that falls within peak hours at 6:02 AM (not shown in bus schedule).

The trip originating from Warner Center at 8:29 AM is the last eligible trip, with the median time at 8:57 AM.

During the afternoon peak hours between 3:00 PM and 7: PM, there is a total of 16 Eastbound trips.

With 28 total Eastbound trips during the 420 peak hour minutes, the average frequency of the 750 bus line is 15 minutes.

Westbound Trips for 750

Looking at the Westbound trips, there are 11 trips and 15 trips in the AM and PM peak hours respectively. This results in an average frequency of 16.15 minutes.

**Result**

Despite the Eastbound portion of the 750 Metro Rapid Bus Line meeting the 15 minute frequency as required by a Major Transit Stop, the Westbound portion, with an average frequency of 16.15 minutes, fails to meet that criteria. Therefore, the 750 Metro Rapid Bus Line is ineligible for inclusion in a Major Transit Stop.

**Sample Metro Bus Line Schedule with Qualified Peak Hour Trips Boxed in Red**

Monday through Friday				750			
Effective Jun 25 2017							
Eastbound <i>Al Este</i> [Approximate Times / Tiempos Aproximados]				Westbound <i>Al Oeste</i> [Approximate Times / Tiempos Aproximados]			
WARNER CENTER	TARZANA	SHERMAN OAKS	STUDIO CITY	STUDIO CITY	SHERMAN OAKS	TARZANA	WARNER CENTER
1	2	3	4	4	3	2	1
Warner Center Transit Hub (Owensmouth & Erwin)	Ventura & Reseda	Ventura & Van Nuys	Universal/ Studio City Station	Universal/ Studio City Station	Ventura & Van Nuys	Ventura & Reseda	Warner Center Transit Hub (Owensmouth & Erwin)
5:13A	5:25A	5:36A	5:50A	5:23A	5:38A	5:52A	6:10A
5:28	5:40	5:51	6:06	5:45	6:00	6:14	6:32
5:42	5:54	6:07	6:22	6:00	6:15	6:29	6:48
5:55	6:09	6:23	6:38	6:15	6:30	6:47	7:06
6:09	6:23	6:39	6:54	6:30	6:46	7:04	7:25
6:23	6:37	6:55	7:10	6:45	7:01	7:22	7:43
6:37	6:51	7:11	7:27	7:00	7:17	7:39	8:00
6:50	7:05	7:27	7:44	7:15	7:32	7:54	8:15
7:05	7:20	7:43	8:00	7:30	7:49	8:11	8:32
7:21	7:36	7:59	8:18	7:45	8:04	8:26	8:47
7:35	7:52	8:15	8:34	8:00	8:19	8:41	9:02
7:54	8:10	8:32	8:51	8:15	8:34	8:56	9:17
8:12	8:28	8:49	9:08	8:30	8:49	9:11	9:32
8:29	8:45	9:06	9:25	8:45	9:04	9:26	9:47
8:46	9:02	9:23	9:42	9:00	9:19	9:41	10:02
9:11	9:27	9:48	10:07	9:18	9:37	9:59	10:20
9:41	9:57	10:18	10:37	9:40	9:59	10:18	10:39
10:10	10:27	10:48	11:07	10:05	10:24	10:43	11:05
10:40	10:57	11:18	11:37	10:35	10:54	11:13	11:35
11:10	11:27	11:48	12:07P	11:04	11:24	11:43	12:06P
11:38	11:57	12:18P	12:37	11:34	11:54	12:13P	12:36
12:08P	12:27P	12:48	1:08	12:03P	12:24P	12:44	1:07
12:35	12:54	1:15	1:35	12:33	12:54	1:14	1:37
1:00	1:19	1:40	2:01	1:02	1:24	1:44	2:07
1:21	1:41	2:02	2:23	1:32	1:54	2:14	2:37
1:46	2:06	2:27	2:48	2:01	2:24	2:44	3:08
1:58	2:18	2:39	3:00	2:25	2:49	3:09	3:34
2:13	2:33	2:54	3:15	2:46	3:10	3:31	3:56
2:27	2:47	3:09	3:30	3:00	3:25	3:46	4:11
2:42	3:02	3:24	3:45	3:15	3:40	4:01	4:25
2:55	3:17	3:39	4:00	3:30	3:55	4:16	4:40
—	3:31	3:53	4:14	3:45	4:10	4:31	4:55
3:10	3:32	3:54	4:15	4:00	4:26	4:47	5:11
3:25	3:47	4:09	4:30	4:15	4:41	5:02	5:26
3:44	4:06	4:28	4:49	4:30	4:56	5:17	5:41
3:55	4:17	4:39	5:00	4:45	5:11	5:32	5:56
4:10	4:32	4:54	5:15	5:00	5:26	5:48	6:12
4:25	4:47	5:09	5:30	5:15	5:41	6:03	6:27
4:40	5:02	5:24	5:45	5:30	5:56	6:18	6:41
4:55	5:17	5:39	6:00	5:45	6:11	6:33	6:56
5:10	5:32	5:54	6:15	6:00	6:26	6:47	7:09
5:26	5:48	6:09	6:30	6:15	6:40	7:00	7:21
5:41	6:03	6:24	6:45	6:35	6:58	7:17	7:38
5:57	6:19	6:39	7:00	6:54	7:16	7:34	7:54
6:20	6:40	6:59	7:19	7:15	7:36	7:54	8:13
6:42	7:01	7:19	7:39	7:40	8:01	8:19	8:38
7:04	7:21	7:39	7:58	8:09	8:27	8:44	9:03
7:35	7:51	8:08	8:26	8:39	8:57	9:12	9:28
8:10	8:25	8:42	8:58	9:10	9:27	9:42	9:58

Attachment D

Google Earth Measurement



↶ ✕

Distance <sup>?</sup>

813 ft ▾

📄

✓ Done

LA Open Door  
Presbyterian Church

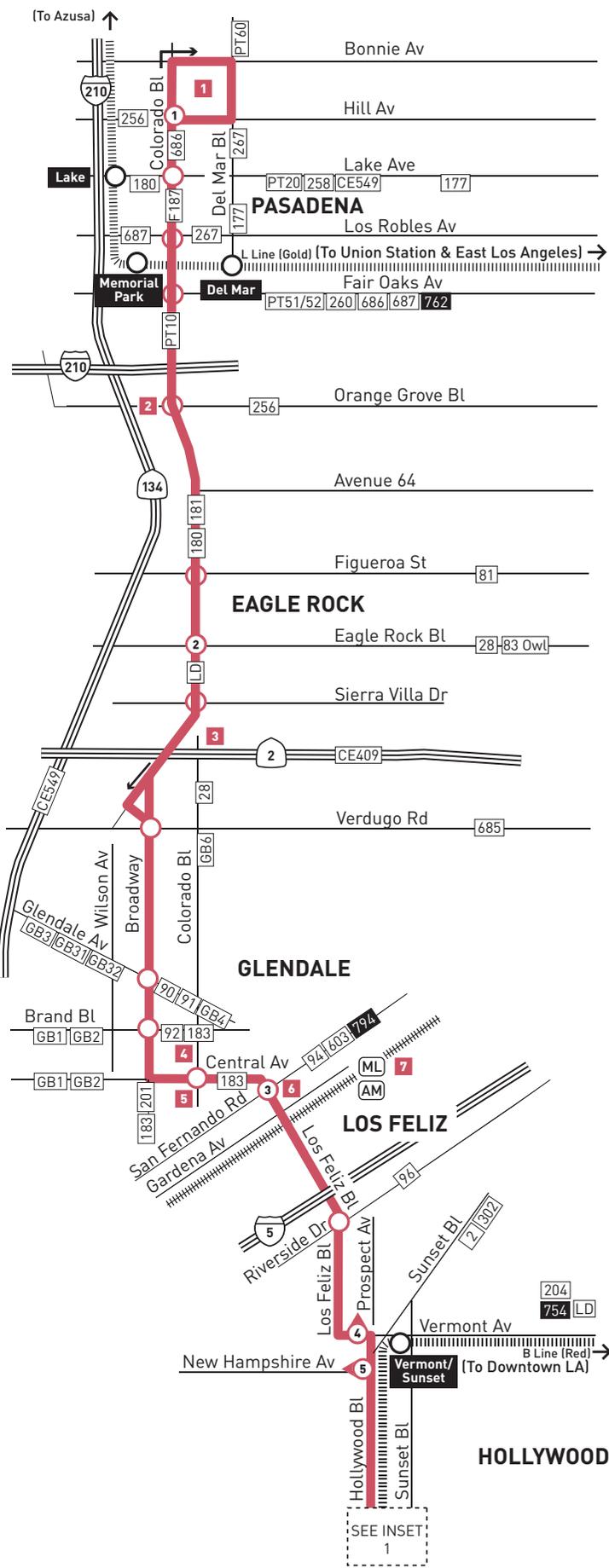
Evolve Pole  
Dance Studio

815 ft



Attachment E

Metro Rapid Line 780 Timetable effective June 21, 2020

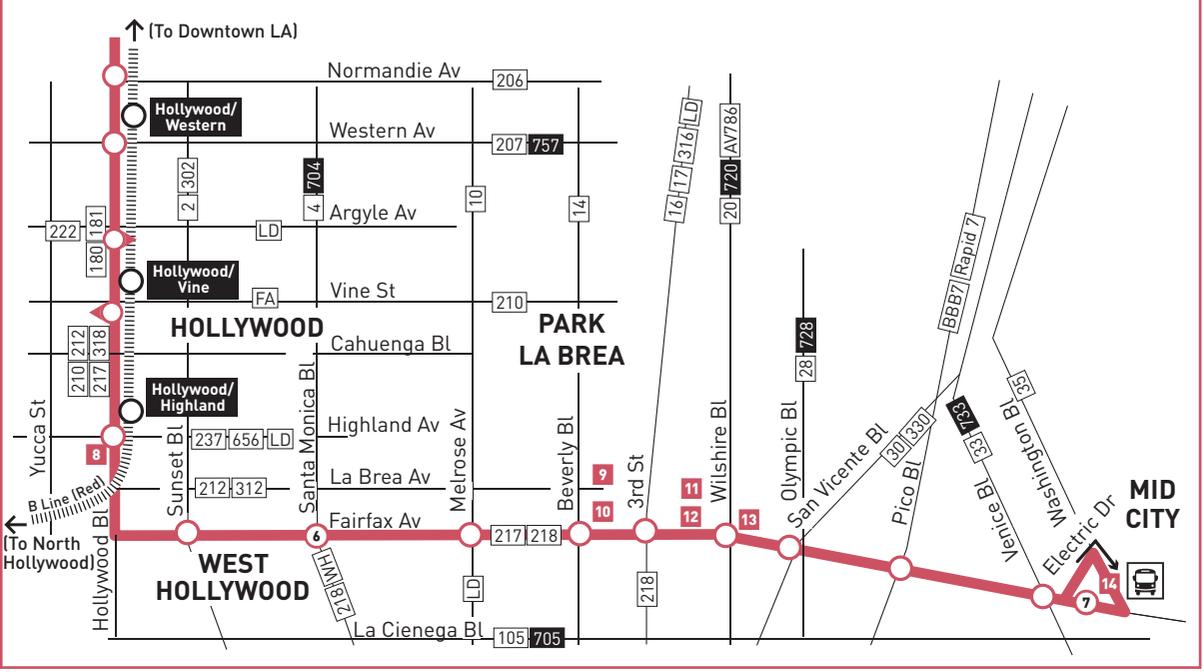


- Line 780 Route
- Metro Rail
- Rapid Stop Timepoint
- Rapid Stop Timepoint Single Direction Only
- Rapid Stop
- Rapid Stop Single Direction Only
- Metro Rail/Busway Station
- Transit Center
- Map Notes
- Connecting Line
- Rapid Connecting Line
- Amtrak
- MetroLink
- LAX FlyAway
- AV Antelope Valley Transit Authority
- C Culver CityBus
- F Foothill Transit
- GB Glendale Beeline
- CE LADOT Commuter Express
- LD LADOT DASH
- PT Pasadena Transit
- BBB Santa Monica Big Blue Bus
- WH West Hollywood City Line

**MAP NOTES**

- 1 Pasadena City College**
- 2 Norton Simon Museum**
- 3 Eagle Rock Plaza**
- 4 The Americana at Brand**
- 5 Glendale Galleria**
- 6 Glendale Transportation Center**  
Metro 183; GB1, GB2, GB11, GB12
- 7 Glendale Station**  
Metrolink Ventura County Line, Antelope Valley Line; Amtrak
- 8 Hollywood & Highland Center**
- 9 The Grove**
- 10 Farmer's Market**
- 11 La Brea Tar Pits**
- 12 LA County Museum of Art**
- 13 Petersen Automotive Museum**
- 14 Washington/Fairfax Transit Hub**  
Metro 35, 37, 38, 105, 217, 705, 780; C1, C4; CE437

**INSET 1 - HOLLYWOOD - WASHINGTON/FAIRFAX TRANSIT HUB**



# Monday through Friday

# 780

Effective Jun 21 2020

## Eastbound Al Este (Approximate Times / Tiempos Aproximados)

LOS ANGELES	WEST HOLLYWOOD	HOLLYWOOD	GLENDALE	EAGLE ROCK	PASADENA
7	6	4	3	2	1
Washington/Fairfax Transit Hub	Fairfax & Santa Monica	Vermont & Prospect	Los Feliz & San Fernando	Colorado & Eagle Rock	Colorado & Hill
5:36A	5:51A	6:10	6:19	6:36	6:52A
5:55	6:10	6:30	6:39	6:57	7:18
6:12	6:29	6:50	7:00	7:18	7:39
6:32	6:49	7:10	7:21	7:40	8:02
6:53	7:12	7:35	7:47	8:06	8:28
7:16	7:37	8:00	8:12	8:31	8:53
7:39	8:01	8:25	8:38	8:57	9:19
8:07	8:31	8:55	9:08	9:29	9:51
8:37	9:01	9:25	9:38	9:59	10:21
9:06	9:30	9:55	10:08	10:29	10:51
9:35	9:59	10:25	10:39	11:00	11:22
10:03	10:27	10:55	11:09	11:30	11:52
10:33	10:57	11:25	11:39	12:00	12:22
12:52	1:19	1:50	2:06	2:29	2:51
1:12	1:39	2:10	2:26	2:49	3:11
1:30	1:57	2:30	2:46	3:09	3:32
1:48	2:17	2:50	3:07	3:30	3:53
2:07	2:36	3:10	3:28	3:51	4:14
2:26	2:55	3:30	3:48	4:11	4:34
2:43	3:14	3:50	4:09	4:33	4:56
3:03	3:34	4:10	4:30	4:54	5:17
3:23	3:54	4:30	4:50	5:14	5:37
3:43	4:14	4:50	5:10	5:34	5:57
4:03	4:34	5:10	5:30	5:54	6:17
4:23	4:54	5:30	5:50	6:14	6:37
4:43	5:14	5:50	6:08	6:32	6:55
5:04	5:35	6:10	6:28	6:50	7:12
5:25	5:55	6:30	6:47	7:08	7:29
5:46	6:16	6:50	7:07	7:28	7:49
6:07	6:37	7:10	7:26	7:47	8:07
6:36	7:03	7:35	7:50	8:10	8:30
7:04	7:31	8:01	8:14	8:33	8:53

By the City's own methodology, the number of trips in the eastbound direction during the peak morning and afternoon time periods do not meet the 15 minutes or less frequency required by a Major Transit Stop.

# Monday through Friday

# 780

## Westbound Al Oeste (Approximate Times / Tiempos Aproximados)

PASADENA	EAGLE ROCK	GLENDALE	HOLLYWOOD	WEST HOLLYWOOD	LOS ANGELES
1	2	3	5	6	7
Colorado & Hill	Colorado & Eagle Rock	Los Feliz & San Fernando	Hollywood & New Hampshire	Fairfax & Santa Monica	Washington/Fairfax Transit Hub
5:09A	5:29A	5:45A	5:55A	6:14A	6:37A
5:27	5:48	6:04	6:15	6:35	6:58
5:45	6:06	6:23	6:35	6:57	7:23
6:02	6:25	6:43	6:55	7:20	7:46
6:19	6:42	7:01	7:15	7:44	8:11
6:35	7:00	7:20	7:35	8:04	8:33
6:53	7:18	7:39	7:55	8:26	8:55
7:13	7:38	7:59	8:15	8:46	9:15
7:37	8:03	8:25	8:40	9:10	9:39
8:05	8:33	8:55	9:10	9:40	10:09
8:33	9:02	9:25	9:40	10:10	10:39
9:03	9:32	9:55	10:10	10:39	11:08
9:33	10:02	10:25	10:40	11:09	11:38
11:58	12:27P	12:55	1:10	1:41	2:11
12:28P	12:59	1:25	1:40	2:11	2:41
12:58	1:29	1:55	2:10	2:41	3:12
1:23	1:54	2:20	2:35	3:06	3:37
1:43	2:14	2:40	2:55	3:27	3:58
2:03	2:34	3:00	3:15	3:47	4:18
2:23	2:54	3:20	3:35	4:07	4:38
2:42	3:13	3:39	3:55	4:27	5:00
3:03	3:34	3:59	4:15	4:47	5:20
3:23	3:54	4:19	4:35	5:08	5:40
3:43	4:14	4:39	4:55	5:28	5:59
4:03	4:34	4:59	5:15	5:48	6:17
4:23	4:54	5:19	5:35	6:08	6:36
4:43	5:14	5:39	5:55	6:28	6:55
5:05	5:36	6:01	6:17	6:49	7:15
5:35	6:05	6:28	6:43	7:15	7:41
6:12	6:41	7:03	7:18	7:47	8:15
6:54	7:22	7:43	7:58	—	—

By the City's own methodology, the number of trips in the eastbound direction during the peak morning and afternoon time periods do not meet the 15 minutes or less frequency required by a Major Transit Stop.

For additional service, see Line 180/181 and Line 217 timetables.

### Special Notes

- Originates at Hollywood & Argyle approximately 8 minutes before time shown.
- Terminates at Hollywood & Argyle approximately 11 minutes after time shown.

### Avisos especiales

- Se origina en Hollywood y Argyle aproximadamente 8 minutos antes de la hora mostrada.
- Termina en Hollywood y Argyle aproximadamente 11 minutos después de la hora mostrada.

### Saturday, Sunday and Holiday Schedules

No service on Saturday, Sunday, New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

### Horarios de sábado, domingo y días feriados

No hay servicio en sábado, domingo, New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day y Christmas Day.

Attachment F

Service Interval Calculations for Metro Rapid Line 780 according to Appendix A of TOC Guidelines (June 2020)

Line	Direction	Part of Day	Origin Departure Time (A)	Destination Arrival Time (B)	Median Time (A) + (B-A)/2	No. of Trips During Peak Periods	Frequency Period (mins) 420 minutes/Total No. of Trips During Peak Periods	Does This Direction of Travel Meet the 15-minute frequency of service interval required by a Major Transit Stop?		
780	Eastbound/Northbound	Morning	5:36	6:55	6:15	8	21	NO		
780	Eastbound/Northbound	Morning	5:55	7:18	6:36					
780	Eastbound/Northbound	Morning	6:12	7:39	6:55					
780	Eastbound/Northbound	Morning	6:32	8:02	7:17					
780	Eastbound/Northbound	Morning	6:53	8:28	7:40					
780	Eastbound/Northbound	Morning	7:16	8:53	8:04					
780	Eastbound/Northbound	Morning	7:39	9:19	8:29					
780	Eastbound/Northbound	Morning	8:07	9:51	8:59					
780	Eastbound/Northbound	Afternoon	2:07	4:14	3:10	12			21	NO
780	Eastbound/Northbound	Afternoon	2:26	4:34	3:30					
780	Eastbound/Northbound	Afternoon	2:43	4:56	3:49					
780	Eastbound/Northbound	Afternoon	3:03	5:17	4:10					
780	Eastbound/Northbound	Afternoon	3:23	5:37	4:30					
780	Eastbound/Northbound	Afternoon	3:43	5:57	4:50					
780	Eastbound/Northbound	Afternoon	4:03	6:17	5:10					
780	Eastbound/Northbound	Afternoon	4:23	6:37	5:30					
780	Eastbound/Northbound	Afternoon	4:43	6:55	5:49					
780	Eastbound/Northbound	Afternoon	5:04	7:12	6:08					
780	Eastbound/Northbound	Afternoon	5:25	7:29	6:27					
780	Eastbound/Northbound	Afternoon	5:46	7:49	6:47					
780	Westbound/Southbound	Morning	5:27	6:58	6:12	8				
780	Westbound/Southbound	Morning	5:45	7:23	6:34					
780	Westbound/Southbound	Morning	6:02	7:46	6:54					
780	Westbound/Southbound	Morning	6:19	8:11	7:15					
780	Westbound/Southbound	Morning	6:35	8:33	7:34					
780	Westbound/Southbound	Morning	6:53	8:55	7:54					
780	Westbound/Southbound	Morning	7:13	9:15	8:14					
780	Westbound/Southbound	Morning	7:37	9:39	8:38					
780	Westbound/Southbound	Afternoon	2:03	4:18	3:10	11	22.11	NO		
780	Westbound/Southbound	Afternoon	2:23	4:38	3:30					
780	Westbound/Southbound	Afternoon	2:42	5:00	3:51					
780	Westbound/Southbound	Afternoon	3:03	5:20	4:11					
780	Westbound/Southbound	Afternoon	3:23	5:40	4:31					
780	Westbound/Southbound	Afternoon	3:43	5:59	4:51					
780	Westbound/Southbound	Afternoon	4:03	6:17	5:10					
780	Westbound/Southbound	Afternoon	4:23	6:36	5:29					
780	Westbound/Southbound	Afternoon	4:43	6:55	5:49					
780	Westbound/Southbound	Afternoon	5:05	7:15	6:10					
780	Westbound/Southbound	Afternoon	5:35	7:41	6:38					

Attachment G

City Appeal Recommendation Report



# DEPARTMENT OF CITY PLANNING

## APPEAL RECOMMENDATION REPORT

### City Planning Commission

**Date:** April 8, 2021  
**Time:** After 8:30 A.M.  
**Place:** In conformity with the Governor's Executive Order N-29-20 (March 17, 2020) and due to concerns over COVID-19, the CPC meeting will be conducted entirely telephonically by Zoom [<https://zoom.us/>].

The meeting's telephone number and access code access number will be provided no later than 72 hours before the meeting on the meeting agenda published at <https://planning.lacity.org/about/commissions-boards-hearings> and/or by contacting [cpc@lacity.org](mailto:cpc@lacity.org).

**Case No.:** DIR-2020-2067-TOC-1A  
**CEQA No.:** ENV-2020-2068-CE  
**Related Case:** DIR-2020-2067-TOC  
**Council No.:** 10 –Ridley-Thomas  
**Plan Area:** Wilshire  
**Plan Overlays:** None  
**Certified NC:** P.I.C.O.  
**Land Use Designation:** Medium Residential  
**Zone:** [Q]R3-1-O  
**Applicant:** Hi Point M, LLC  
**Representative:** Matthew Hayden, Hayden Planning  
**Appellants:** Katelyn Foley; Annette Wong and Brandon Araujo; John Kim; and Sarah Reed  
**Appellant:** Elaine Johnson, LA GLO Inc.  
**Representative:** Jamie T. Hall, Channel Law Group, LLP

**Public Hearing:** Required  
**Appeal Status:** Not further appealable  
**Expiration Date:** September 15, 2021  
**Multiple Approval:** No

### PROJECT

**LOCATION:** 1447 South Hi Point Street

### PROPOSED PROJECT:

The project involves the demolition of an existing single-family residential structure and the construction, use, and maintenance of a new, five-story, multi-family residential building over one level of subterranean parking. The project will contain 20 dwelling units, of which two units will be set aside for Extremely Low Income Households. The proposed building will encompass approximately 20,093 square feet in total building area. The project proposes to provide 24 automobile parking spaces and 22 bicycle parking spaces.

### APPEALS:

An appeal of the December 30, 2020, Planning Director's Determination which:

1. Determined based on the whole of the administrative record, that the Project is exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines, Article 19, Section 15332 (Class 32), and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies;
2. Approved with Conditions, pursuant to Los Angeles Municipal Code (LAMC) Section 12.22-A,31, a 70 percent increase in density, consistent with the provisions of the Transit Oriented Communities (TOC) Affordable Housing Incentive Program along with the following three incentives for a qualifying Tier 3 project totaling 20 dwelling units, reserving 2 units for

incentives provided in the TOC Guidelines describe the range of bonuses from particular zoning standards that applicants may select.

The subject property is located within a Tier 3 TOC Affordable Housing Incentive Area, qualified by its proximity to a Major Transit Stop involving the intersection of two rapid bus routes (Santa Monica Big Blue Bus Rapid 7 Line, Metro Rapid Line 780, and Metro Rapid Line R7) within 1,500 feet of the project site. The status of this Tier qualification was approved on February 27, 2020, and the application was filed within the 180-day period before expiration on March 25, 2020. Shortly thereafter, many transit lines were temporarily reduced as a result of COVID-19, including the Santa Monica Big Blue Bus Rapid 7 Line and Metro Rapid Line R7. The project still qualified for Tier 3 status through the intersection of Metro Local Line 7 and Metro Rapid Line 780 being located within 750 feet of the subject property; however, the definition of a Major Transit Stop was subsequently clarified through City Planning on August 19, 2020 to apply only to transit schedules in place as of March 17, 2020. As such, the project is qualified for Tier 3 TOC status by proximity to a Major Transit Stop involving the intersection of two or more rapid bus routes located within 1,500 feet of the subject property as stated in their application and per the updated definition of Major Transit Stop.

The project is further qualified as a Tier 3 TOC project by setting aside at least ten percent of the total dwelling units for Extremely Low Income households. The project is proposing a total of 20 dwelling units, of which two (2) units will be set aside for Extremely Low Income Households which equates to ten percent of the total units or 18 percent of the 11 base units permitted through the underlying zone of the site. Thus, the project is eligible for Tier 3 Base and up to three (3) Additional Incentives.

Given the above, the proposed project includes the following Base and Additional Incentives for a qualifying Tier 3 project:

#### Tier 3 Base Incentives

1. **Density** – The underlying [Q]R3-1 zoning of the site permits a maximum residential base density of 11 dwelling units per the LAMC which rounds up to 12 units per the TOC Guidelines. As a Tier 3 qualifying project, in exchange for setting aside 10 percent of the total number of units for Extremely Low Income Households, the TOC Guidelines allow up to a 70 percent density increase, up to a maximum permitted density of 21 dwelling units. In this case, the Director granted a density of 20 units, equating to an additional 8 units, or a 67 percent increase in the maximum allowable density. In exchange, the project is required to set aside 2 units (equivalent to 10 percent of the total number of units) toward Extremely Low Income Households.
2. **Floor Area Ratio (FAR)** – The project site is limited to a maximum FAR of 3 to 1 per the [Q]R3-1 zoning of the site. The TOC Guidelines allow up to a 50 percent increase for a qualifying Tier 3 project which equates to an FAR up to 4.5 to 1. As proposed, the project has a maximum FAR of 3.78 to 1.
3. **Automobile Parking** – The TOC Guidelines state that required automobile parking for all residential units in an Eligible Housing in Tiers 1 through 3, inclusive of disabled and required guest parking, where applicable, shall not exceed 0.5 spaces per bedroom. Further, qualifying Tier 3 developments such as the proposed project, are subject to parking requirements such that required parking for all residential units in an Eligible Housing Development shall not exceed 0.5 spaces per unit. The Director granted a Base Incentive to allow residential automobile parking to be provided consistent with the LAMC and TOC Guidelines.



**REFERRAL FORMS:**

## TRANSIT-ORIENTED COMMUNITIES - REFERRAL FORM

LOS ANGELES CITY PLANNING DEPARTMENT

This form is to serve as a referral to the Department of City Planning Development Services Center for Affordable Housing case filing purposes (in addition to the required Department of City Planning Application and any other necessary documentation) and as a referral to HCIDLA, CRA, Building and Safety, or other City agency for project status and entitlement need purposes. This form shall be completed by the applicant and reviewed and signed by Department of City Planning staff prior to filing an application for a case or building permit. Any modifications to the content(s) of this form after its authorization by the Department of City Planning staff is prohibited. The Department of City Planning reserves the right to require an updated form for the project if more than 180 days have transpired since the approval date, or as necessary, to reflect project modifications, policy changes and/or amendments to the LAMC, local laws, and State laws.

CITY STAFF USE ONLY

Referral To: <input checked="" type="checkbox"/> Planning DSC - Filing <input type="checkbox"/> HCIDLA <input type="checkbox"/> DBS <input type="checkbox"/> Funding <input type="checkbox"/> SB35 <input type="checkbox"/> Other: _____	
NOTES: <span style="color: green; font-size: 1.2em;">Site qualifies for Tier 3.</span>	
Planning Staff Name and Title <span style="color: green;">Aida Karapetian / Planning Assistant</span>	Planning Staff Signature 
Date Approved <span style="color: green;">2/27/2020</span>	Expiration Date <span style="color: green;">8/25/2020</span>

**I. Project Information – To be completed by applicant**

**1. PROJECT LOCATION/ ZONING**

Project Address: 1447 Hi Point St. Los Angeles, Ca 90035  
 Applicant Name and Phone/Email: Tov Equities LLC; 213-228-4444; jacobrabbanian@gmail.com  
 Assessor Parcel Number(s): 5068012033  
 Community Plan: Wilshire      Number of Lots: 1      Lot Size: 8,838.5 s.f.  
 Existing Zone: IQR3-1-O      Land Use Designation: Medium Residential

Specific Plan   
  HPOZ   
  DRB   
  Enterprise Zone   
  CRA   
  CPIO

Q-condition/ D-limitation/ T-classification (please specify): ORD 168-193  
 Other pertinent zoning information (please specify): \_\_\_\_\_  
 Location of Major Transit Stop (please specify the intersection or metro stop): Pico and Fairfax

**II. Project Eligibility – To be completed by DCP Housing Services Unit Staff**

**2. TRANSPORTATION QUALIFIERS**

Qualifier #1 (rail name & stop, ferry terminal or bus #): W. Pico Blvd. & S. Fairfax Ave. / Santa Monica BBB 7 + R7  
 Service Interval # 1: WB < 15min [420 min / # of trips]<sup>2</sup>  
 Service Interval # 2: EB < 15min [420 min / # of trips]

Qualifier #2 (rail name & stop, ferry terminal or bus #): W. Pico Blvd & S. Fairfax Ave / Local Line 217 + Rapid 78  
 Service Interval # 1: NB 420/29 = 14.4 [420 min / # of trips]  
 Service Interval # 2: SB 420/33 = 12.7 [420 min / # of trips]

TOC Tier<sup>3</sup>:   
 Tier 1   
 Tier 2   
 Tier 3   
 Tier 4   
 Planning Staff Initials: A.K

<sup>1</sup> Per AB 744, A Major Transit Stop means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. It also includes major transit stops that are included in the applicable regional transportation plan.  
<sup>2</sup> This figure (420 minutes) is based on the total number of minutes during the peak hours of 6 am to 9 am as well as 3 pm to 7 pm.  
<sup>3</sup> If project is 100% affordable, it is eligible for the designated Tier to be increased by one.



## DEPARTMENT OF CITY PLANNING Executive Office

City Hall, 200 N. Spring Street, Room 525, Los Angeles, CA 90012

DATE: August 19, 2020

TO: Interested Parties  
Department of City Planning Staff

FROM: Vincent P. Bertoni, AICP   
Director of Planning  
Department of City Planning

SUBJECT: TRANSIT SERVICE DURING THE COVID-19 PANDEMIC

Certain definitions used by Los Angeles City Planning originate in state law. This includes terms that describe areas that are proximate to certain transit including Major Transit Stops (MTS), Transit Priority Areas (TPAs), High-Quality Transit Corridor and High-Quality Transit Corridor Area (HQTAs). The definitions of all these terms reference bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.

Given the unprecedented impact the COVID-19 pandemic has had upon public transit ridership and budgets, transit agencies such as Metro have been making temporary adjustments to bus service schedules since its onset in March 2020. Metro has published two service updates since this time and anticipates a series of additional future updates designed to align with the stages of the California COVID-19 reopening plan. Similarly, the Santa Monica Big Blue Bus and Culver CityBus, which run through the City of Los Angeles, have adopted temporarily reduced service due to the pandemic.

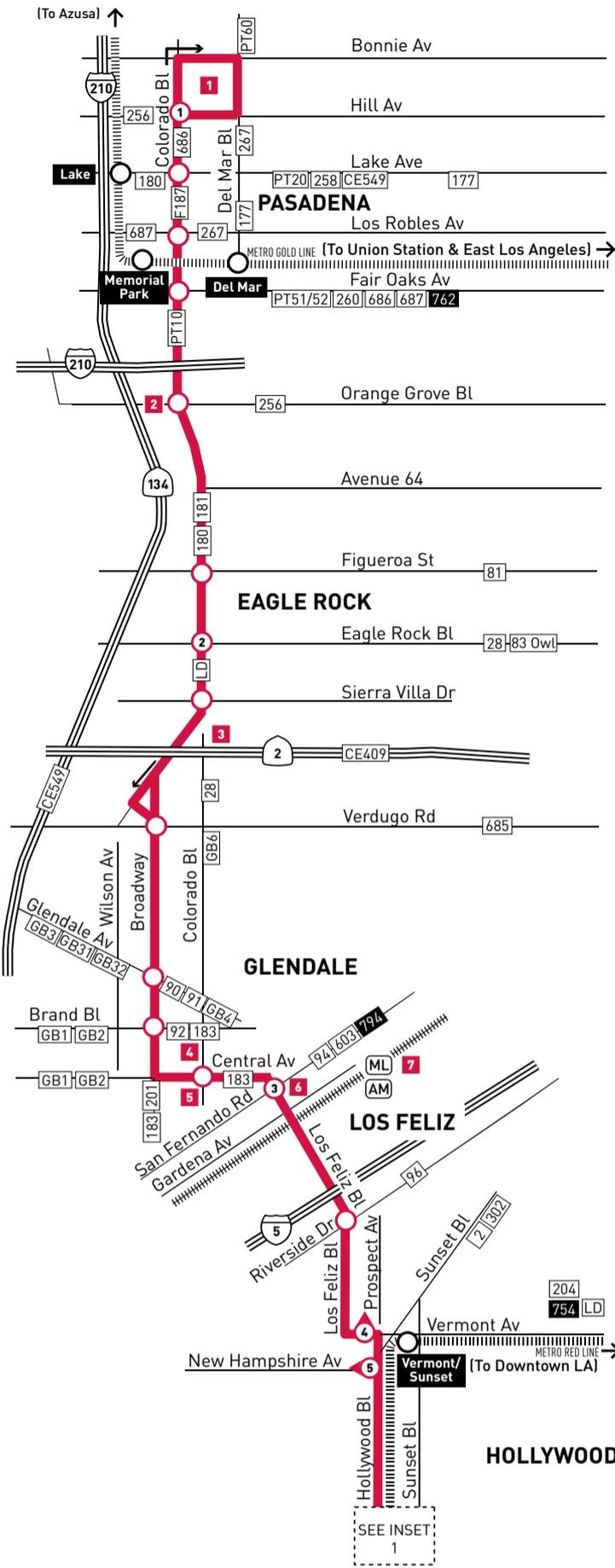
The terms identified above are used to make long-range planning decisions and in the development review process. This is supported by state definitions that identify a TPA as including both already existing transit stops, as well as transit stops shown in plans to be completed by the plan horizon year. (See, e.g. Gov't Code 65915(d)(2)(D); PRC 21099(a)(7) and 21155(b).) Because current transit schedules are temporary in nature and not expected to remain in place once the public health emergency subsides, service intervals established after the onset of the COVID-19 emergency declaration will not be used by City Planning to make determinations regarding MTSs, TPAs, HQTAs and HQTAs. Therefore, City Planning will reference the transit schedules in place as of March 17, 2020, the day before transit service changes began to be made, in its review of environmental and entitlement applications until further notice.

City Planning will consult with transit agencies as well as the Southern California Association of Governments to determine when transit schedules are no longer considered temporary related to the public health crisis.

Attachment H

Metro Rapid Line 780 Timetable effective December 15, 2019

ROUTE MAP



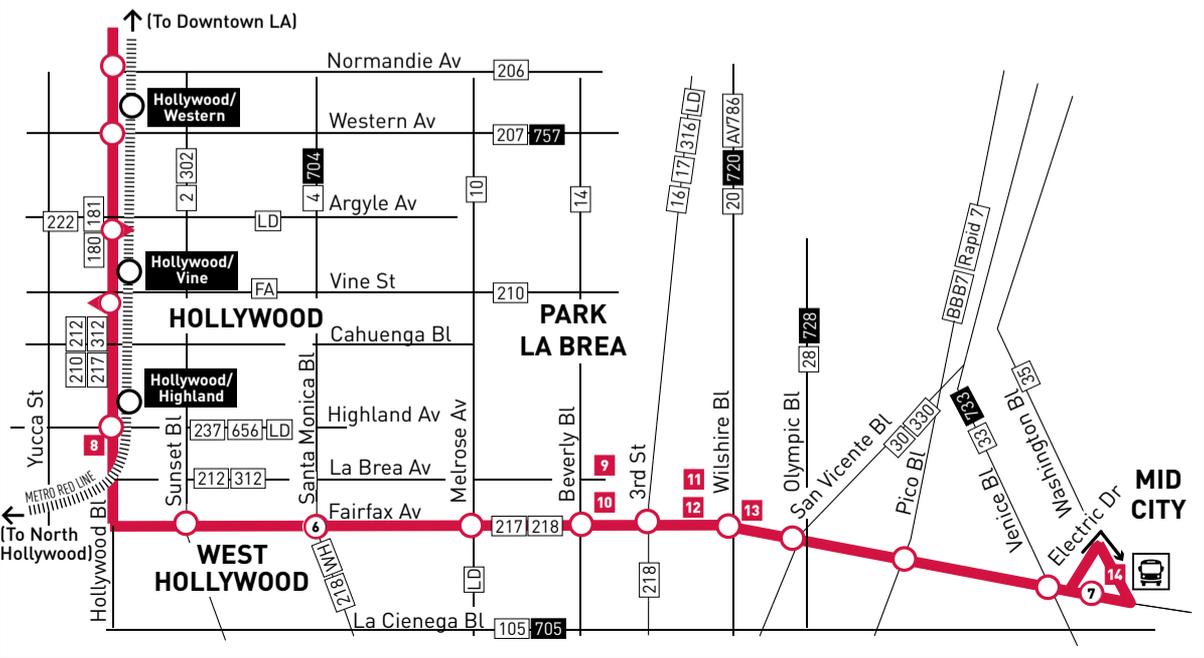
LEGEND

- Line 780 Route
- Metro Rail
- Rapid Stop Timepoint
- Rapid Stop Timepoint Single Direction Only
- Rapid Stop
- Rapid Stop Single Direction Only
- Metro Rail/Busway Station
- Transit Center
- Map Notes
- Connecting Line
- Rapid Connecting Line
- Amtrak
- Metrolink
- LAX FlyAway
- AV Antelope Valley Transit Authority
- C Culver CityBus
- F Foothill Transit
- GB Glendale Beeline
- CE LADOT Commuter Express
- LD LADOT DASH
- PT Pasadena Transit
- BBB Santa Monica Big Blue Bus
- WH West Hollywood City Line

MAP NOTES

- 1 Pasadena City College**
- 2 Norton Simon Museum**
- 3 Eagle Rock Plaza**
- 4 The Americana at Brand**
- 5 Glendale Galleria**
- 6 Glendale Transportation Center**  
Metro 183;  
GB1, GB2, GB11, GB12
- 7 Glendale Station**  
Metrolink Ventura County Line,  
Antelope Valley Line; Amtrak
- 8 Hollywood & Highland Center**
- 9 The Grove**
- 10 Farmer's Market**
- 11 La Brea Tar Pits**
- 12 LA County Museum of Art**
- 13 Petersen Automotive Museum**
- 14 Washington/Fairfax Transit Hub**  
Metro 35, 37, 38, 105, 217, 705,  
780; C1, C4; CE437

INSET 1 - HOLLYWOOD - WASHINGTON/FAIRFAX TRANSIT HUB



## Eastbound (Approximate Times)

LOS ANGELES	WEST HOLLYWOOD	HOLLYWOOD	GLENDALE	EAGLE ROCK	PASADENA
7	6	4	3	2	1
Washington/Fairfax Transit Hub	Fairfax & Santa Monica	Vermont & Prospect	Los Feliz & San Fernando	Colorado & Eagle Rock	Colorado & Hill
5:31A	5:46A	6:05A	6:14	6:31	6:50
5:47	6:02	6:22	6:31	6:49	7:09
6:01	6:17	6:38	6:47	7:05	7:26
6:15	6:32	6:53	7:03	7:22	7:44
6:29	6:46	7:07	7:17	7:36	7:58
6:41	6:58	7:20	7:32	7:51	8:13
6:52	7:10	7:33	7:45	8:04	8:26
7:03	7:23	7:46	7:58	8:17	8:39
7:16	7:37	8:00	8:12	8:31	8:53
7:30	7:52	8:15	8:27	8:46	9:08
7:45	8:07	8:31	8:44	9:03	9:25
7:59	8:23	8:47	9:00	9:21	9:43
8:17	8:41	9:05	9:18	9:39	10:01
8:39	9:03	9:27	9:40	10:01	10:23
9:02	9:26	9:51	10:04	10:25	10:47
9:26	9:50	10:16	10:29	10:50	11:12
9:51	10:15	10:41	10:55	11:16	11:38
1:10	1:37	2:08	2:24	2:47	3:09
1:33	2:00	2:33	2:49	3:12	3:35
1:51	2:20	2:53	3:10	3:33	3:56
2:09	2:38	3:12	3:30	3:53	4:16
2:27	2:56	3:31	3:49	4:13	4:36
2:43	3:14	3:50	4:09	4:33	4:56
3:02	3:33	4:09	4:29	4:53	5:16
3:21	3:52	4:28	4:48	5:12	5:35
3:39	4:10	4:46	5:06	5:30	5:53
3:57	4:28	5:04	5:24	5:48	6:11
4:14	4:45	5:21	5:41	6:05	6:28
4:31	5:02	5:38	5:57	6:21	6:44
4:49	5:20	5:55	6:13	6:37	7:00
5:05	5:36	6:11	6:29	6:51	7:13
5:21	5:52	6:27	6:44	7:05	7:26
5:41	6:11	6:45	7:02	7:23	7:44
6:02	6:30	7:03	7:19	7:40	8:01
6:20	6:48	7:21	7:36	7:57	8:17
6:41	7:08	7:39	7:54	8:14	8:34
7:04	7:31	8:01	8:14	8:33	8:53

By the City's own methodology, the number of trips in the eastbound direction during the peak morning and afternoon time periods do not meet the 15 minutes or less frequency required by a Major Transit Stop.

## Westbound (Approximate Times)

PASADENA	EAGLE ROCK	GLENDALE	HOLLYWOOD	WEST HOLLYWOOD	LOS ANGELES
1	2	3	5	6	7
Colorado & Hill	Colorado & Eagle Rock	Los Feliz & San Fernando	Hollywood & New Hampshire	Fairfax & Santa Monica	Washington/Fairfax Transit Hub
5:09A	5:29A	5:45A	5:55A	6:14A	6:37A
5:22	5:43	5:59	6:10	6:29	6:52
5:38	5:59	6:16	6:28	6:50	7:15
5:52	6:13	6:30	6:42	7:05	7:31
6:07	6:28	6:45	6:57	7:20	7:46
6:13	6:36	6:55	7:08	7:35	8:02
6:25	6:48	7:07	7:21	7:50	8:18
6:35	7:00	7:20	7:35	8:04	8:33
6:50	7:15	7:36	7:52	8:23	8:52
7:10	7:35	7:56	8:12	8:43	9:12
7:30	7:56	8:18	8:34	9:04	9:33
7:52	8:20	8:42	8:57	9:27	9:56
8:17	8:45	9:07	9:22	9:52	10:21
8:40	9:09	9:32	9:47	10:16	10:45
9:05	9:34	9:57	10:12	10:41	11:10
9:30	9:59	10:22	10:37	11:06	11:35
9:55	10:24	10:47	11:02	11:31	11:59
10:19	10:48	11:12	11:27	11:57	12:27P
1:25	1:56	2:22	2:37	3:08	3:39
1:45	2:16	2:42	2:57	3:29	4:00
2:05	2:36	3:02	3:17	3:49	4:20
2:24	2:55	3:21	3:36	4:08	4:39
2:42	3:13	3:39	3:55	4:27	5:00
3:02	3:33	3:58	4:14	4:46	5:19
3:19	3:50	4:15	4:31	5:04	5:36
3:36	4:07	4:32	4:48	5:21	5:53
3:54	4:25	4:50	5:06	5:39	6:09
4:13	4:44	5:09	5:25	5:58	6:27
4:33	5:04	5:29	5:45	6:18	6:46
4:58	5:29	5:54	6:10	6:42	7:09
5:35	6:05	6:28	6:43	7:15	7:41
6:12	6:41	7:03	7:18	7:49	8:15
6:54	7:22	7:43	7:58	—	—

By the City's own methodology, the number of trips in the westbound direction during the peak morning and afternoon time periods do not meet the 15 minutes or less frequency required by a Major Transit Stop.

For additional service, see Line 180/181 and Line 217 timetables.

## Saturday, Sunday and Holiday Schedules

No service on Saturday, Sunday, New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

## Horarios de sábado, domingo y días feriados

No hay servicio en sábado, domingo, New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day y Christmas Day.

## Nextrip

Text "metro" and your intersection or stop number to 41411 (example: metro vignes&cesarechavez or metro 1563). You can also visit [m.metro.net](http://m.metro.net) or call 511 and say "Nextrip".

## Nextrip

Envíe un mensaje de texto con "Metro" y la intersección de la calle o el número de su parada al 41411. Nextrip le enviará un mensaje de texto con la próxima llegada de cada autobús en esa parada. También puede visitar [m.metro.net](http://m.metro.net) o llamar al 511 y decir "Nextrip".

## Special Notes

- Originates at Hollywood & Argyle approximately 8 minutes before time shown.
- Terminates at Hollywood & Argyle approximately 11 minutes after time shown.

## Avisos especiales

- Se origina en Hollywood y Argyle aproximadamente 8 minutos antes de la hora mostrada.
- Termina en Hollywood y Argyle aproximadamente 11 minutos después de la hora mostrada.

Attachment I

Service Interval Calculations for Metro Rapid Line 780 according to Appendix A of TOC Guidelines (December 2019)

Line	Direction	Part of Day	Origin Departure Time (A)	Destination Arrival Time (B)	Median Time (A) + (B-A)/2	No. of Trips During Peak Periods	Frequency Period (mins) 420 minutes/Total No. of Trips During Peak Periods	Does This Direction of Travel Meet the 15-minute frequency of service interval required by a Major Transit Stop?		
780	Eastbound/Northbound	Morning	5:31	6:32	6:01	12	19.09090909	NO		
780	Eastbound/Northbound	Morning	5:47	6:50	6:18					
780	Eastbound/Northbound	Morning	6:01	7:09	6:35					
780	Eastbound/Northbound	Morning	6:15	7:26	6:50					
780	Eastbound/Northbound	Morning	6:29	7:44	7:06					
780	Eastbound/Northbound	Morning	6:41	7:58	7:19					
780	Eastbound/Northbound	Morning	6:52	8:13	7:32					
780	Eastbound/Northbound	Morning	7:03	8:26	7:44					
780	Eastbound/Northbound	Morning	7:16	8:39	7:57					
780	Eastbound/Northbound	Morning	7:30	8:53	8:11					
780	Eastbound/Northbound	Morning	7:45	9:25	8:35					
780	Eastbound/Northbound	Morning	7:59	9:43	8:51					
780	Eastbound/Northbound	Afternoon	3:02	5:16	4:09	10				
780	Eastbound/Northbound	Afternoon	3:21	5:35	4:28					
780	Eastbound/Northbound	Afternoon	3:39	5:53	4:46					
780	Eastbound/Northbound	Afternoon	3:57	6:11	5:04					
780	Eastbound/Northbound	Afternoon	4:14	6:28	5:21					
780	Eastbound/Northbound	Afternoon	4:31	6:44	5:37					
780	Eastbound/Northbound	Afternoon	4:49	7:00	5:54					
780	Eastbound/Northbound	Afternoon	5:05	7:13	6:09					
780	Eastbound/Northbound	Afternoon	5:21	7:26	6:23					
780	Eastbound/Northbound	Afternoon	5:41	7:44	6:42					
780	Westbound/Southbound	Morning	6:13	8:02	7:07	7			26.25	NO
780	Westbound/Southbound	Morning	6:25	8:18	7:21					
780	Westbound/Southbound	Morning	6:35	8:33	7:34					
780	Westbound/Southbound	Morning	6:50	8:52	7:51					
780	Westbound/Southbound	Morning	7:10	9:12	8:11					
780	Westbound/Southbound	Morning	7:30	9:33	8:31					
780	Westbound/Southbound	Morning	7:52	9:56	8:54					
780	Westbound/Southbound	Afternoon	3:02	5:19	4:10	9				
780	Westbound/Southbound	Afternoon	3:19	5:36	4:27					
780	Westbound/Southbound	Afternoon	3:36	5:53	4:44					
780	Westbound/Southbound	Afternoon	3:54	6:09	5:01					
780	Westbound/Southbound	Afternoon	4:13	6:27	5:20					
780	Westbound/Southbound	Afternoon	4:33	6:46	5:39					
780	Westbound/Southbound	Afternoon	4:58	7:09	6:03					
780	Westbound/Southbound	Afternoon	5:35	7:41	6:38					
780	Westbound/Southbound	Afternoon	6:12	8:15	7:13					

Attachment J

Metro Line 217 Timetable Effective December 13, 2020



# Saturday, Sunday and Holiday Schedule

Effective Dec 13 2020

# 217

## Northbound Al Norte (Approximate Times / Tiempos Aproximados)

LOS ANGELES	WEST HOLLYWOOD	HOLLYWOOD			
1	4	5	6	7	
La Cienega / Jefferson Station	Fairfax & Olympic	Fairfax & Santa Monica	Hollywood / Vine Station	Hollywood / Western Station	Vermont / Sunset Station
—	3:13A	3:22A	3:34A	3:37A	3:42A
—	4:10	4:19	4:32	—	—
—	4:55	5:04	5:17	—	—
5:26A	5:35	5:44	5:57	—	—
6:04	6:14	6:24	6:37	—	—
6:39	6:49	6:59	7:12	—	—
7:13	7:23	7:34	7:47	—	—
7:48	7:58	8:09	8:23	—	—
8:18	8:29	8:40	8:54	—	—
8:41	8:53	9:06	9:21	—	—
9:02	9:14	9:28	9:46	—	—
9:22	9:35	9:49	10:07	—	—
9:43	9:56	10:11	10:29	—	—
10:04	10:17	10:32	10:50	—	—
10:24	10:39	10:54	11:12	—	—
10:45	11:00	11:17	11:36	—	—
11:06	11:21	11:38	11:59	—	—
11:24	11:40	11:57	12:18P	—	—
11:43	11:59	12:18P	12:39	—	—
12:01P	12:17P	12:36	12:57	—	—
12:19	12:35	12:54	1:15	—	—
12:36	12:52	1:12	1:33	—	—
12:56	1:12	1:32	1:53	—	—
1:15	1:31	1:51	2:12	—	—
1:34	1:50	2:10	2:31	—	—
1:53	2:09	2:29	2:52	—	—
2:11	2:27	2:47	3:10	—	—
2:29	2:45	3:05	3:28	—	—
2:45	3:01	3:21	3:44	—	—
3:01	3:17	3:37	4:00	—	—
3:17	3:33	3:53	4:16	—	—
3:33	3:48	4:08	4:31	—	—
3:48	4:03	4:23	4:46	—	—
4:03	4:18	4:38	5:01	—	—
4:18	4:33	4:53	5:16	—	—
4:33	4:48	5:08	5:31	—	—
4:48	5:03	5:23	5:46	—	—
5:03	5:18	5:38	6:01	—	—
5:18	5:33	5:53	6:16	—	—
5:34	5:49	6:08	6:31	—	—
5:51	6:05	6:22	6:45	—	—
6:07	6:21	6:38	7:01	—	—
6:23	6:37	6:54	7:14	—	—
6:40	6:54	7:10	7:29	—	—
6:58	7:10	7:25	7:44	—	—
7:13	7:25	7:40	7:59	—	—
7:29	7:41	7:56	8:15	—	—
7:46	7:58	8:13	8:32	—	—
8:05	8:17	8:32	8:51	—	—
8:25	8:37	8:52	9:10	—	—
8:48	9:00	9:13	9:31	—	—
9:10	9:22	9:35	9:52	9:57P	10:03P
9:40	9:50	10:01	10:18	10:23	10:29
10:12	10:21	10:32	10:49	10:54	11:00
10:48	10:57	11:07	11:22	11:26	11:32
11:19	11:28	11:38	11:53	11:57	12:03A
11:54	12:03A	12:13A	12:26A	12:29A	12:34
12:28A	12:37	12:46	12:58	1:01	1:06
12:58	1:07	1:16	1:28	1:31	1:36
—	2:13	2:22	2:34	2:37	2:42

## Southbound Al Sur (Approximate Times / Tiempos Aproximados)

HOLLYWOOD	WEST HOLLYWOOD	LOS ANGELES			
7	4	3	6	5	1
Vermont / Sunset Station	Hollywood / Western Station	Hollywood / Vine Station	Fairfax & Santa Monica	Fairfax & San Vicente	La Cienega / Jefferson Station
4:31A	4:35A	4:39A	4:50A	4:58A	5:09A
—	—	5:13	5:25	5:33	5:44
—	—	5:48	6:00	6:09	6:20
—	—	6:21	6:33	6:43	6:54
—	—	6:54	7:08	7:18	7:30
—	—	7:26	7:40	7:50	8:02
—	—	7:45	7:59	8:10	8:22
—	—	8:03	8:18	8:29	8:41
—	—	8:23	8:39	8:50	9:02
—	—	8:42	8:59	9:11	9:24
—	—	9:03	9:20	9:32	9:45
—	—	9:23	9:41	9:53	10:06
—	—	9:42	10:01	10:15	10:28
—	—	10:00	10:21	10:35	10:49
—	—	10:20	10:41	10:55	11:09
—	—	10:38	11:01	11:16	11:30
—	—	10:59	11:22	11:37	11:52
—	—	11:20	11:43	11:58	12:13P
—	—	11:39	12:03P	12:19P	12:34
—	—	11:57	12:21	12:37	12:52
—	—	12:17P	12:41	12:57	1:12
—	—	12:37	1:03	1:19	1:34
—	—	12:57	1:23	1:39	1:54
—	—	1:17	1:43	1:59	2:14
—	—	1:37	2:03	2:19	2:34
—	—	1:57	2:24	2:40	2:55
—	—	2:17	2:44	3:00	3:15
—	—	2:32	2:59	3:15	3:30
—	—	2:47	3:14	3:30	3:45
—	—	3:00	3:27	3:43	3:58
—	—	3:15	3:42	3:58	4:13
—	—	3:31	3:58	4:14	4:29
—	—	3:47	4:14	4:30	4:45
—	—	4:03	4:30	4:46	5:01
—	—	4:19	4:46	5:02	5:17
—	—	4:35	5:02	5:18	5:33
—	—	4:52	5:17	5:33	5:48
—	—	5:10	5:35	5:50	6:05
—	—	5:28	5:53	6:08	6:23
—	—	5:45	6:10	6:25	6:40
—	—	6:02	6:27	6:42	6:57
—	—	6:20	6:45	7:00	7:14
—	—	6:40	7:05	7:20	7:34
—	—	7:01	7:26	7:39	7:53
—	—	7:28	7:50	8:02	8:16
—	—	7:52	8:14	8:25	8:39
—	—	8:16	8:38	8:49	9:03
—	—	8:46	9:08	9:18	9:31
—	—	9:15	9:35	9:45	9:58
—	—	9:40	9:58	10:08	10:21
—	—	10:04	10:22	10:32	10:44
10:23P	10:28P	10:33	10:47	10:56	11:08
10:53	10:58	11:03	11:16	11:25	11:36
11:24	11:29	11:34	11:47	11:56	12:07A
11:57	12:02A	12:06A	12:17A	12:25A	12:36
12:35A	12:39	12:43	12:54	1:02	1:13
1:35	1:39	1:43	1:54	2:02	—
2:34	2:38	2:42	2:53	3:01	—
3:30	3:34	3:38	3:49	3:57	—

### Sunday & Holiday Schedules

Sunday & Holiday schedule in effect on New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

### Horarios sabado, domingo y días feriados

Horarios de domingo y días feriados en vigor para New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day y Christmas Day.

### Nextrip

Text "metro" and your intersection or stop number to 41411 (example: metro vignes&cesarechavez or metro 1563). You can also visit metro.net or call 511 and say "Nextrip"

### Nextrip

Envíe un mensaje de texto con "Metro" y la intersección de la calle o el número de su parada al 41411. Nextrip le enviará un mensaje de texto con la próxima llegada de cada autobús en esa parada. También puede visitar metro.net o llamar al 511 y decir "Nextrip"

### Special Notes

- Trips originate as Line 2 from Downtown Los Angeles to Vermont/Sunset Station via Sunset, then continues in service as southbound Line 217. Passengers needing to travel westbound on Sunset should transfer to Line 2 at Sunset & Vermont.
- Late night trips ending at Sunset & Vermont will continue in service as Line 2 to Downtown Los Angeles.
- Trip starts at Washington/Fairfax Transit Hub 6-9 minutes before time shown.
- Trip terminates at Washington/Fairfax Transit Hub 6-12 minutes after time shown.

### Avisos especiales

- Los viajes se originan como Línea 2 desde Downtown Los Angeles hasta la Estación Vermont/Sunset vía Sunset luego continúan en servicio como la Línea 217 con rumbo al sur. Los pasajeros que necesiten viajar con rumbo al oeste en Sunset deben transferirse a la línea 2 en Sunset y Vermont.
- Viaje tarde de la noche terminando en Sunset y Vermont continuarán en servicio como Línea 2 al centro de Los Angeles.
- Viaje comienza en Washington/Fairfax Transit Hub 6-9 minutos antes de la hora mostrada.
- Viaje termina en Washington/Fairfax Transit Hub 6-12 minutos después de la hora mostrada.

# Life's a trip. Plan accordingly.

Plan your trip online with Metro's Trip Planner at [metro.net](http://metro.net) or [maps.google.com](http://maps.google.com).



Attachment K

Service Interval Calculations for Metro Line 217 according to Appendix A of TOC Guidelines  
(December 2020)

Line	Direction	Part of Day	Origin Departure Time (A)	Destination Arrival Time (B)	Median Time (A) + (B-A)/2	No. of Trips During Peak Periods	Frequency Period (mins) 420 minutes/Total No. of Trips During Peak Periods	Does This Direction of Travel Meet the 15-minute frequency of service interval required by a Major Transit Stop?
217	Northbound	Morning	6:04	6:35	6:19	5	21	NO
217	Northbound	Morning	6:39	7:13	6:56			
217	Northbound	Morning	7:13	7:47	7:30			
217	Northbound	Morning	7:48	8:24	8:06			
217	Northbound	Morning	8:18	8:59	8:38			
217	Northbound	Afternoon	2:45	3:45	3:15	15		
217	Northbound	Afternoon	3:01	4:01	3:31			
217	Northbound	Afternoon	3:17	4:17	3:47			
217	Northbound	Afternoon	3:33	4:33	4:03			
217	Northbound	Afternoon	3:48	4:48	4:18			
217	Northbound	Afternoon	4:03	5:03	4:33			
217	Northbound	Afternoon	4:18	5:18	4:48			
217	Northbound	Afternoon	4:33	5:33	5:03			
217	Northbound	Afternoon	4:49	5:48	5:18			
217	Northbound	Afternoon	5:04	6:03	5:33			
217	Northbound	Afternoon	5:19	6:18	5:48			
217	Northbound	Afternoon	5:35	6:33	6:04			
217	Northbound	Afternoon	5:51	6:48	6:19			
217	Northbound	Afternoon	6:07	7:03	6:35			
217	Northbound	Afternoon	6:23	7:16	6:49			
217	Southbound	Morning	5:48	6:23	6:05	8		
217	Southbound	Morning	6:21	6:56	6:38			
217	Southbound	Morning	6:54	7:30	7:12			
217	Southbound	Morning	7:26	8:03	7:44			
217	Southbound	Morning	7:46	8:25	8:05			
217	Southbound	Morning	8:05	8:45	8:25			
217	Southbound	Morning	8:24	9:05	8:44			
217	Southbound	Morning	8:42	9:26	9:04			
216	Southbound	Afternoon	2:33	3:32	3:02	17		
217	Southbound	Afternoon	2:47	3:47	3:17			
217	Southbound	Afternoon	3:01	4:02	3:31			
217	Southbound	Afternoon	3:16	4:17	3:46			
217	Southbound	Afternoon	3:31	4:32	4:01			
217	Southbound	Afternoon	3:47	4:48	4:17			
217	Southbound	Afternoon	4:03	5:02	4:32			
217	Southbound	Afternoon	4:20	5:19	4:49			
217	Southbound	Afternoon	4:37	5:36	5:06			
217	Southbound	Afternoon	4:54	5:53	5:23			
217	Southbound	Afternoon	5:11	6:10	5:40			
217	Southbound	Afternoon	5:28	6:24	5:56			
217	Southbound	Afternoon	5:45	6:41	6:13			
217	Southbound	Afternoon	6:02	6:58	6:30			
217	Southbound	Afternoon	6:20	7:16	6:48			
217	Southbound	Afternoon	6:39	7:36	7:07			
217	Southbound	Afternoon	7:03	7:54	7:28			

Attachment L

Connect SoCal – Transportation System – Transit – Technical Report

# TRANSPORTATION SYSTEM TRANSIT

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS



TECHNICAL REPORT

ADOPTED ON SEPTEMBER 3, 2020

## EXISTING HQTCs AND MAJOR TRANSIT STOPS

SCAG updates its inventory of existing major transit stops and HQTCs with the adoption of a new Regional Transportation Plan (RTP) and SCS, once every four years. Data for the existing (“base year”) condition for the RTP/SCS are typically obtained several years before plan adoption. The base year transit network for *Connect SoCal*, the 2020 RTP/SCS, is based primarily on data for 2016. This inventory of existing major transit stops and HQTCs is therefore only a snapshot in time as of 2016, and does not reflect the existing levels of transit service for any other timeframe.

See **EXHIBIT 7**, 2016 Base Year “existing” major transit stops and high quality transit corridors.

Transit agencies make adjustments to bus service on a regular basis. Therefore, given the limitations of the RTP/SCS base year transit network, local jurisdictions should consult with the appropriate transit provider(s) to obtain the latest information on existing transit routes, stop locations, and service intervals before making determinations regarding CEQA exemption or streamlining. It is the responsibility of the lead agency under CEQA to determine if a project meets statutory requirements.

## STOP-BASED ANALYSIS

SCAG calculates peak commute bus service intervals at the stop level using schedule data published by transit agencies in the General Transit Feed Specification (GTFS) format (see for example, [www.transitfeeds.com](http://www.transitfeeds.com)). An HQTC therefore comprises or is determined by the qualifying stops on an individual bus route.

## PEAK PERIOD BUS SERVICE INTERVAL (FREQUENCY)

To determine whether the peak commute bus service interval (also called frequency) meets the statutory threshold of 15 minutes or less, SCAG uses the peak period defined in its regional travel demand model. The morning peak

is defined as 6am to 9am and the afternoon peak is defined as 3pm to 7pm. A transit operator may have a different, board-adopted or de facto peak period; in such cases SCAG will accept requests to use operator-specific peak-hour periods on a case-by-case basis.

SCAG uses the total population of bus trips during the combined seven-hour morning and afternoon peak periods to determine the peak frequency at a bus stop. This is done for each bus route, by direction. The peak frequency is calculated by dividing 420 minutes (the seven-hour peak converted to minutes) by the total peak bus trips. This average frequency should be 15 minutes or less in order to qualify. The threshold is strict, at 15.0 minutes.

## DIRECTIONAL FREQUENCY

A bus route must only meet the 15-minute service interval threshold in one direction to qualify as an HQTC. This is based on RTTAC feedback that transit agencies often operate very peak-directional service or operate predominantly one-way service on a corridor.

## CORRIDORS WITH MULTIPLE OVERLAPPING BUS ROUTES

Separate but overlapping bus routes that do not individually meet the 15-minute threshold may not be combined in order to qualify as an HQTC. However, based on RTTAC feedback, there are certain corridors where overlapping “line families” or local/bus rapid transit (BRT) lines are intended to function as one bus route. On these corridors, transit riders typically board the first bus available, whether it be a local, express, or BRT line. For these line families or local/BRT corridors, SCAG uses the combined routes to calculate the frequency.

## ROUTE ALIGNMENT

The entire alignment of a bus route, based on the stops that meet the 15-minute peak frequency threshold, is considered an HQTC. This would include,



# LOS ANGELES CITY PLANNING COMMISSION

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

## LETTER OF DETERMINATION

MAILING DATE: APR 13 2021

Case No. DIR-2020-2067-TOC-1A  
CEQA: ENV-2020-2068-CE  
Plan Area: Wilshire

Council District: 10 – Ridley Thomas

**Project Site:** 1447 South Hi Point Street

**Applicant:** Hi Point M, LLC  
Representative: Matthew Hayden, Hayden Planning

**Appellants:**

1. Elaine Johnson, LA GLO Inc.  
Representative: Jamie T. Hall, Channel Law Group, LLP
2. Katelyn Foley
3. Annette Wong and Brandon Araujo
4. John Kim
5. Sarah Reed

At its meeting of **April 8, 2021**, the Los Angeles City Planning Commission took the actions below in conjunction with the approval of the following Project:

Demolition of an existing single-family residential structure, and the construction, use, and maintenance of a new, five-story, multi-family residential building over one level of subterranean parking. The project will contain 20 dwelling units, of which two units will be set aside for Extremely Low Income Households. The proposed building will encompass approximately 20,093 square feet in total building area. The Project proposes to provide 24 automobile parking spaces and 22 bicycle parking spaces.

1. **Determined**, based on the whole of the administrative record, that the Project is exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines, Article 19, Section 15332, Class 32, and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies;
2. **Denied** the appeals and **sustained** the Planning Director's Determination dated December 30, 2020;
3. **Approved with Conditions**, pursuant to Section 12.22 A.31 of the Los Angeles Municipal Code, a 70 percent increase in density, consistent with the provisions of the Transit Oriented Communities (TOC) Affordable Housing Incentive Program along with the following three incentives for a qualifying Tier 3 Project totaling 20 dwelling units, reserving two units for Extremely Low Income (ELI) Household occupancy for a period of 55 years:
  - a. Yard/Setback. A 30 percent reduction in the required width of the two side yards to provide a minimum setback of five feet eight inches in lieu of the minimum eight feet otherwise required;

- b. Height. A maximum increase of 22 feet in building height to permit a maximum building height of 57 feet in lieu of the maximum 35 feet otherwise permitted; and
- c. Open Space. A maximum reduction of 25 percent in the required amount of open space;
- 4. **Adopted** the attached Conditions of Approval; and
- 5. **Adopted** the attached Findings.

The vote proceeded as follows:

Moved: Perlman  
 Second: López-Ledesma  
 Ayes: Choe, Leung, Mack  
 Absent: Hornstock, Millman

**Vote: 5 – 0**

*Cecilia Lamas* (Electronic Signature due to COVID-19)

Cecilia Lamas, Commission Executive Assistant  
 Los Angeles City Planning Commission

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

**Effective Date/Appeals:** The decision of the Los Angeles City Planning Commission is final and effective upon the mailing of this determination letter and not further appealable.

Notice: An appeal of the CEQA clearance for the Project pursuant to Public Resources Code Section 21151(c) is only available if the Determination of the non-elected decision-making body (e.g., ZA, AA, APC, CPC) **is not further appealable** and the decision is final. The applicant is advised that any work undertaken while the CEQA clearance is on appeal is at his/her/its own risk and if the appeal is granted, it may result in (1) voiding and rescission of the CEQA clearance, the Determination, and any permits issued in reliance on the Determination and (2) the use by the City of any and all remedies to return the subject property to the condition it was in prior to issuance of the Determination.

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

Attachments: Conditions of Approval, Findings, Interim Appeal Filing Procedures (CEQA)

c: Heather Bleemers, Senior City Planner  
 Esther Ahn, City Planner

## CONDITIONS OF APPROVAL

Pursuant to LAMC Section 12.22-A,31, the following conditions are hereby imposed upon the use of the subject property:

1. **Site Development.** Except as modified herein, the project shall be in substantial conformance with the plans and materials submitted by the applicant, stamped "Exhibit A," and attached to the subject case file. Minor deviations may be allowed in order to comply with the provisions of the LAMC or the project conditions. Changes beyond minor deviations required by other City Departments or the LAMC may not be made without prior review by the Department of City Planning, Expedited Processing Section, and written approval by the Director of Planning. Each change shall be identified and justified in writing.
2. **On-site Restricted Affordable Units.** Two units (2), or equal to 10 percent of the total number of dwelling units, shall be designated for Extremely Low Income Households, as defined by the Los Angeles Housing and Community Investment Department (HCIDLA) and California Government Code Section 65915(c)(2).
3. **Changes in On-site Restricted Units.** Deviations that increase the number of restricted affordable units or that change the composition of units or change parking numbers shall be consistent with LAMC Section 12.22-A,31.
4. **Housing Requirements.** Prior to issuance of a building permit, the owner shall execute a covenant to the satisfaction of the HCIDLA to make ten percent of the total number of dwelling units available to Extremely Low Income Households, for sale or rental as determined to be affordable to such households by HCIDLA for a period of 55 years. In the event the applicant reduces the proposed density of the project, the number of required set-aside affordable units may be adjusted, consistent with LAMC Section 12.22-A,31, to the satisfaction of HCIDLA, and in consideration of the project's SB 330 Determination. Enforcement of the terms of said covenant shall be the responsibility of HCIDLA. The applicant will present a copy of the recorded covenant to the Department of City Planning for inclusion in this file. The project shall comply with the Guidelines for the Affordable Housing Incentives Program adopted by the City Planning Commission and with any monitoring requirements established by the HCIDLA. Refer to the Density Bonus Legislation Background section of this determination.
5. **Base Incentives.**
  - a. **Residential Density.** The project shall be limited to a maximum density of 21 residential dwelling units (equal to a maximum density increase of 70 percent), including On-site Restricted Affordable Units.
  - b. **Floor Area Ratio (FAR).** The project shall be permitted a maximum FAR of 4.5 to 1, representing a 50% increase in FAR of the underlying residential zone.
  - c. **Parking.**
    - i. **Automobile Parking.** Automobile parking shall be provided consistent with LAMC Section 12.22-A,31. The proposed development, a Tier 3 project, shall not be required to exceed 0.5 automobile parking spaces per unit. A greater number of parking spaces may be provided at the applicant's discretion.

- ii. **Bicycle Parking.** Bicycle parking shall be provided consistent with LAMC Section 12.21-A,16. In the event that the number of On-Site Restricted Affordable Units should increase or the composition of such units should change, then no modification of this determination shall be necessary and the number of bicycle parking spaces shall be re-calculated consistent with LAMC Section 12.21-A,16.
- iii. **Unbundling.** Required parking may be sold or rented separately from the units, with the exception of all Restricted Affordable Units which shall include any required parking in the base rent or sales price, as verified by HCIDLA.

#### 6. Additional Incentives.

- a. **Yard/Setback.** The project shall be permitted a 30 percent reduction in the required width of two (2) side yards to provide a minimum setback of 5 feet 8 inches in lieu of the minimum 8 feet otherwise required.
- b. **Height.** The project shall be permitted an increase of 22 feet in building height, equal to a maximum building height of 57 feet, with limited additional height permitted for roof structures, stairwells, elevator shafts, etc. as permitted by the LAMC. For any increase in height over 11 feet, the building shall be stepped back at least 15 feet from the exterior face of the ground floor of the building along any street frontage.
- c. **Open Space.** The project shall be permitted a maximum reduction of 25 percent in the required amount of open space.

#### Design Conformance Conditions

7. **Landscaping.** All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped, including an automatic irrigation system, and maintained in accordance with a landscape plan prepared by a licensed landscape architect or licensed architect, and submitted for approval to the Department of City Planning. The landscape plan shall indicate landscape points for the project equivalent to 10 percent more than otherwise required by LAMC Section 12.40 and Landscape Ordinance Guidelines.
  - a. **Tree Requirement.** The project shall provide at least the minimum number of trees on-site to comply with the landscape requirement (LAMC Section 12.21 G(a)(3)). Pursuant to Ordinance No. 170,978, required trees shall not be palm trees.
8. **Building Materials.** Each façade of the building shall incorporate a minimum of three (3) different building materials. Windows, doors, balcony/deck railings, and fixtures (such as lighting, signs, etc.) shall not count towards this requirement.
9. **Trash.** All trash collection and storage areas shall be located on-site and not visible from the public right-of-way.
10. **Mechanical Equipment.** All mechanical equipment on the roof shall be screened from view. The transformer, if located in the front yard, shall be screened with landscaping on all exposed sides (those not adjacent to a building wall).
11. **Maintenance.** The subject property (including all trash storage areas, associated parking facilities, sidewalks, yard areas, parkways, and exterior walls along the property lines) shall be maintained in an attractive condition and shall be kept free of trash and debris.

12. **Lighting.** Outdoor lighting shall be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties or the public right-of-way, nor from above.

### **Administrative Conditions**

13. **Final Plans.** Prior to the issuance of any building permits for the project by the Department of Building & Safety, the applicant shall submit all final construction plans that are awaiting issuance of a building permit by the Department of Building & 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 & Safety shall be stamped by Department of City Planning staff "Final Plans". A copy of the Final Plans, supplied by the applicant, shall be retained in the subject case file.
14. **Notations on Plans.** Plans submitted to the Department of Building & 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.
15. **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.
16. **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.
17. **Department of Building & 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 & 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 & 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.
18. **Department of Water and Power.** Satisfactory arrangements shall be made with the Los Angeles Department of Water and Power (LADWP) for compliance with LADWP's Rules Governing Water and Electric Service. Any corrections and/or modifications to plans made subsequent to this determination in order to accommodate changes to the project due to the under-grounding of utility lines, that are outside of substantial compliance or that affect any part of the exterior design or appearance of the project as approved by the Director, 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.
19. **Enforcement.** Compliance with and the intent of these conditions shall be to the satisfaction of the Department of City Planning.
20. **Expiration.** In the event that this grant is not utilized within three years of its effective date (the day following the last day that an appeal may be filed), the grant shall be considered null

and void. Issuance of a building permit, and the initiation of, and diligent continuation of, construction activity shall constitute utilization for the purposes of this grant.

21. **Expedited Processing Section Fee.** Prior to the clearance of any conditions, the applicant shall show proof that all fees have been paid to the Department of City Planning, Expedited Processing Section.
22. **Indemnification and Reimbursement of Litigation Costs.**

Applicant shall do all of the following:

- a. 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.
- b. 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, of 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.
- c. 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 (b).
- d. 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 (b).
- e. 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

### **Transit Oriented Communities Affordable Housing Incentive Program / Affordable Housing Incentives Compliance Findings**

Pursuant to LAMC Section 12.22-A,31(e), the Director of Planning shall review a Transit Oriented Communities Affordable Housing Incentive Program project application in accordance with the procedures outlined in LAMC Section 12.22-A,25(g).

**1. Pursuant to Section 12.22 A.25(g) of the LAMC, the Director shall approve a density bonus and requested incentive(s) unless the director finds that:**

- a. *The incentives are not required to provide for affordable housing costs as defined in California Health and Safety Code Section 50052.5 or Section 50053 for rents for the affordable units.*

The record does not contain substantial evidence that would allow the Director to make a finding that the requested incentives are not necessary to provide for affordable housing costs per State Law. The California Health & Safety Code Sections 50052.5 and 50053 define formulas for calculating affordable housing costs for extremely low, very low, and lower income households. Section 50052.5 addresses owner-occupied housing and Section 50053 addresses rental households. Affordable housing costs are a calculation of residential rent or ownership pricing not to exceed 25 percent gross income based on area median income thresholds dependent on affordability levels.

The list of Additional Incentives in the Transit Oriented Communities Guidelines were pre-evaluated at the time the Transit Oriented Communities Affordable Housing Incentive Program Ordinance was adopted to include types of relief that minimize restrictions on the size of the project. As such, the Director will always arrive at the conclusion that the Additional Incentives are required to provide for affordable housing costs because the incentives by their nature increase the scale of the project.

**Height.** The requested incentive for an increase in building height is expressed in the Menu of Incentives in the TOC Guidelines which permit exceptions to zoning requirements that results in building design or construction efficiencies that facilitate the creation of affordable housing. Specifically, a Tier 3 project is permitted a maximum increase of two (2) stories and 22 feet in building height, resulting in a total maximum building height of 57 feet in lieu of the maximum 35 feet otherwise permitted by the underlying [Q]R3-1-O zone. This requested incentive will allow the developer to increase the height of the structure to allow the units reserved for affordable housing to be constructed and increase the overall space dedicated to residential uses. These incentives support the applicant's decision to reserve two (2) units for affordable housing.

**Yard/Setback.** The requested side yard incentive, including two (2) side yard reductions of a maximum of 30 percent, is expressed in the Menu of Incentives in the Transit Oriented Communities Guidelines which permit exceptions to zoning requirements that result in building design or construction efficiencies that facilitate the creation of affordable housing. This requested incentive will allow the developer to expand the building footprint and allow for the construction of more units, including affordable units, while remaining in compliance with all other applicable zoning regulations. These

incentives support the applicant's decision to reserve two (2) units for affordable housing.

**Open Space.** The requested open space incentive, including a 25% reduction in the permitted open space area, is expressed in the Menu of Incentives in the Transit Oriented Communities Guidelines which permit exceptions to zoning requirements that result in building design or construction efficiencies that facilitate affordable housing costs. The requested incentive allows the developer to utilize more of the total building square footage for residential units, which facilitates the creation of more affordable units, while remaining in compliance with all other applicable zoning regulations. The incentive further supports the applicant's decision to reserve two (2) units for Extremely Low Income Households and facilitates the creation of affordable housing units.

- b. *The Incentive will have a specific adverse impact upon public health and safety or the physical environment, or on any real property that is listed in the California Register of Historical Resources and for which there are no feasible methods to satisfactorily mitigate or avoid the specific adverse impact without rendering the development unaffordable to Very Low, Low and Moderate Income households. Inconsistency with the zoning ordinance or the general plan land use designation shall not constitute a specific, adverse impact upon the public health or safety.*

There has been no evidence provided that indicated that the proposed incentives will have a specific adverse impact upon public health and safety or the physical environment, or on any real property that is listed in the California Register of Historical Resources. A "specific adverse impact" is defined as, "a significant, quantifiable, direct and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete" (LAMC Section 12.22.A.25(b)). The project does not involve a contributing structure in a designated Historic Preservation Overlay Zone or on the City of Los Angeles list of Historical-Cultural Monuments. According to ZIMAS, the project is located in a Methane Zone. As a result, the project will be required to comply with all applicable regulations which will prevent any adverse impacts. The project is not located on a substandard street in a Hillside area or a Very High Fire Severity Zone. The project is required to comply with all other pertinent regulations including those governing construction, use, and maintenance, and will not create any significant direct impacts on public health and safety. Therefore, there is no substantial evidence that the proposed project, and thus the requested incentive, will have a specific adverse impact on the physical environment, on public health and safety or the physical environment, or on any Historical Resource.

### **Environmental Findings**

2. **CEQA Findings.** The Department of City Planning determined that the project is exempt from CEQA pursuant to CEQA Guidelines Section 15332, Class 32 and that there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies. As described in the Environmental Narrative attached to the Notice of Exemption for Case No. ENV-2020-2068-CE, the project qualifies as an in-fill development under the Class 32 exemption.

The proposed project is consistent with applicable general plan designation, applicable policies, and applicable zoning designations.

The subject site is located wholly within the Wilshire Community Plan Area within the City of Los Angeles. The subject site consists of a single lot that totals approximately 8,838 square feet, or approximately 0.20 acres, in size. The project site is substantially surrounded by urban uses and is not located near any areas designated for farmland or agricultural uses. The neighborhood is fully built-out with a variety of multi-family and commercial uses that are consistent with their General Plan land use designations and zoning. Pico Boulevard, which is half a block away from the project site, is also a heavily trafficked, major corridor that is well-served by public transit and various commercial uses and amenities.

The project would not result in any significant impacts related to traffic, noise, air quality, or water quality.

- A traffic assessment, dated March 4, 2020, was submitted by LADOT which determined that the proposed project is not required to conduct a vehicle miles traveled (VMT) analysis as the project is beneath LADOT thresholds of significance. The determination also states that there is no VMT analysis required and thus, the project does not need to be referred further to LADOT. As such, the project is not expected to result in any significant impact relating to traffic.
- A Noise Technical Report, dated March 2020, was prepared by ZMassociates Environmental Corporation for the proposed project indicating that the project will result in less than significant impacts regarding noise.
- An Air Quality Technical Report, dated March 2020, was prepared by ZMassociates Environmental Corporation which indicated that the project would result in less than significant impacts with regard to air quality.
- Construction and operational noise levels would not have a significant impact. Based on a review of similar projects, the project would not create significant levels of construction or operational emissions, nor toxic air contaminants. In addition, the project would not result in significant impacts with regard to water quality based on required compliance with Regulatory Compliance Measures (RCM) governed by the State Water Resources Control Board (SWRCB).

The project site is currently and will continue to be adequately served by all public utilities and services. The proposed project is required to adhere to all applicable regulatory compliance measures during construction, operation and maintenance of the proposed buildings.

3. 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 Zone X, which is categorized as an area with a minimal chance of flood hazard.

# COVID-19 UPDATE

## Interim Appeal Filing Procedures

Fall 2020



Consistent with Mayor Eric Garcetti's "Safer At Home" directives to help slow the spread of COVID-19, City Planning has implemented new procedures for the filing of appeals for non-applicants that eliminate or minimize in-person interaction.

### OPTION 1: Online Appeal Portal

([planning.lacity.org/development-services/appeal-application-online](https://planning.lacity.org/development-services/appeal-application-online))

Entitlement and CEQA appeals can be submitted online and payment can be made by credit card or e-check. The online appeal portal allows appellants to fill out and submit the appeal application directly to the Development Services Center (DSC). Once the appeal is accepted, the portal allows for appellants to submit a credit card payment, enabling the appeal and payment to be submitted entirely electronically. A 2.7% credit card processing service fee will be charged - there is no charge for paying online by e-check.

**Appeals should be filed early to ensure DSC staff has adequate time to review and accept the documents, and to allow Appellants time to submit payment.** On the final day to file an appeal, the application must be submitted and paid for by 4:30PM (PT). Should the final day fall on a weekend or legal holiday, the time for filing an appeal shall be extended to 4:30PM (PT) on the next succeeding working day. Building and Safety appeals (LAMC Section 12.26K) can only be filed using Option 2 below.

### OPTION 2: Drop off at DSC

An appellant may continue to submit an appeal application and payment at any of the three Development Services Center (DSC) locations. City Planning established drop off areas at the DSCs with physical boxes where appellants can drop.

#### **Metro DSC**

(213) 482-7077  
201 N. Figueroa Street  
Los Angeles, CA 90012

#### **Van Nuys DSC**

(818) 374-5050  
6262 Van Nuys Boulevard  
Van Nuys, CA 91401

#### **West Los Angeles DSC**

(310) 231-2901  
1828 Sawtelle Boulevard  
West Los Angeles, CA 90025

City Planning staff will follow up with the Appellant via email and/or phone to:

- Confirm that the appeal package is complete and meets the applicable LAMC provisions
- Provide a receipt for payment

**Applicant Copy**  
 Office: Downtown  
 Application Invoice No: 71954

City of Los Angeles  
 Department of City Planning



Scan this QR Code® with a barcode reading app on your Smartphone. Bookmark page for future reference.



### City Planning Request

NOTICE: The staff of the Planning Department will analyze your request and accord the same full and impartial consideration to your application, regardless of whether or not you obtain the services of anyone to represent you.

This filing fee is required by Chapter 1, Article 9, L.A.M.C.

If you have questions about this invoice, please contact the planner assigned to this case. To identify the assigned planner, please visit <https://planning.lacity.org/pdiscaseinfo/> and enter the Case Number.

**Receipt Number:280421AD2-D1FDA5B9-BDFD-44D2-AF42-7F01DF70028F, Amount:\$109.47, Paid Date:04/28/2021**

Applicant: ARAUJO & ANNETTE WONG, BRANDON ( 310-9808268 )
Representative:
Project Address: 1447 S HI POINT ST, 90035

**NOTES:**

ENV-2020-2068-CE-1A			
Item	Fee	%	Charged Fee
Appeal by Aggrieved Parties Other than the Original Applicant *	\$89.00	100%	\$89.00
<b>Case Total</b>			<b>\$89.00</b>

Item	Charged Fee
*Fees Subject to Surcharges	\$89.00
Fees Not Subject to Surcharges	\$0.00
<b>Plan &amp; Land Use Fees Total</b>	<b>\$89.00</b>
<b>Expediting Fee</b>	<b>\$0.00</b>
<b>Development Services Center Surcharge (3%)</b>	<b>\$2.67</b>
<b>City Planning Systems Development Surcharge (6%)</b>	<b>\$5.34</b>
<b>Operating Surcharge (7%)</b>	<b>\$6.23</b>
<b>General Plan Maintenance Surcharge (7%)</b>	<b>\$6.23</b>
<b>Grand Total</b>	<b>\$109.47</b>
<b>Total Invoice</b>	<b>\$109.47</b>
<b>Total Overpayment Amount</b>	<b>\$0.00</b>
<b>Total Paid</b> (this amount must equal the sum of all checks)	<b>\$109.47</b>

Council District: 10  
 Plan Area: Wilshire  
 Processed by CHAN, JASON on 04/28/2021

Signature: \_\_\_\_\_

**Building & Safety Copy**  
 Office: Downtown  
 Application Invoice No: 71954

City of Los Angeles  
 Department of City Planning



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