



# 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

Extremely Low Income (ELI) Household occupancy for a period of 55 years:

- a. Yards/Setbacks. 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;
  - 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.
3. Adopted the Conditions of Approval and Findings.

**RECOMMENDED ACTIONS:**

1. **Deny** the appeal;
2. **Determine** 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;
3. **Sustain** the Planning Director's Determination to conditionally approve the TOC Affordable Housing Incentive Program request to allow a 70 percent increase in density along with the following three incentives for a qualifying Tier 3 project totaling 20 dwelling units, reserving 2 units for Extremely Low Income (ELI) Household occupancy for a period of 55 years:
  - a. Yards/Setbacks. Utilization of the easterly side and rear yard setback requirements of the RAS3 Zone for a project in a commercial zone;
  - 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. **Adopt** the Planning Director's Conditions of Approval and Findings.

VINCENT P. BERTONI, AICP  
Director of Planning



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Heather Bleemers  
Senior City Planner



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Esther Ahn  
City Planner

**ADVICE TO PUBLIC:** \*The exact time this report will be considered during the meeting is uncertain since there may be several other items on the agenda. Written communications may be mailed to the *Commission Secretariat, Room 532, City Hall, 200 North Spring Street, Los Angeles, CA 90012* (Phone No. 213-978-1300). While all written communications are given to the Commission for consideration, the initial packets are sent to the week prior to the Commission's meeting date. If you challenge these agenda items in court, you may be limited to raising only those issues you or someone else raised at the public hearing agendized herein, or in written correspondence on these matters delivered to this agency at or prior to the public hearing. As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability, and upon request, will provide reasonable accommodation to ensure equal access to these programs, services and activities. Sign language interpreters, assistive listening devices, or other auxiliary aids and/or other services may be provided upon request. To ensure availability of services, please make your request not later than three working days (72 hours) prior to the meeting by calling the Commission Secretariat at (213) 978-1299.

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### Exhibits:

Exhibit A – Maps

    Vicinity Map

    Radius Map

    Zoning Map

Exhibit B – Appeal Documents

Exhibit C – Director’s Determination, DIR-2020-2067-TOC

Exhibit D – Approved Project Plans

Exhibit E – Transit-Oriented Communities – Referral Form, ADM-2020-124-TOC

Exhibit F – Department of City Planning Memo: Transit Service During the COVID-19  
    Pandemic

Exhibit G – Categorical Exemption, ENV-2020-2068-CE

## PROJECT ANALYSIS

### PROJECT SUMMARY

The proposed project, at 1447 South Hi Point Street, involves the conditional approval of Base and Additional Incentives under the Transit Oriented Communities (TOC) Affordable Housing Incentive Program to allow the demolition of an existing single-family residential structure and the new construction of a five-story, 57-foot-high multi-family residential development above one level of subterranean parking in Wilshire Community Plan area.

The project will contain 20 multi-family dwelling units, of which two (2) units will be set aside for Extremely Low Income Households. The proposed building will encompass approximately 20,093 square feet in total building area, resulting in a Floor Area Ratio (FAR) of approximately 3.78:1. Of the 20 units proposed, two (2) will be one-bedroom units, 10 will be two-bedroom units, and eight (8) will be three-bedroom units. The project proposes to provide 24 automobile parking spaces in addition to 20 long-term bicycle parking spaces and two (2) short-term bicycle parking spaces. A total of 2,492 square feet of open space will be provided, divided among balconies, decks, and a fifth-floor garden area. The project will maintain a 15-foot front yard and 20-foot rear yard, as required by the underlying [Q]R3-1-O Zone but will provide reduced side yard setbacks of a minimum five (5) feet eight (8) inches, in lieu of the otherwise required eight (8) feet required.

### 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.

### **Surrounding Properties**

Surrounding properties are generally developed with commercial, single-family residences, and multi-family residential uses. Properties abutting the subject site to the west are zoned [Q]R3-1-O and improved with three- and four-story apartment buildings. Properties to the east across Hi Point Street are also zoned [Q]R3-1-O and developed with one- to four-story single-family homes, condominiums, and small lot buildings. Properties to the north are zoned [Q]R3-1-O and C4-1-O and include both single-family and multi-family residential structures as well as a McDonald's Drive-Thru restaurant and a commercial strip mall. Properties to the south across Saturn Street are zoned [Q]R3-1-O and R1R3-RG-O and include a mix of single-family residences and multi-story apartment buildings.

### **Streets and Circulation**

Hi Point Street, abutting the property to the east, is designated Local Street – Standard, dedicated to a right-of-way width of 60 feet and is improved with asphalt roadway and concrete curb, gutter, and sidewalk.

## **Relevant Cases**

### Subject Property:

Ordinance No. 168,193 – On October 2, 1992, Ordinance No. 168,193 established a permanent Qualified “Q” Condition on the multi-family residential (R3-1) zoned parcels on the project site and surrounding area along Saturn Street. The ordinance requires projects to comply with various development standards, including those related to building height, building mass, and balconies, as well as conditions regulating open space, water and energy conservation, parking, and design.

### Surrounding Properties:

The following relevant cases were identified to be within 1,000 feet of the project site:

Case No. DIR-2019-1679-TOC – On May 28, 2020, the designee of the Director of Planning approved Base and Additional Incentives for a qualifying Tier 3 TOC Affordable Housing Incentive Program project involving increased building height, reduced side yards, and reduced open space, in conjunction with the construction, use and maintenance of a new five-story, approximately 57-foot high apartment building with 14 units, reserving two units for Very Low Income Households, in the [Q]R3-1-O Zone, located at 1529 South Hi Point Street.

Case No. DIR-2018-3378-TOC – On December 10, 2018, the designee of the Director of Planning approved Base and Additional Incentives for a qualifying Tier 3 TOC Affordable Housing Incentive Program project involving increased building height, reduced side yards, and reduced open space, in conjunction with the construction, use and maintenance of a new five-story, 57-foot high apartment building with 40 units, reserving four units for Extremely Low Income Households, in the [Q]R3-1-O Zone, located at 1507-1511 South Hi Point Street.

## **APPROVED ACTIONS**

On December 30, 2020, the designee of the Director of Planning issued a Determination for Case No. DIR-2020-2067-TOC, which determined that the project is categorically exempt from CEQA and approved Base and Additional Incentives under the TOC Affordable Housing Incentive Program. As part of the approval, the project was found to be exempt from 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.

## **Transit Oriented Communities Affordable Housing Incentive Program**

Measure JJJ was adopted by the Los Angeles City Council on December 13, 2016 and created the Transit Oriented Communities (TOC) Affordable Housing Incentive Program, which establishes incentives for residential or mixed-use projects located within one-half mile of a major transit stop, as defined under existing State law.

The TOC Affordable Housing Incentive Program Guidelines (TOC Guidelines), released on September 22, 2017, establish a tier-based system with development bonuses and incentives based on a project’s distance from different types of transit. The largest bonuses are reserved for those areas in the closest proximity to significant rail stops or the intersection of major bus rapid transit lines. Required affordability levels are increased incrementally in each higher tier. The

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.

Tier 3 Additional Incentives

1. **Height** – Eligible Housing Developments in Tier 3 are permitted a maximum increase of two (2) stories and 22 feet in building height. As proposed, the project will utilize a 22-foot increase 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 zone.
2. **Yards/Setbacks** – The TOC Guidelines allow Eligible Housing Developments in Tier 3 to utilize a 30 percent reduction in the required width or depth of two (2) individual yards or setbacks. In this case, the project will maintain the required front yard and rear yard while utilizing a 30 percent reduction for each side yard. As proposed, the project will provide a minimum side yard setback of 5 feet 8 inches in lieu of the minimum 8 feet otherwise required for each of the two (2) side yards.
3. **Open Space** – Pursuant to LAMC Section 12.21-G,2, the project must provide at a minimum the following usable open space per dwelling unit: 100 square feet for each unit having less than three habitable rooms; 125 square feet for each unit having three habitable rooms; and 175 square feet for each unit having more than three habitable rooms. The project proposes two (2) one-bedroom units, 10 two-bedroom units, and eight (8) three-bedroom units which requires a minimum of 2,875 square feet of usable open space per the LAMC. The TOC Guidelines allow a maximum 25 percent reduction in the minimum open space requirement resulting in a minimum of 2,156 square feet. As proposed, the project will provide 2,492 square feet of usable open space.

## APPEAL ANALYSIS

On December 30, 2020, the designee of the Director of Planning issued a Determination to conditionally approve Base and Additional Incentives in accordance with the TOC Affordable Housing Incentive Program for the proposed project. On January 13, 2021, within the required 15-day appeal period, five (5) appeals were filed by the following parties: Katelyn Foley; Annette Wong and Brandon Araujo; John Kim; Sarah Reed; and Elaine Johnson, LA GLO Inc.

The following statements have been compiled and summarized from the submitted appeals and responded to below. The appeals in their entirety have been attached herein for reference, as Exhibit B.

### 1. APPEAL POINT:

The appellants state that the City erroneously concluded that the project qualifies as a Tier 3 TOC project as it is not located within 750 feet of a Major Transit Stop.

#### STAFF RESPONSE:

Projects may qualify for Tier 3 TOC status by falling into one of the following four categories:

1. Distance of less than 750 feet from intersection of a Regular Bus and Rapid Bus Line;
2. Distance of less than 1,500 feet from the intersection of two Rapid Bus Lines;
3. Distance of less than 750 feet from a Metrolink Rail Station; or
4. Distance of less than 2,640 feet from a Metro Rail Station.

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 verified by the Department of City Planning's Development Services Center for Affordable Housing on February 27, 2020, and the application was filed within the 180-day period before expiration on March 25, 2020 (Exhibit E).

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. Through measurement on the Zone Information and Map Access System (ZIMAS), the project continues to qualify for Tier 3 status, despite the service reductions, 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 shown in Exhibit F. As such, the temporary reduced schedules no longer apply and 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 the project application and per the updated definition of Major Transit Stop.

### 2. APPEAL POINT:

The appellants state the project does not qualify for the Class 32 Categorical Exemption, particularly due to significant impacts related to noise and cumulative impacts of simultaneous construction projects. The appellants contend that the CEQA determination was based upon the use of Mitigation Measures, thus requiring an Environmental Impact Report (EIR) or Mitigated Negative Declaration (MND).

**STAFF RESPONSE:**

As detailed in Exhibit G, the project has been determined to qualify for a Class 32 Categorical Exemption by meeting the five criteria listed below in accordance with State CEQA Guidelines Section 15332 for an infill development project:

- a) *The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.*
- b) *The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.*
- c) *The project site has no value as habitat for endangered, rare or threatened species.*
- d) *Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.*
- e) *The site can be adequately served by all required utilities and public services.*

These findings are substantiated by evidence in the public record, including confirmation of traffic-related impacts by Los Angeles Department of Transportation on March 4, 2020 and a March 2020 Noise Technical Report and Air Quality Technical Report prepared by ZMassociates Environmental Corporation International for the project. The Class 32 Categorical Exemption is not applicable if a project requires mitigation measures to reduce potential environmental impacts to less than significant levels. As the City's Noise Ordinance and regulatory compliance measures do not constitute mitigation measures, the evidence in the record demonstrates that even *without mitigation measures*, the project's impacts will not reach a level of significance to trigger additional CEQA review beyond determining that the project is categorically exempt.

Per CEQA, it is the burden of the challenger to submit evidence to the record of any cumulative impacts. Given that the appellants have not done so, the appellants have engaged in speculation. Furthermore, the two active construction sites cited in the appeal (1437 Hi Point Street and 1444 Hi Point Street) were taking into consideration in the Class 32 Categorical Exemption analysis, as detailed in Exhibit G. Construction activity at these sites had begun before the proposed project had been approved and the timeframes were not expected to overlap. Regarding the demolition notice placed on 1459 Hi Point Street, this occurred after approval of the proposed project. Should the future project at 1459 Hi Point Street require discretionary approval, then any further environmental impacts will be assessed at that time. There is also no substantial evidence demonstrating that any exception contained in Section 15300.2 of the State CEQA Guidelines regarding location, cumulative impacts, significant effects or unusual circumstances, scenic highways, hazardous waste sites, or historical resources applies. Therefore, the project remains eligible for a categorical exemption.

In summary, there is substantial evidence that the project qualifies for a Class 32 Categorical Exemption. The Planning Director's designee did not abuse their discretion in determining that the project is categorically exempt from CEQA review as an infill development project meeting the criteria of State CEQA Guidelines Sections 15332 and 15300.2. The appellants have not provided substantial evidence supporting their argument that the project requires

mitigation to reduce potential environmental impacts to less than significant levels, or that it is disqualified from being categorically exempt from CEQA review.

### **3. APPEAL POINT:**

The appellants state that the project does not adhere to the Qualified “Q” Conditions required as part of the site’s [Q]R3-1-O zoning, particularly with regard to the required articulation and depth of modulation.

#### **STAFF RESPONSE:**

The Qualified “Q” Condition pertinent to the project site was established in 1992 under Ordinance No. 168,193 which states: “For any building façade greater than forty (40) feet in length, articulation shall be required for every thirty (30) feet. Minimum depth of modulation of the façade shall be five (5) feet.”

The proposed project is in compliance with this design condition, as well as all other conditions required by the Qualified “Q” Condition, through the use of façade breaks, balconies, and exposed corridors. While the width of the proposed building is less than 40 feet, the length of the proposed structure is approximately 155 feet which would require at least five (5) points at which the façade modulates to a depth of at least five (5) feet. As shown in the floor plans and elevations in Exhibit C, the project meets this requirement with the use of façade breaks that are approximately 5 feet 2 inches in depth and exposed balconies, patios, and corridors that are approximately 7 feet in depth. Furthermore, through the requirements of SB 330, the applicant was required to complete the Preliminary Zoning Assessment process with the Department of Building and Safety. This assessment was completed by Kevin Morales on December 18, 2020 confirming compliance with applicable zoning and overlay regulations. Therefore, the project properly meets any applicable design guidelines including the Qualified “Q” Condition zoned on the project site.

### **4. APPEAL POINT:**

The appellants state that the height of the proposed project is incompatible with the surrounding neighborhood and will result in loss of sunlight, property values, and community character.

#### **STAFF RESPONSE:**

The project site is zoned [Q]R3-1-O and is located in the Wilshire Community Plan area. The project substantially conforms to the policies of the General Plan and Community Plan (as shown in Exhibit G) and complies with all requirements of the underlying zone. The project is located in a substantially developed area improved with a combination of single-family residential, multi-family residential, and commercial uses in the surrounding area. Immediately abutting land uses are zoned [Q]R3-1-O and include three- to four-story multi-family residential buildings and single-family structures. Pico Boulevard, a major commercial corridor, is approximately one block north of the subject property and zoned C4-1-O.

The proposed project was properly granted an increase in height and reduction in both side yard setbacks through utilization of TOC Tier 3 Additional Incentives. The project is located within 1,500 feet of a Major Transit Stop, discussed in detail above, and provides at least 10 percent of the total number of dwelling units for Extremely Low Income households, thus qualifying the project to utilize various Additional Incentives. In this case, the Applicant elected to do the following: increase the building height by 22 feet in lieu of the maximum 35 feet otherwise permitted; reduce the required width of two (2) side yard setbacks by 30

percent to provide a minimum setback of 5 feet 8 inches in lieu of the minimum 8 feet otherwise required; and reduce the amount of required open space by a maximum of 25 percent. Additionally, there is a 15-foot step-back requirement and a 15-foot building line, established under Ordinance 125,356, which are being adhered to in compliance with the underlying zoning and requirements of the TOC Guidelines. These provisions result in reduction of building massing and building coverage on the project site.

As such, the designee of the Director of Planning did not err in approving the project as it complies with all relevant requirements under the TOC Incentive Program and local ordinances and overlays.

## **5. APPEAL POINT:**

The appellants state that the increase in population density would add to existing traffic impacts and a lack of on-street parking availability.

### **STAFF RESPONSE:**

The project site is zoned [Q]R3-1-O with a Medium Residential General Plan Land Use designation. Based on the 8,838 square foot lot size and 800 square feet per dwelling unit density limitation, the project is permitted 11 units by-right per the LAMC and 12 units by-right as base density under the TOC Incentive Program. Upon utilization of Tier 3 Base Incentives, the project is permitted a 70 percent increase to provide a maximum of 21 dwelling units on the project site. The Applicant elected to provide 20 total units for the proposed project, one unit less than otherwise allowed. The project is qualified for Tier 3 status through proximity to a Major Transit Stop and provision of at least ten percent of the total number of dwelling units set aside for Extremely Low Income households.

As detailed in Exhibit G, the project has been determined to not result in any significant traffic-related impacts with confirmation by the Department of Transportation on March 4, 2020. Based upon the existing mobility and circulation networks near the proposed project, the creation of 19 net new units will not result in significant traffic impacts in the community. The project did not meet the threshold to conduct a Vehicle Miles Traveled (VMT) analysis and thus did not require further referral to LADOT. Additionally, the project is not required to provide more than 0.5 parking spaces per unit for a qualifying Tier 3 TOC project. Thus, the project is only required to provide at least 10 parking spaces but is providing 24 parking spaces in a subterranean level which is more than the number of total dwelling units.

Therefore, the project complies with its density limitations and will not result in significant impacts related to traffic and parking as the project is below the LADOT threshold of significance and provides more parking spaces than required.

## **CONCLUSION AND STAFF RECOMMENDATION**

For the reasons stated herein, and in the findings of the Director's Determination, the proposed project does comply with the applicable provisions of the Transit Oriented Communities Affordable Housing Incentive Program and the California Environmental Quality Act (CEQA). Planning staff evaluated the proposed project and determined it meets the Transit Oriented Communities Program requirements. Based on the complete plans submitted by the applicant and considering the appellant's arguments for appeal, staff finds that the project meets the required findings.

Therefore, it is recommended that the City Planning Commission deny the appeals and sustain the Determination by the Director of Planning.

# Google Maps

*Vicinity Map*

1447 Hi Point Street Los Angeles CA 90035

DIR-2020-2067



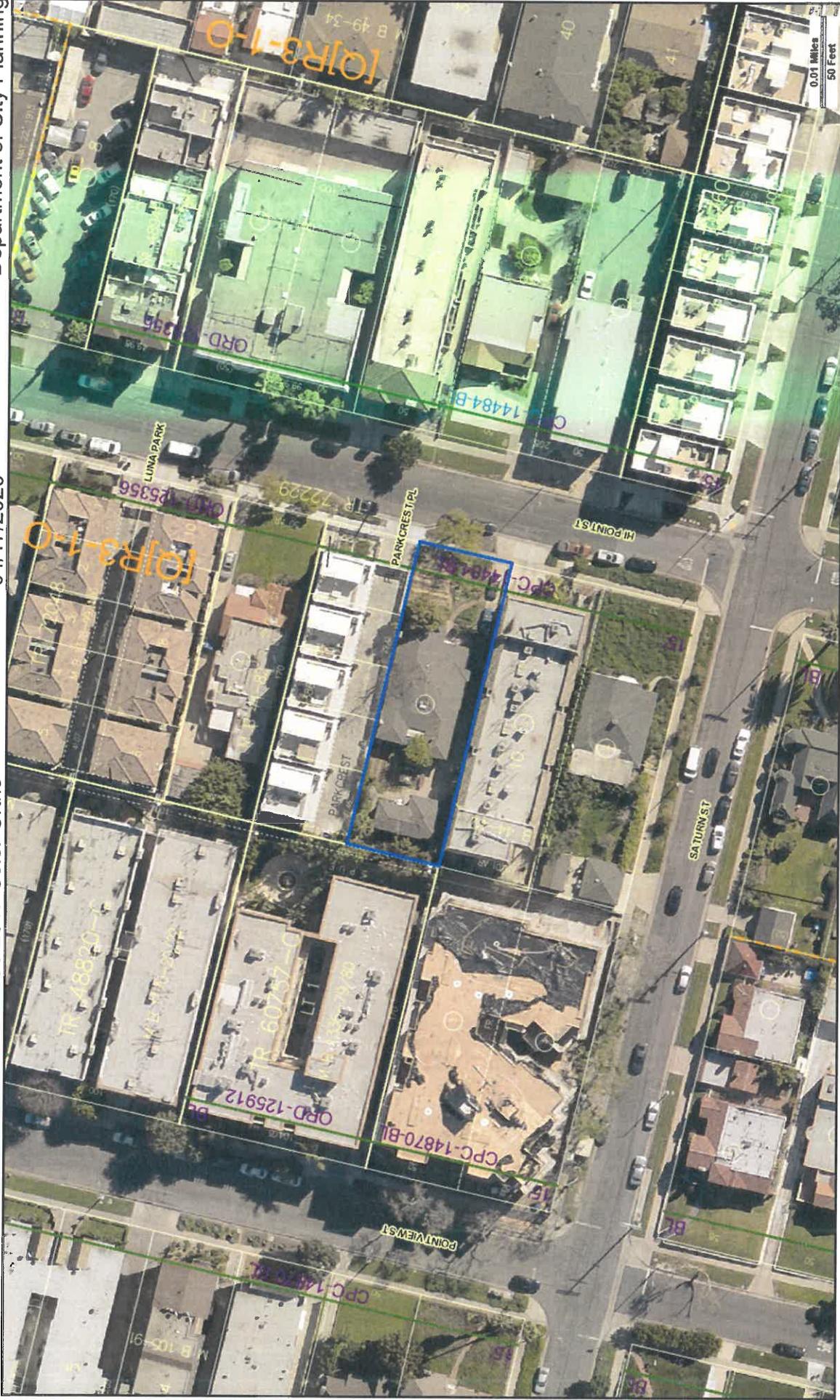


# DIR-2020-2067

City of Los Angeles  
Department of City Planning

LARIAC5 2017 Color-Ortho  
04/17/2020

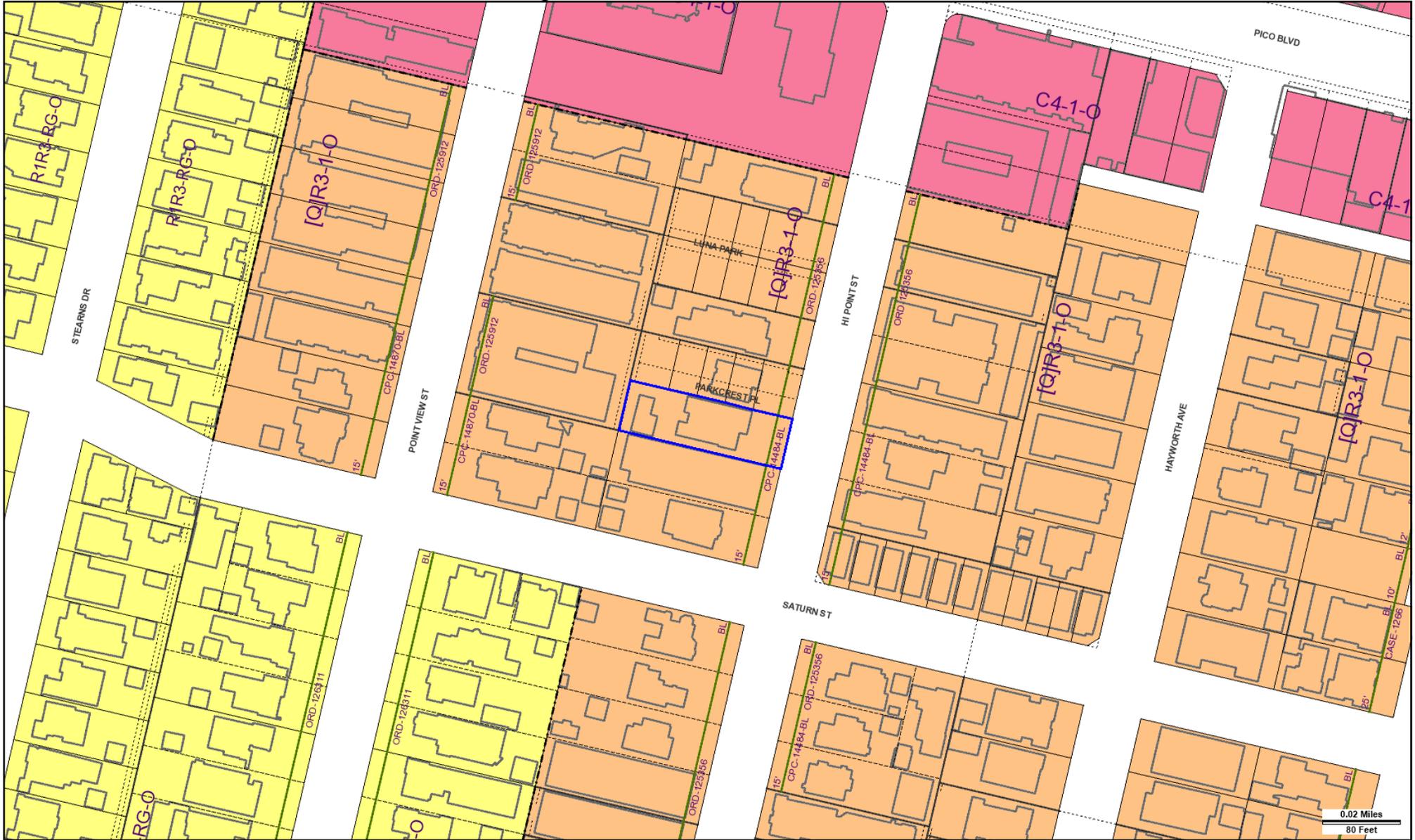
ZIMAS INTRANET



Zoning: [Q]R3-1-O  
General Plan: Medium Residential

Tract: TR 3909  
Block: None  
Lot: FR 10  
Arb: 2

Address: 1447 S HI POINT ST  
APN: 5068012033  
PIN #: 129B173 594



Address: 1447 S HI POINT ST  
 APN: 5068012033  
 PIN #: 129B173 594

Tract: TR 3909  
 Block: None  
 Lot: FR 10  
 Arb: 2

Zoning: [Q]R3-1-O  
 General Plan: Medium Residential



0.02 Miles  
80 Feet



APPLICATIONS:

APPEAL APPLICATION

Instructions and Checklist

Related Code Section: Refer to the City Planning case determination to identify the Zone Code section for the entitlement and the appeal procedure.

Purpose: This application is for the appeal of Department of City Planning determinations authorized by the Los Angeles Municipal Code (LAMC).

A. APPELLATE BODY/CASE INFORMATION

1. APPELLATE BODY

- Area Planning Commission, City Planning Commission, City Council, Director of Planning, Zoning Administrator

Regarding Case Number: DIR-2020-2067-TOC

Project Address: 1447 South Hi Point St.

Final Date to Appeal: 01/14/2021

2. APPELLANT

- Appellant Identity: Representative, Property Owner, Applicant, Operator of the Use/Site

Person, other than the Applicant, Owner or Operator claiming to be aggrieved

Person affected by the determination made by the Department of Building and Safety

- Representative, Applicant, Owner, Operator, Aggrieved Party

3. APPELLANT INFORMATION

Appellant's Name: John Kim

Company/Organization:

Mailing Address: 5939 W Parkcrest Place

City: Los Angeles State: CA Zip: 90035

Telephone: (646) 706-3889 E-mail: electricturbo@gmail.com

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. JUSTIFICATION/REASON FOR APPEAL**

a. Is the entire decision, or only parts of it being appealed?  Entire  Part

b. Are specific conditions of approval being appealed?  Yes  No

If Yes, list the condition number(s) here: \_\_\_\_\_

Attach a separate sheet providing your reasons for the appeal. Your reason must state:

- The reason for the appeal
- How you are aggrieved by the decision
- Specifically the points at issue
- Why you believe the decision-maker erred or abused their discretion

**6. APPLICANT'S AFFIDAVIT**

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

Appellant Signature: John Kim Date: 1/12/21

**GENERAL APPEAL FILING REQUIREMENTS**

**B. ALL CASES REQUIRE THE FOLLOWING ITEMS - SEE THE ADDITIONAL INSTRUCTIONS FOR SPECIFIC CASE TYPES**

**1. Appeal Documents**

a. **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.

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**b. 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. "Appeal Form.pdf", "Justification/Reason Statement.pdf", or "Original Determination Letter.pdf" etc.). No file should exceed 9.8 MB in size.

**c. Appeal Fee**

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

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**SPECIFIC CASE TYPES - APPEAL FILING INFORMATION**

**C. DENSITY BONUS / TRANSIT ORIENTED COMMUNITES (TOC)**

**1. Density Bonus/TOC**

Appeal procedures for Density Bonus/TOC per LAMC Section 12.22.A 25 (g) f.

**NOTE:**

- Density Bonus/TOC cases, only the *on menu or additional incentives* items can be appealed.
- Appeals of Density Bonus/TOC cases can only be filed by adjacent owners or tenants (must have documentation), and always only appealable to the Citywide Planning Commission.

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**D. WAIVER OF DEDICATION AND OR IMPROVEMENT**

Appeal procedure for Waiver of Dedication or Improvement per LAMC Section 12.37 I.

**NOTE:**

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**F. BUILDING AND SAFETY DETERMINATION**

- 1.** Appeal of the Department of Building and Safety determination, per LAMC 12.26 K 1, an appellant is considered the **Original Applicant** and must provide noticing and pay mailing fees.

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**a. Appeal Fee**

- Original Applicant - The fee charged shall be in accordance with the LAMC Section 19.01 B 1 a.

**b. Notice Requirement**

- Mailing List - The appeal notification requirements per LAMC Section 12.26 K 7 apply.
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**G. NUISANCE ABATEMENT**

**1. Nuisance Abatement** - Appeal procedure for Nuisance Abatement per LAMC Section 12.27.1 C 4

NOTE:

- Nuisance Abatement is only appealable to the City Council.

**a. Appeal Fee**

Aggrieved Party the fee charged shall be in accordance with the LAMC Section 19.01 B 1.

**2. Plan Approval/Compliance Review**

Appeal procedure for Nuisance Abatement Plan Approval/Compliance Review per LAMC Section 12.27.1 C 4.

**a. Appeal Fee**

Compliance Review - The fee charged shall be in accordance with the LAMC Section 19.01 B.

Modification - The fee shall be in accordance with the LAMC Section 19.01 B.

**NOTES**

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| 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) |

I'm appealing based on reasons listed below:

1. The height of the building (5 stories/ 57ft) would be the tallest in the area that could obstruct our rooftop deck view (south) resulting in long-term damages and property devaluation. The current tallest townhomes/apartments in the area are around 3-stories tall.
2. The 20-unit apartment with the underground garage (24 parking spaces) would bring heavy traffic congestions in the already narrow street (Hi Point St.) where two cars can barely pass from each way simultaneously.
3. The construction with such a large project with the underground garage would add more blockages impacting our free access to the street where there already have been 2-3 constructions currently going on the same street for the past 2-3 years. Also It would be adding more excessive noise and construction debris/dusts affecting quality of the living life and health.



**APPLICATIONS:**

# APPEAL APPLICATION

## Instructions and Checklist

**Related Code Section:** Refer to the City Planning case determination to identify the Zone Code section for the entitlement and the appeal procedure.

**Purpose:** This application is for the appeal of Department of City Planning determinations authorized by the Los Angeles Municipal Code (LAMC).

### A. APPELLATE BODY/CASE INFORMATION

#### 1. APPELLATE BODY

- Area Planning Commission     City Planning Commission     City Council     Director of Planning
- Zoning Administrator

Regarding Case Number: DIR-2020-2067-TOC

Project Address: 1447 South Hi Point St.

Final Date to Appeal: 01/14/2021

#### 2. APPELLANT

**Appellant Identity:**  
(check all that apply)

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

Person, other than the Applicant, Owner or Operator claiming to be aggrieved  
Sarah Reed

Person affected by the determination made by the **Department of Building and Safety**

- Representative     Owner     Aggrieved Party
- Applicant     Operator

#### 3. APPELLANT INFORMATION

Appellant's Name: Sarah Reed

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

Mailing Address: 5937 W Parkcrest Place

City: Los Angeles State: CA Zip: 90035

Telephone: (619) 254-7581 E-mail: sarah.millan@gmail.com

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: \_\_\_\_\_

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**6. APPLICANT'S AFFIDAVIT**

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

Appellant Signature: Sarah Reed Date: 1/12/21

**GENERAL APPEAL FILING REQUIREMENTS**

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**SPECIFIC CASE TYPES - APPEAL FILING INFORMATION**

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**1. Density Bonus/TOC**

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**D. WAIVER OF DEDICATION AND OR IMPROVEMENT**

Appeal procedure for Waiver of Dedication or Improvement per LAMC Section 12.37 I.

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**G. NUISANCE ABATEMENT**

**1. Nuisance Abatement** - Appeal procedure for Nuisance Abatement per LAMC Section 12.27.1 C 4

NOTE:

- Nuisance Abatement is only appealable to the City Council.

**a. Appeal Fee**

Aggrieved Party the fee charged shall be in accordance with the LAMC Section 19.01 B 1.

**2. Plan Approval/Compliance Review**

Appeal procedure for Nuisance Abatement Plan Approval/Compliance Review per LAMC Section 12.27.1 C 4.

**a. Appeal Fee**

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**NOTES**

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| <input type="checkbox"/> Determination authority notified |                                       | <input type="checkbox"/> Original receipt and BTC receipt (if original applicant) |

To Whom it may concern:

I am appealing the recently approved plan on 3 main grounds: The excessive height of the property, the added density to the neighborhood, and the level of disturbance to the community as a whole.

First, the height of the approved plan is currently two stories above the currently permitted height requirements for this zone. All other properties on the 1400 block of South Hi Point St, between Saturn and Pico, are no higher than four stories. Those homes that are four stories, and therefore, above the 3-story height requirement, are open rooftops that do not necessarily block additional light from their neighbors. A building of this height would tower over our residences and would be disproportionately large compared to all other residences on our block. This would significantly damage the uniformity and aesthetic of our community. The proposed project also lays directly in the path of the sunlight that illuminates our home throughout the day. A project of this scale would block essentially all natural light in our home.

We are also concerned about the increase in population density that the proposed project would create in our community. There are now constant fights for street parking and egress from driveways in our community that did not exist just a few years ago before numerous projects were approved erecting communities on lots that were previously single-family homes. This is an issue even despite the construction of parking garages because there are more vehicles than there are parking spaces.

The approval of yet another large-scale construction project within our block is an additional concern. There are currently 2 active construction sites adjacent to our home (1437 Hi Point St) and directly across the street (1444 Hi Point St). There is yet another large-scale project within approximately 100 yards. These multiple ongoing active projects have led to severe congestion in our street in mornings and on weekends. There have been numerous instances where traffic on our block has completely stopped and residents had no way to enter or exit their driveway. This chaos gets in the way of our ability to live our lives and be productive members of our community. There has been constant noise in the past 2 years from every direction. During the period of the pandemic, this noise has interfered with the work of community members who have been forced to work from home but now have to combat the noise. Another project of this scale will further compound these issues.

These are only a few of the concerns we have about the proposed project. Any possible benefits of such a project are heavily outweighed by negatives: worsening congestion in our community, loss of a community character, and decrease in the value of nearby properties, among others. We, along with numerous members of our community, strongly protest this project and appreciate your consideration.



**APPLICATIONS:**

**APPEAL APPLICATION**

Instructions and Checklist

**Related Code Section:** Refer to the City Planning case determination to identify the Zone Code section for the entitlement and the appeal procedure.

**Purpose:** This application is for the appeal of Department of City Planning determinations authorized by the Los Angeles Municipal Code (LAMC).

**A. APPELLATE BODY/CASE INFORMATION**

**1. APPELLATE BODY**

- Area Planning Commission     City Planning Commission     City Council     Director of Planning
- Zoning Administrator

Regarding Case Number: \_\_\_\_\_

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

Final Date to Appeal: \_\_\_\_\_

**2. APPELLANT**

**Appellant Identity:**  
(check all that apply)

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

Person, other than the Applicant, Owner or Operator claiming to be aggrieved

\_\_\_\_\_

Person affected by the determination made by the **Department of Building and Safety**

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

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

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**a.** Is the appeal being filed on your behalf or on behalf of another party, organization or company?

Self     Other: \_\_\_\_\_

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**6. APPLICANT'S AFFIDAVIT**

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

Appellant Signature: Katelyn Foley Date: 1/12/21

**GENERAL APPEAL FILING REQUIREMENTS**

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To Whom it may concern:

I received notice of a new plan directly next door to my property, and I am appealing the project for three reasons: 1) height that will block natural light coming into my home and drastically reduce my property value, 2) additional density in a neighborhood that was formerly homes and is now overrun with apartment buildings, and 3) an additional construction project in a neighborhood with two active construction projects in the same block, and multiple demolition and construction projects in the next block south.

First, the building plans show 4 levels, the 4<sup>th</sup> of which is not a rooftop deck like other properties in the block but is an enclosed floor. This height will eliminate sunlight coming into the Parkcrest Place homes and block the south view from the rooftop deck – a major selling point when I purchased the home and a driver of devaluation if blocked.

Secondly, our neighborhood has gone through a massive transition from single-family homes to small lot townhouses and apartments in the past several years. This transition is putting a major strain on the street, which is congested with vehicles and parked cars at all hours of the day. We are also close to several commercial businesses on Pico Blvd, which further augment the number of individuals in the vicinity on a daily basis.

Finally, there are currently 2 active construction sites adjacent to our home (1437 Hi Point St) and directly across the street (1444 Hi Point St). There is yet another large-scale project within approximately 100 yards, and demolition notices have been placed on 1459 Hi Point St. These projects have introduced significant noise from early morning to late night hours and congestion from workers entering and exiting the area. They often block our driveway and work before and past daytime hours, disrupting us while we work from home but also waking us up in the mornings.

I do not believe that the individual planning this property at all considered the wellbeing of neighbors, property values in the neighborhood, or the number of simultaneous construction projects occurring. I find the proposal detrimental to my community and my wellbeing and I strongly appeal its approval as a homeowner and taxpayer in Los Angeles. I implore further investigation into whether another project in this neighborhood is aligned with the greater good of my community.

Sincerely,

Katelyn Foley

Owner, 5935 W Parkcrest Pl



**APPLICATIONS:**

**APPEAL APPLICATION**

Instructions and Checklist

**Related Code Section:** Refer to the City Planning case determination to identify the Zone Code section for the entitlement and the appeal procedure.

**Purpose:** This application is for the appeal of Department of City Planning determinations authorized by the Los Angeles Municipal Code (LAMC).

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Regarding Case Number: \_\_\_\_\_

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**2. APPELLANT**

**Appellant Identity:**  
(check all that apply)

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

Person, other than the Applicant, Owner or Operator claiming to be aggrieved

\_\_\_\_\_

Person affected by the determination made by the **Department of Building and Safety**

- Representative                       Owner                                       Aggrieved Party
- Applicant                                 Operator

**3. APPELLANT INFORMATION**

Appellant's 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. JUSTIFICATION/REASON FOR APPEAL**

a. Is the entire decision, or only parts of it being appealed?  Entire  Part

b. Are specific conditions of approval being appealed?  Yes  No

If Yes, list the condition number(s) here: \_\_\_\_\_

Attach a separate sheet providing your reasons for the appeal. Your reason must state:

- The reason for the appeal
- How you are aggrieved by the decision
- Specifically the points at issue
- Why you believe the decision-maker erred or abused their discretion

**6. APPLICANT'S AFFIDAVIT**

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

Appellant Signature:  \_\_\_\_\_ Date: 1/12/21

**GENERAL APPEAL FILING REQUIREMENTS**

**B. ALL CASES REQUIRE THE FOLLOWING ITEMS - SEE THE ADDITIONAL INSTRUCTIONS FOR SPECIFIC CASE TYPES**

**1. Appeal Documents**

a. **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.

- Appeal Application (form CP-7769)
- Justification/Reason for Appeal
- Copies of Original Determination Letter

**b. 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. "Appeal Form.pdf", "Justification/Reason Statement.pdf", or "Original Determination Letter.pdf" etc.). No file should exceed 9.8 MB in size.

**c. Appeal Fee**

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

**d. Notice Requirement**

- Mailing List - All appeals require noticing per the applicable LAMC section(s). Original Applicants must provide noticing per the LAMC
- Mailing Fee - The appeal notice mailing fee is paid by the project applicant, payment is made to the City Planning's mailing contractor (BTC), a copy of the receipt must be submitted as proof of payment.

**SPECIFIC CASE TYPES - APPEAL FILING INFORMATION**

**C. DENSITY BONUS / TRANSIT ORIENTED COMMUNITES (TOC)**

**1. Density Bonus/TOC**

Appeal procedures for Density Bonus/TOC per LAMC Section 12.22.A 25 (g) f.

NOTE:

- Density Bonus/TOC cases, only the *on menu or additional incentives* items can be appealed.
- Appeals of Density Bonus/TOC cases can only be filed by adjacent owners or tenants (must have documentation), and always only appealable to the Citywide Planning Commission.

- Provide documentation to confirm adjacent owner or tenant status, i.e., a lease agreement, rent receipt, utility bill, property tax bill, ZIMAS, drivers license, bill statement etc.

**D. WAIVER OF DEDICATION AND OR IMPROVEMENT**

Appeal procedure for Waiver of Dedication or Improvement per LAMC Section 12.37 I.

NOTE:

- Waivers for By-Right Projects, can only be appealed by the owner.
- When a Waiver is on appeal and is part of a master land use application request or subdivider's statement for a project, the applicant may appeal pursuant to the procedures that governs the entitlement.

**E. TENTATIVE TRACT/VESTING**

**1. Tentative Tract/Vesting** - Appeal procedure for Tentative Tract / Vesting application per LAMC Section 17.54 A.

NOTE: Appeals to the City Council from a determination on a Tentative Tract (TT or VTT) by the Area or City Planning Commission must be filed within 10 days of the date of the written determination of said Commission.

- Provide a copy of the written determination letter from Commission.

**F. BUILDING AND SAFETY DETERMINATION**

- 1.** Appeal of the Department of Building and Safety determination, per LAMC 12.26 K 1, an appellant is considered the **Original Applicant** and must provide noticing and pay mailing fees.

**a. Appeal Fee**

- Original Applicant - The fee charged shall be in accordance with LAMC Section 19.01B 2, as stated in the Building and Safety determination letter, plus all surcharges. (the fee specified in Table 4-A, Section 98.0403.2 of the City of Los Angeles Building Code)

**b. Notice Requirement**

- Mailing Fee - The applicant must pay mailing fees to City Planning's mailing contractor (BTC) and submit a copy of receipt as proof of payment.

- 2.** Appeal of the Director of City Planning determination per LAMC Section 12.26 K 6, an applicant or any other aggrieved person may file an appeal, and is appealable to the Area Planning Commission or Citywide Planning Commission as noted in the determination.

**a. Appeal Fee**

- Original Applicant - The fee charged shall be in accordance with the LAMC Section 19.01 B 1 a.

**b. Notice Requirement**

- Mailing List - The appeal notification requirements per LAMC Section 12.26 K 7 apply.
- Mailing Fees - The appeal notice mailing fee is made to City Planning's mailing contractor (BTC), a copy of receipt must be submitted as proof of payment.

**G. NUISANCE ABATEMENT**

**1. Nuisance Abatement** - Appeal procedure for Nuisance Abatement per LAMC Section 12.27.1 C 4

NOTE:

- Nuisance Abatement is only appealable to the City Council.

**a. Appeal Fee**

Aggrieved Party the fee charged shall be in accordance with the LAMC Section 19.01 B 1.

**2. Plan Approval/Compliance Review**

Appeal procedure for Nuisance Abatement Plan Approval/Compliance Review per LAMC Section 12.27.1 C 4.

**a. Appeal Fee**

Compliance Review - The fee charged shall be in accordance with the LAMC Section 19.01 B.

Modification - The fee shall be in accordance with the LAMC Section 19.01 B.

**NOTES**

*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.*

**Please note** that the appellate body must act on your appeal within a time period specified in the Section(s) of the Los Angeles Municipal Code (LAMC) pertaining to the type of appeal being filed. The Department of City Planning will make its best efforts to have appeals scheduled prior to the appellate body's last day to act in order to provide due process to the appellant. If the appellate body is unable to come to a consensus or is unable to hear and consider the appeal prior to the last day to act, the appeal is automatically deemed denied, and the original decision will stand. The last day to act as defined in the LAMC may only be extended if formally agreed upon by the applicant.

| 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) |

Annette Wong & Brandon Araujo  
5931 West Parkcrest Place  
Los Angeles, California 90035

City of Los Angeles  
200 North Spring Street  
Room 525  
Los Angeles, California 90012-4801

January 12, 2021

Re: Appeal of Director's Determination (Case No. DIR-2020-2067-TOC)

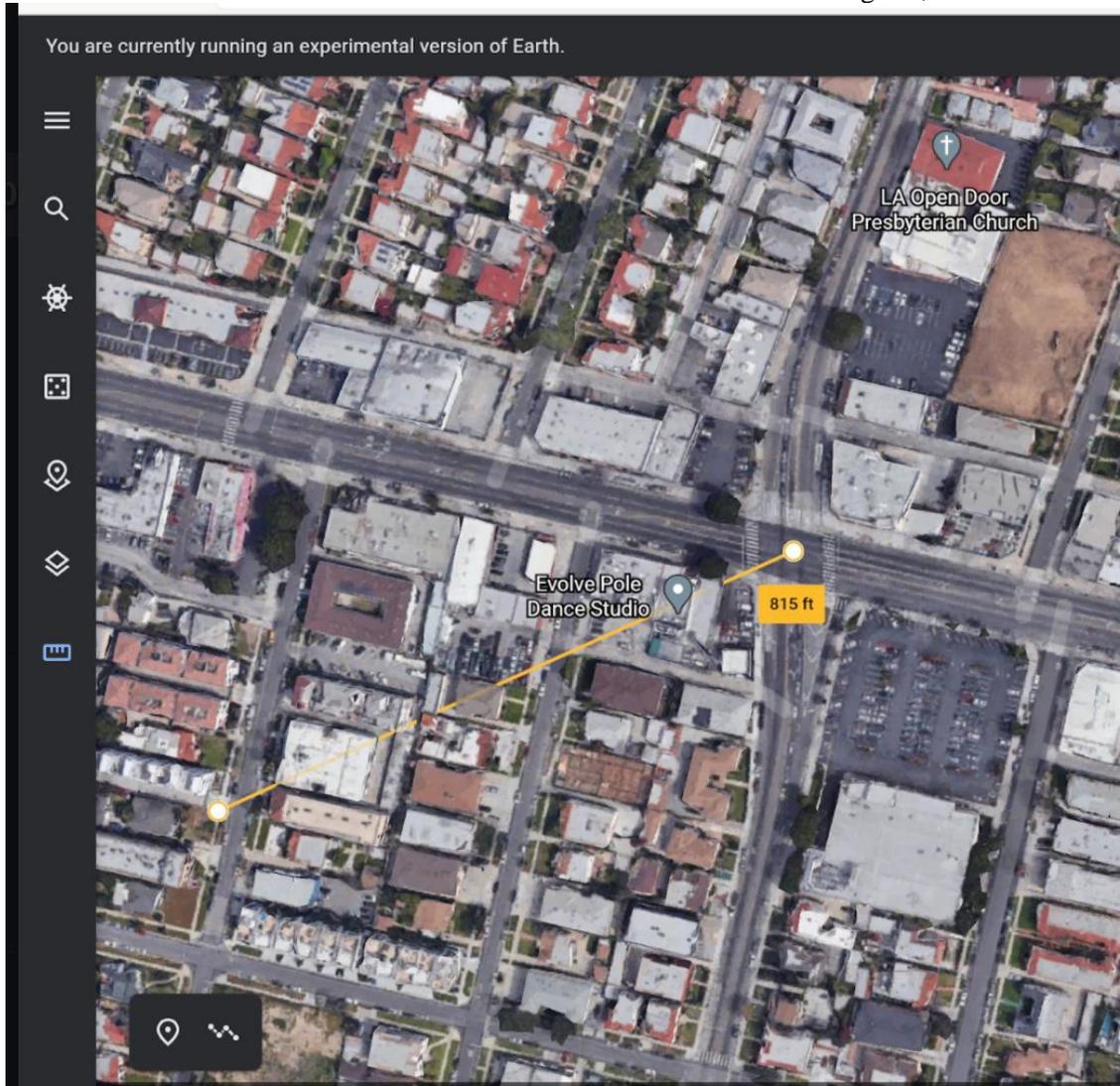
To Mr. Vincent P. Bertoni, AICP, Director of Planning:

As homeowners who live adjacent to the proposed project site, we appeal the Director's Determination on the grounds that the project is ineligible as a Tier 3 TOC Affordable Housing Incentive Area because the intersection of Pico Boulevard and Fairfax Avenue fails to meet the eligibility requirements of a Major Transit Stop.

According to the Director's Determination, "the project 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 Line (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 for a TOC Housing Development to be located within 750 feet of a Major Transit Stop."

Per the TOC Guidelines, a Major Transit Stop is 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 commuting periods. To determine the eligibility of the bus line, the TOC Guidelines provide that the average number of minutes per trip for *each direction* is to be 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". Having computed the frequency period based on the current bus schedule for Line 780, the bus route fails to meet this requirement (please see Attachment A). Attachment A, calculated according to Appendix A of the TOC Guidelines, shows that the service intervals during **both** morning and afternoon peak commuting periods on **both** Westbound and Eastbound lines exceed the required 15-minute interval. As such, this intersection cannot be considered a Major Transit Stop.

Second, contrary to what was stated in the Director's Determination, the TOC Housing Development is not within 750 feet of a Major Transit Stop. According to Google Earth, the distance from the closest point of the lot to the middle of the Pico Boulevard/Fairfax Avenue intersection is approximately 815 feet which is greater than the 750 feet distance required for the Tier 3 Incentive Area. Please see a screenshot of this measurement below:



While approximate, we do believe a formal survey will show the distance from the lot to the center of the Pico Boulevard/Fairfax Avenue intersection to be greater than 750 feet.

We believe the Director's Determination must be reversed on the grounds that this project has been erroneously approved as a Tier 3 TOC Affordable Housing Incentive Area. The proposed project should not be allowed to proceed on these grounds. As homeowners who live next to the proposed project site, the proposed building's density and height far exceed those of the current community and are not in keeping with the neighborhood's character. There is no other building in the neighborhood that is greater than three stories above grade. In addition, while some buildings in neighborhood have a comparable number of units, they are typically built across lots that are twice as large as the project area. The reduction in sideyard setbacks further exacerbates the uncharacteristic nature of the project. We are not NIMBYs and we do support the City's affordable housing requirements but the project's increase in density, floor area ratio, and decrease in sideyard setbacks make this project a bridge too far for us to support.

Annette Wong & Brandon Araujo  
5931 West Parkcrest Place  
Los Angeles, California 90035

Sincerely,

Annette Wong & Brandon Araujo

Attachment

**Attachment A**

| 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)<br>420 minutes/Total<br>No. of Trips During Peak Periods |
|------|-----------|-------------|---------------------------|------------------------------|---------------------------|----------------------------------|--|
| 780  | Eastbound | Morning     | 5:36                      | 6:55                         | <b>6:15</b>               | 8                                | 21   |
| 780  | Eastbound | Morning     | 5:55                      | 7:18                         | <b>6:36</b>               |                                  |  |
| 780  | Eastbound | Morning     | 6:12                      | 7:39                         | <b>6:55</b>               |                                  |  |
| 780  | Eastbound | Morning     | 6:32                      | 8:02                         | <b>7:17</b>               |                                  |  |
| 780  | Eastbound | Morning     | 6:53                      | 8:28                         | <b>7:40</b>               |                                  |  |
| 780  | Eastbound | Morning     | 7:16                      | 8:53                         | <b>8:04</b>               |                                  |  |
| 780  | Eastbound | Morning     | 7:39                      | 9:19                         | <b>8:29</b>               |                                  |  |
| 780  | Eastbound | Morning     | 8:07                      | 9:51                         | <b>8:59</b>               |                                  |  |
| 780  | Eastbound | Afternoon   | 2:07                      | 4:14                         | <b>3:10</b>               | 12                               |  |
| 780  | Eastbound | Afternoon   | 2:26                      | 4:34                         | <b>3:30</b>               |                                  |  |
| 780  | Eastbound | Afternoon   | 2:43                      | 4:56                         | <b>3:49</b>               |                                  |  |
| 780  | Eastbound | Afternoon   | 3:03                      | 5:17                         | <b>4:10</b>               |                                  |  |
| 780  | Eastbound | Afternoon   | 3:23                      | 5:37                         | <b>4:30</b>               |                                  |  |
| 780  | Eastbound | Afternoon   | 3:43                      | 5:57                         | <b>4:50</b>               |                                  |  |
| 780  | Eastbound | Afternoon   | 4:03                      | 6:17                         | <b>5:10</b>               |                                  |  |
| 780  | Eastbound | Afternoon   | 4:23                      | 6:37                         | <b>5:30</b>               |                                  |  |
| 780  | Eastbound | Afternoon   | 4:43                      | 6:55                         | <b>5:49</b>               |                                  |  |
| 780  | Eastbound | Afternoon   | 5:04                      | 7:12                         | <b>6:08</b>               |                                  |  |
| 780  | Eastbound | Afternoon   | 5:25                      | 7:29                         | <b>6:27</b>               |                                  |  |
| 780  | Eastbound | Afternoon   | 5:46                      | 7:49                         | <b>6:47</b>               |                                  |  |
| 780  | Westbound | Morning     | 5:27                      | 6:58                         | <b>6:12</b>               | 8                                |  |
| 780  | Westbound | Morning     | 5:45                      | 7:23                         | <b>6:34</b>               |                                  |  |
| 780  | Westbound | Morning     | 6:02                      | 7:46                         | <b>6:54</b>               |                                  |  |
| 780  | Westbound | Morning     | 6:19                      | 8:11                         | <b>7:15</b>               |                                  |  |
| 780  | Westbound | Morning     | 6:35                      | 8:33                         | <b>7:34</b>               |                                  |  |
| 780  | Westbound | Morning     | 6:53                      | 8:55                         | <b>7:54</b>               |                                  |  |
| 780  | Westbound | Morning     | 7:13                      | 9:15                         | <b>8:14</b>               |                                  |  |
| 780  | Westbound | Morning     | 7:37                      | 9:39                         | <b>8:38</b>               |                                  |  |
| 780  | Westbound | Afternoon   | 2:03                      | 4:18                         | <b>3:10</b>               | 11                               |  |
| 780  | Westbound | Afternoon   | 2:23                      | 4:38                         | <b>3:30</b>               |                                  |  |
| 780  | Westbound | Afternoon   | 2:42                      | 5:00                         | <b>3:51</b>               |                                  |  |
| 780  | Westbound | Afternoon   | 3:03                      | 5:20                         | <b>4:11</b>               |                                  |  |
| 780  | Westbound | Afternoon   | 3:23                      | 5:40                         | <b>4:31</b>               |                                  |  |
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| 780  | Westbound | Afternoon   | 5:05                      | 7:15                         | <b>6:10</b>               |                                  |  |
| 780  | Westbound | Afternoon   | 5:35                      | 7:41                         | <b>6:38</b>               |                                  |  |



**APPLICATIONS:**

# APPEAL APPLICATION

## Instructions and Checklist

**Related Code Section:** Refer to the City Planning case determination to identify the Zone Code section for the entitlement and the appeal procedure.

**Purpose:** This application is for the appeal of Department of City Planning determinations authorized by the Los Angeles Municipal Code (LAMC).

### A. APPELLATE BODY/CASE INFORMATION

#### 1. APPELLATE BODY

- Area Planning Commission     City Planning Commission     City Council     Director of Planning
- Zoning Administrator

Regarding Case Number: DIR-2020-2067-TOC; ENV-2020-2068-CE

Project Address: 1447 South Hi Point

Final Date to Appeal: 01/14/2020

#### 2. APPELLANT

**Appellant Identity:**  
(check all that apply)

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

Person, other than the Applicant, Owner or Operator claiming to be aggrieved

Elaine Johnson

Person affected by the determination made by the **Department of Building and Safety**

- Representative     Owner     Aggrieved Party
- Applicant     Operator

#### 3. APPELLANT INFORMATION

Appellant's Name: Elaine Johnson

Company/Organization: L A GLO Inc.

Mailing Address: 1451 S. Hi Point

City: Los Angeles    State: CA    Zip: 90035

Telephone: (213) 700-4140    E-mail: hipointapts@gmail.com

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): Jamie T. Hall  
Company: Channel Law Group, LLP  
Mailing Address: 8383 Wilshire Blvd., Suite 750  
City: Beverly Hills State: CA Zip: 90211  
Telephone: (310) 982-1760 E-mail: jamie.hall@channellawgroup.com

**5. JUSTIFICATION/REASON FOR APPEAL**

- a. Is the entire decision, or only parts of it being appealed?  Entire  Part
- b. Are specific conditions of approval being appealed?  Yes  No

If Yes, list the condition number(s) here: \_\_\_\_\_

Attach a separate sheet providing your reasons for the appeal. Your reason must state:

- The reason for the appeal  How you are aggrieved by the decision
- Specifically the points at issue  Why you believe the decision-maker erred or abused their discretion

**6. APPLICANT'S AFFIDAVIT**

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

Appellant Signature: *Caine Johnson* Date: 1.13.21

**GENERAL APPEAL FILING REQUIREMENTS**

**B. ALL CASES REQUIRE THE FOLLOWING ITEMS - SEE THE ADDITIONAL INSTRUCTIONS FOR SPECIFIC CASE TYPES**

**1. Appeal Documents**

- a. **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.

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- 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. "Appeal Form.pdf", "Justification/Reason Statement.pdf", or "Original Determination Letter.pdf" etc.). No file should exceed 9.8 MB in size.

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

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**SPECIFIC CASE TYPES - APPEAL FILING INFORMATION**

**C. DENSITY BONUS / TRANSIT ORIENTED COMMUNITIES (TOC)**

**1. Density Bonus/TOC**

Appeal procedures for Density Bonus/TOC per LAMC Section 12.22.A 25 (g) f.

NOTE:

- Density Bonus/TOC cases, only the *on menu or additional incentives* items can be appealed.
- Appeals of Density Bonus/TOC cases can only be filed by adjacent owners or tenants (must have documentation), and always only appealable to the Citywide Planning Commission.
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**D. WAIVER OF DEDICATION AND OR IMPROVEMENT**

Appeal procedure for Waiver of Dedication or Improvement per LAMC Section 12.37 I.

NOTE:

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- When a Waiver is on appeal and is part of a master land use application request or subdivider's statement for a project, the applicant may appeal pursuant to the procedures that governs the entitlement.

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**1. Tentative Tract/Vesting** - Appeal procedure for Tentative Tract / Vesting application per LAMC Section 17.54 A.

NOTE: Appeals to the City Council from a determination on a Tentative Tract (TT or VTT) by the Area or City Planning Commission must be filed within 10 days of the date of the written determination of said Commission.

- Provide a copy of the written determination letter from Commission.

**F. BUILDING AND SAFETY DETERMINATION**

- 1.** Appeal of the Department of Building and Safety determination, per LAMC 12.26 K 1, an appellant is considered the **Original Applicant** and must provide noticing and pay mailing fees.

**a. Appeal Fee**

- Original Applicant - The fee charged shall be in accordance with LAMC Section 19.01B 2, as stated in the Building and Safety determination letter, plus all surcharges. (the fee specified in Table 4-A, Section 98.0403.2 of the City of Los Angeles Building Code)

**b. Notice Requirement**

- Mailing Fee - The applicant must pay mailing fees to City Planning's mailing contractor (BTC) and submit a copy of receipt as proof of payment.

- 2.** Appeal of the Director of City Planning determination per LAMC Section 12.26 K 6, an applicant or any other aggrieved person may file an appeal, and is appealable to the Area Planning Commission or Citywide Planning Commission as noted in the determination.

**a. Appeal Fee**

- Original Applicant - The fee charged shall be in accordance with the LAMC Section 19.01 B 1 a.

**b. Notice Requirement**

- Mailing List - The appeal notification requirements per LAMC Section 12.26 K 7 apply.
- Mailing Fees - The appeal notice mailing fee is made to City Planning's mailing contractor (BTC), a copy of receipt must be submitted as proof of payment.

**G. NUISANCE ABATEMENT**

**1. Nuisance Abatement** - Appeal procedure for Nuisance Abatement per LAMC Section 12.27.1 C 4

NOTE:

- Nuisance Abatement is only appealable to the City Council.

**a. Appeal Fee**

Aggrieved Party the fee charged shall be in accordance with the LAMC Section 19.01 B 1.

**2. Plan Approval/Compliance Review**

Appeal procedure for Nuisance Abatement Plan Approval/Compliance Review per LAMC Section 12.27.1 C 4.

**a. Appeal Fee**

Compliance Review - The fee charged shall be in accordance with the LAMC Section 19.01 B.

Modification - The fee shall be in accordance with the LAMC Section 19.01 B.

**NOTES**

*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.*

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| 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) |

# Channel Law Group, LLP

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8383 Wilshire Blvd.  
Suite 750  
Beverly Hills, CA 90211

Phone: (310) 347-0050  
Fax: (323) 723-3960  
www.channellawgroup.com

JULIAN K. QUATTLEBAUM, III  
JAMIE T. HALL \*  
CHARLES J. McLURKIN

Writer's Direct Line: (310) 982-1760  
jamie.hall@channellawgroup.com

---

\*ALSO Admitted in Texas

January 13, 2020

## **VIA ELECTRONIC UPLOAD**

City of Los Angeles  
Dept. of City Planning  
221 N. Figueroa St., Suite 1350  
Los Angeles, CA 90012

### **Re: Justifications of Appeal of Transit Oriented Community Project Located at 1447 South Hi Point Street (DIR-2020-2067-TOC; ENV-2020-2068-CE)**

To Whom It May Concern:

This firm represents Elaine Johnson ("Appellant"). This letter outlines the justifications for the appeal of the Transit Oriented Community Project located at 1447 S. Hi Point Street ("Project"), which was approved by the Planning Director on December 30, 2020.

#### **1. Appellant's Standing**

Appellant is the President of the L A GLO, Inc., which is the owner of the adjacent apartment complex located at 1451 S. Hi Point Street. As such, Appellant has standing to file this appeal because Appellant is an owner of adjacent property. Documentation pertaining to property ownership and the corporation and its officers/directors is attached hereto as **Exhibit A**. A utility bill demonstrating ownership is also included. Appellant is aggrieved because the Project will result in loss of privacy, sunlight and create excessive noise. Appellant's tenants will be unduly impacted - especially in light of the fact that many are forced to work from home due to the current pandemic.

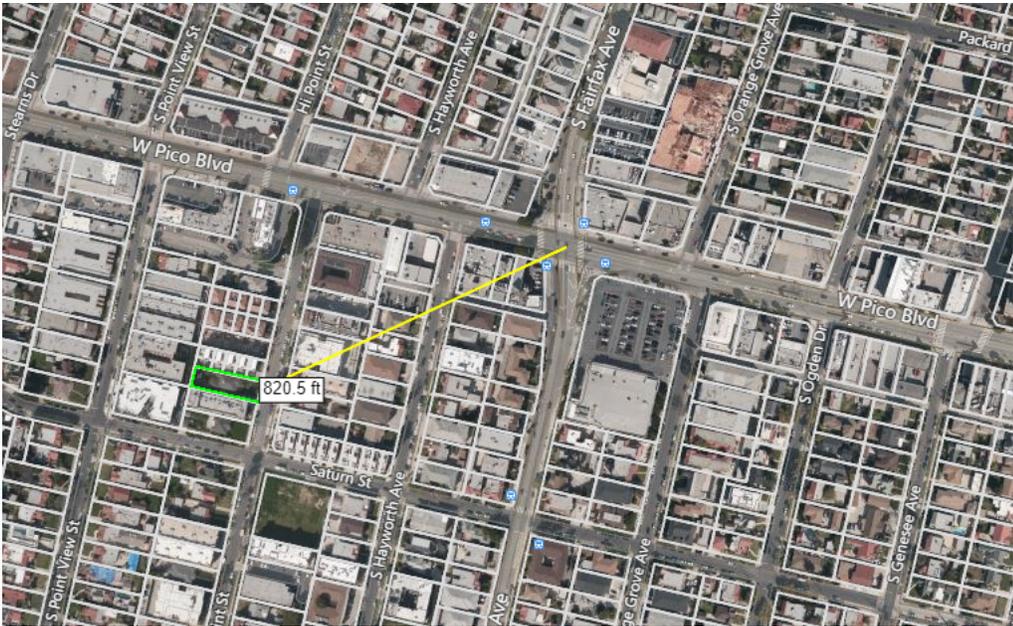
#### **2. The Proposed Project**

According to the Determination Letter issued for the Project, 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-protected trees on the site, which will be removed due to construction, and one (1) non-protected tree in the public

right-of-way, which will remain. The proposed building will encompass approximately 20,093 square feet in total building area, resulting in a Floor Area Ratio (FAR) of approximately 3.78:1

**3. The City erroneously concluded that the Project Qualifies as a Tier 3 Project; The Project is not located within 750 feet of a Major Transit Stop.**

The Director’s Determination states as follows: “the project 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 Line (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 for a TOC Housing Development to be located within 750 feet of a Major Transit Stop.” The Director erred in making this determination. As shown below, the distance from the closest point of the lot to the middle of the Pico Boulevard/Fairfax Avenue intersection is approximately 820.5 feet.



**4. The Project Does Not Adhere to Applicable Design Guidelines**

The City’s TOC Guidelines specifically state that “[p]rojects seeking to obtain Additional Incentives shall be subject to any applicable design guidelines, including any Community Plan design guidelines, Specific Plan design guidelines and/or Citywide Design Guidelines and may be subject to conditions to meet design performance. The conditions shall not preclude the ability to construct the building with the residential density permitted by Section VI.” The City adopted Q Conditions for the area in 1992 via Ordinance No. 168193 which contains several design criteria. The Ordinance states that: “For any building façade greater than forty (40) feet in length, articulation shall be required for every thirty (30) feet. Minimum depth of modulation of the façade shall be five (5) feet.” Appellant contends that this is a design guideline and that the required articulation and depth of modulation has not been provided.

## 5. The Project is Not Exempt From CEQA

The City is improperly processing the proposed project using an Exemption from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines, 15332, Article 19 (Class 32 Infill Development). 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.

### a. CEQA Standard for Use of a Categorical Exemption

The City is 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, substantial evidence 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 meet the following conditions:

#### **15332. IN-FILL DEVELOPMENT PROJECTS**

Class 32 consists of projects characterized as in-fill development meeting the conditions described in this section.

(a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.

(b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.

(c) The project site has no value as habitat for endangered, rare or threatened species.

(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.

(e) The site can be adequately served by all required utilities and public services.

**Note:** Authority cited: Section 21083, Public Resources Code. Reference: Section 21084, Public Resources Code.

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, and therefore does not comply with CEQA Guidelines Section 15332(a). The Project is not consistent with Ordinance No. 168193 which outlined the Q Conditions applicable for the area. See Ordinance No. 168193 attached as **Exhibit B**. In addition, the proposed project would result in significant construction noise impacts requiring mitigation, and therefore does not comply with CEQA Guidelines Section 15332(d), which precludes use of a Class 32 Exemption for projects that would result in significant effects relating to traffic, noise, air quality, or water quality.

In addition, as detailed in CEQA Guidelines Section 15300.2, there are exceptions to when a Categorical Exemption may be used:

#### **15300.2. EXCEPTIONS**

(a) Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located – a project that is ordinarily insignificant in its

impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.

- (b) Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.
- (c) Significant Effect. A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.
- (d) Scenic Highways. A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.
- (e) Hazardous Waste Sites. A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.
- (f) Historical Resources. A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.

The proposed project is not eligible for a Categorical Exemption pursuant to CEQA Guidelines Sections 15332(b) and 15332(c) due to both impacts associated with unusual circumstances and the potential for cumulative impacts. The City cannot act on the project until the appropriate environmental documentation has been prepared for the project.

b. Noise Impacts

A noise study for the project was prepared by ZMassociates Environmental Corporation. According to the Director's Determination, "the study concluded that the project would not result in any significant impacts and that no mitigation measure are necessary." However, the Director's Determination notes that "standard, industry-wide best practices for construction in urban or otherwise noise-sensitive areas would ensure that construction noise does not exceed the noise limit imposed by LAMC Section 112.05. These could include erecting temporary noise barriers around the project's perimeter, using mufflers to dampen noise from internal combustion engines, and warming-up or staging equipment away from sensitive receptors." These so-called "standard, industry-wide best practices" are mitigation measures, and the City cannot deem a project exempt by utilizing mitigation measures. There is no such thing as a "mitigated" categorical exemption. In evaluating whether a categorical exemption may apply, the City **may not rely on mitigation measures** as a basis for concluding that a project is categorically exempt, or as a basis for determining that one of the significant effects exceptions does not apply. *Salmon*

*Protection & Watershed Network v. County of Marin* (2004) 125 Cal.App.4th 1098. In addition, the City's ability to enforce mitigation measures and standard conditions of approval has been shown to be problematic for other projects.

Notwithstanding these measures, the proposed project will result in significant noise impacts during construction in the absence of mitigation. The Determination Letter itself admits that "[c]omplete elimination of construction activity noise is technically infeasible." Although the mitigation measures, if feasible, may reduce noise levels at 50 feet from the source to 75 dBA Lmax50 consistent with the standards in the LAMC, there are residences within 25 feet of the source, which would likely experience noise levels in excess of 75dBA. There are sensitive receptors in the form of small lot subdivisions located to the north and a multi-family residence owned by Ms. Johnson located to the south.

Finally, there are numerous other ongoing development projects in close proximity to the project site and the City has completely failed to evaluate the cumulative impacts that would prevent the City from deeming the Project exempt from CEQA.

### **Conclusion**

For the aforementioned reasons, the appeal of the Director's Determination for the Project should be granted. Please note that Appellant reserves the right to supplement the bases of this appeal. I may be contacted at 310-982-1760 or at [jamie.hall@channellawgroup.com](mailto:jamie.hall@channellawgroup.com) if you have any questions, comments or concerns.

Sincerely,

A handwritten signature in black ink, appearing to read "Jamie T. Hall", written in a cursive style.

Jamie T. Hall

# **Exhibit A**

# LA County Assessor Data

## Owner



LA GLO INC

## Address

1451 HI POINT

## Parcel ID

5068012034

## County

Los Angeles, CA

## Municipality

Los Angeles

## Place

Los Angeles city

## Transfer Date

2013-08-01

## Sale Price

\$3,400,034.00

## Market Value (Land)

\$2,017,611.00

## Market Value (Building)

\$1,793,431.00

## Acreage

0.20 (calculated)



**State of California  
Secretary of State**



10-041603

21

**FILED**  
In the office of the Secretary of State  
of the State of California

FEB 16 2010

This Space For Filing Use Only

**STATEMENT OF INFORMATION**

(Domestic Stock and Agricultural Cooperative Corporations)

FEES (Filing and Disclosure): \$25.00. If amendment, see Instructions.

**IMPORTANT — READ INSTRUCTIONS BEFORE COMPLETING THIS FORM**

1. **CORPORATE NAME** (Please do not alter if name is preprinted.)

L.A. Glo, Inc.

C1169756

S

**DUE DATE:**

**COMPLETE ADDRESSES FOR THE FOLLOWING** (Do not abbreviate the name of the city. Items 2 and 3 cannot be P.O. Boxes.)

| 2. STREET ADDRESS OF PRINCIPAL EXECUTIVE OFFICE                      | CITY        | STATE | ZIP CODE |
|--|-------------|-------|----------|
| 425 S. Lorraine Blvd   | Los Angeles | CA    | 90020    |
| 3. STREET ADDRESS OF PRINCIPAL BUSINESS OFFICE IN CALIFORNIA, IF ANY | CITY        | STATE | ZIP CODE |
|  |             | CA    |          |
| 4. MAILING ADDRESS OF THE CORPORATION, IF DIFFERENT THAN ITEM 2      | CITY        | STATE | ZIP CODE |
|  |             |       |          |

**NAMES AND COMPLETE ADDRESSES OF THE FOLLOWING OFFICERS** (The corporation must have these three officers. A comparable title for the specific officer may be added; however, the preprinted titles on this form must not be altered.)

| 5. CHIEF EXECUTIVE OFFICER/ | ADDRESS              | CITY        | STATE | ZIP CODE |
|-----------------------------|----------------------|-------------|-------|----------|
| Elaine Johnson              | 425 S. Lorraine Blvd | Los Angeles | CA    | 90020    |
| 6. SECRETARY/               | ADDRESS              | CITY        | STATE | ZIP CODE |
| Elaine Johnson              | 425 S. Lorraine Blvd | Los Angeles | CA    | 90020    |
| 7. CHIEF FINANCIAL OFFICER/ | ADDRESS              | CITY        | STATE | ZIP CODE |
| Elaine Johnson              | 425 S. Lorraine Blvd | Los Angeles | CA    | 90020    |

**NAMES AND COMPLETE ADDRESSES OF ALL DIRECTORS, INCLUDING DIRECTORS WHO ARE ALSO OFFICERS** (The corporation must have at least one director. Attach additional pages, if necessary.)

| 8. NAME        | ADDRESS              | CITY        | STATE | ZIP CODE |
|----------------|----------------------|-------------|-------|----------|
| Elaine Johnson | 425 S. Lorraine Blvd | Los Angeles | CA    | 90020    |
| 9. NAME        | ADDRESS              | CITY        | STATE | ZIP CODE |
|                |                      |             |       |          |
| 10. NAME       | ADDRESS              | CITY        | STATE | ZIP CODE |
|                |                      |             |       |          |

11. NUMBER OF VACANCIES ON THE BOARD OF DIRECTORS, IF ANY: 0

**AGENT FOR SERVICE OF PROCESS** (If the agent is an individual, the agent must reside in California and Item 13 must be completed with a California street address (a P.O. Box address is not acceptable). If the agent is another corporation, the agent must have on file with the California Secretary of State a certificate pursuant to Corporations Code section 1505 and Item 13 must be left blank.)

| 12. NAME OF AGENT FOR SERVICE OF PROCESS   |      |       |          |
|--|------|-------|----------|
| Elaine Johnson   |      |       |          |
| 13. STREET ADDRESS OF AGENT FOR SERVICE OF PROCESS IN CALIFORNIA, IF AN INDIVIDUAL | CITY | STATE | ZIP CODE |
| 425 S. Lorraine Blvd - Los Angeles   |      | CA    | 90020    |

**TYPE OF BUSINESS**

14. DESCRIBE THE TYPE OF BUSINESS OF THE CORPORATION:  
Manufacturing of Real Estate

15. BY SUBMITTING THIS STATEMENT OF INFORMATION TO THE CALIFORNIA SECRETARY OF STATE, THE CORPORATION CERTIFIES THE INFORMATION CONTAINED HEREIN, INCLUDING ANY ATTACHMENTS, IS TRUE AND CORRECT.

2-8-2010 DATE  
Elaine Johnson TYPE/PRINT NAME OF PERSON COMPLETING FORM  
President TITLE  
Elaine Johnson SIGNATURE

**CUSTOMER SERVICE**

1-800-DIAL-DWP (342-5397)  
Monday-Friday: 7 a.m. - 7 p.m.  
Saturday: 7 a.m. - 2 p.m.  
Sunday and holidays: Closed  
Available 24/7 for emergency & outage calls

**Paying Your Bill**



**AUTOMATIC PAYMENT**

Automatically pay from your checking, savings or credit card by logging in at [www.ladwp.com/billpay](http://www.ladwp.com/billpay)



**ONLINE**

Pay from your checking, savings or credit card any time by logging in at [www.ladwp.com/myaccount](http://www.ladwp.com/myaccount)



**BY PHONE**

Pay from your checking, savings or credit card any time by calling 1-877-MYPAYDWP (1-877-697-2939)



**BY MAIL**

Place your payment stub and your check or money order in the envelope provided with the bill.



**IN PERSON**

Via payment drop box

The 2019 Power Content Label is included in this bill.



Save Energy. Save Water. Repeat. [ladwp.com/save](http://ladwp.com/save)



**CONSOLIDATED BILL**

**Account Summary**

|                           |                  |             |
|---------------------------|------------------|-------------|
| Previous Account Balance  |                  | \$ 1,446.69 |
| Payment Received 10/30/20 | <i>Thank you</i> | -1,446.69   |
| Remaining Balance         |                  | \$ 0.00     |
| New Charges               |                  | + 1,610.66  |

**Total Amount Due \$ 1,610.66**

**Summary of New Charges**

*Details on following pages.*

| Los Angeles Department of Water and Power Charges |                            |                     |                    |
|---|----------------------------|---------------------|--------------------|
| <br>800-342-5397                                  | Electric Charges           | 2,680 kWh           | \$581.55           |
|   | Water Charges              | 70 HCF              | \$499.90           |
|   | Fire Service Charges       | 10/16/20 - 12/21/20 | \$147.71           |
|   | <b>Total LADWP Charges</b> |                     | <b>\$ 1,229.16</b> |

LADWP provides billing services for the Bureau of Sanitation. All money collected for the services listed in the City of Los Angeles Bureau of Sanitation Charges section is forwarded to them.

| City of Los Angeles Bureau of Sanitation Charges |                                 |  |                  |
|--|---------------------------------|--|------------------|
| <br>800-773-2489                                 | Sewer Charges                   |  | \$379.37         |
|  | Solid Waste Charges             |  | \$2.13           |
|  | <b>Total Sanitation Charges</b> |  | <b>\$ 381.50</b> |

**Total New Charges \$ 1,610.66**

**THIS IS YOUR BILL**

**AUTOMATIC PAYMENT**

**ACCOUNT NUMBER**  
731 938 7001

**AUTO PAYMENT Jan 8, 2021**

**AMOUNT \$ 1,610.66**

Your payment is scheduled to be paid automatically on the date shown above, from the account you designated .

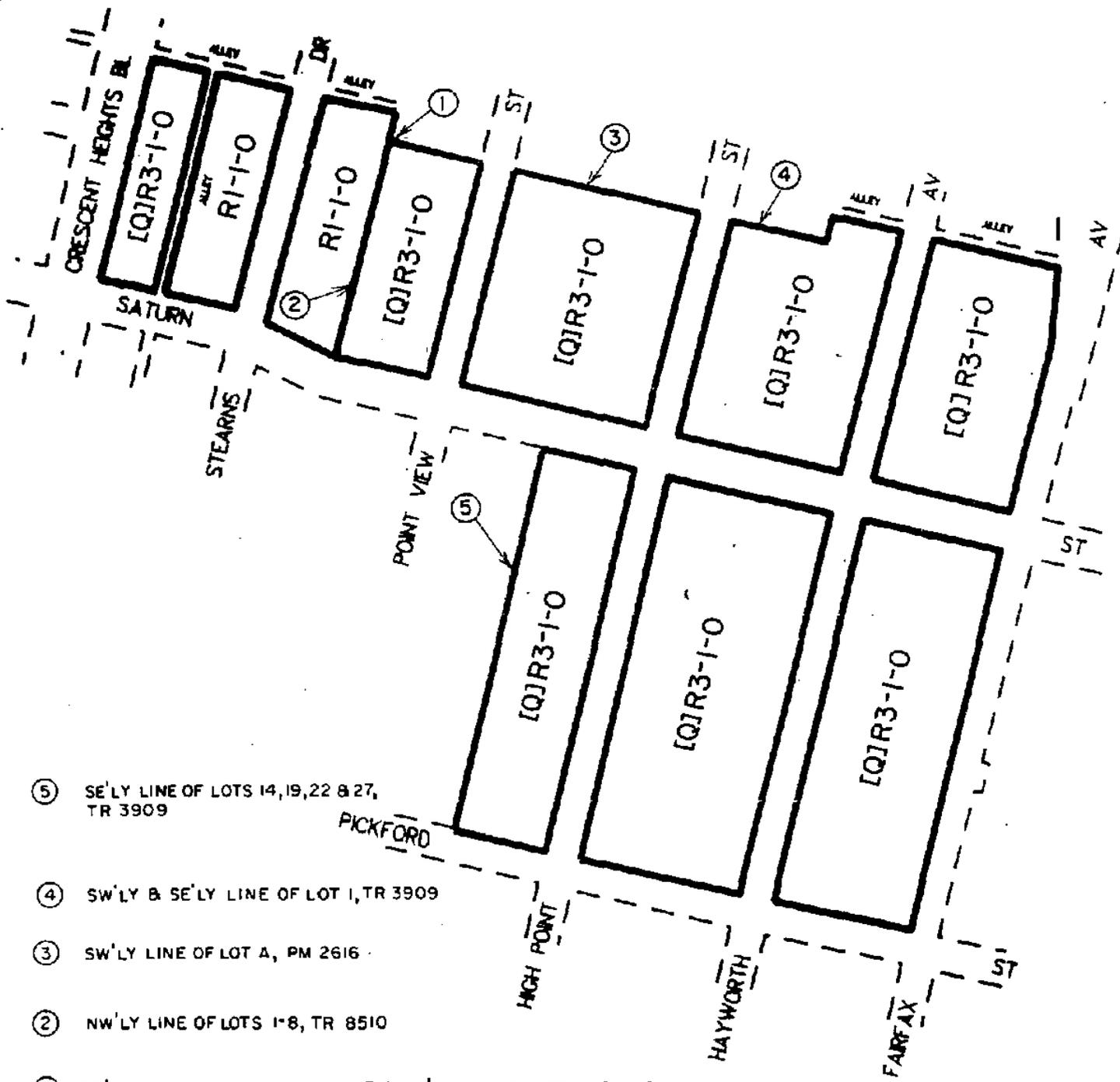
# **Exhibit B**

ORDINANCE NO. 168193

An ordinance amending Section 12.04 of the Los Angeles Municipal Code by amending the zoning map.

THE PEOPLE OF THE CITY OF LOS ANGELES DO ORDAIN AS FOLLOWS:

Section 1. Section 12.04 of the Los Angeles Municipal Code is hereby amended by changing the zones and zone boundaries shown upon a portion of the zone map attached thereto and made a part of Article 2, Chapter 1, of the Los Angeles Municipal Code, so that such portion of the zoning map shall be as follows:



- ⑤ SE'LY LINE OF LOTS 14, 19, 22 & 27, TR 3909
- ④ SW'LY & SE'LY LINE OF LOT 1, TR 3909
- ③ SW'LY LINE OF LOT A, PM 2616
- ② NW'LY LINE OF LOTS 1-8, TR 8510
- ① SE'LY LINE OF LOT 253, TR 7887 & NE'LY LINE OF LOT 8, TR 8510



0 200 400



SCALE IN FEET

|        |         |                |
|--------|---------|----------------|
| ZM 518 | DM 5714 | CPC 89-0658 ZC |
|--------|---------|----------------|

DYG / *[Signature]*

CM (129B173)

(Pico Fairfax)

PERMANENT [Q] QUALIFIED CONDITIONS

Section 2. Pursuant to Section 12.32-K of the Los Angeles Municipal Code and the amendments thereto, the following limitations are hereby imposed upon the use of that property shown in Section 1 hereof which are subject to the Permanent "Q" Qualified classification.

1. Covenant: Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent owners, heirs or assigns. Further, the agreement must be submitted to the Planning Department for approval before being recorded. After recordation, a copy bearing the Recorder's number and date must be given to the City Planning Department for attachment to the subject file.
2. Building Heights: No building or structure located on the subject property shall exceed 35 feet in height, as defined by Municipal Code Section 12.03.
3. Building Mass: For any building facade greater than forty (40) feet in length, articulation shall be required for every thirty (30) feet. Minimum depth of modulation of the facade shall be five (5) feet.
4. Balconies (Adjacent to single family): Above the first floor there shall be no balconies which have a line of sight to any adjacent existing single family use, unless the latter is the last such use among abutting properties and such properties are designated for multi-family or less restrictive uses by the General Plan.
5. Energy Conservation: Prior to the construction of any project, the Department of Water and Power and the Southern California Gas Company shall be consulted regarding feasible energy conservation features which can be incorporated into the design of the project.
6. Graffiti Removal and Deterrence: The owners and all successors shall acknowledge applicability of the graffiti removal and deterrence requirements of the Municipal Code to this project as contained in Sections 91.8101(f), 91.8904.1 and 91.1707(e), particularly with regard to the following:
  - a. The first nine feet of exterior walls and doors, measured from grade, shall be built and maintained with a graffiti resistant finish consisting of either a hard, smooth, permeable surface such as ceramic tile, baked enamel or a renewable coating of an approved, anti-graffiti material or a combination of both [Sec. 91.1707(e)].

- b. The period for compliance with a graffiti removal order issued by the Building and Safety Department is 15 days following which period with failure to perform, the city or its contractor is empowered to enter upon the premises to remove such graffiti with costs accruing to the owner (91.8904.1); and
  - c. The period for compliance with a subsequent order for a subsequent occurrence is three days (91.8904.1B).
  - d. In addition to a, b and c above, exterior walls of new residential buildings of other than glass may be covered with clinging vines, screened by oleander trees or similar vegetation capable of covering or screening entire walls up to the height of at least 9 feet, excluding windows and signs.
7. Landscaped Buffer: Properties adjacent to a single-family zone shall provide a landscaped buffer along the side property line and along the rear property line. Walkways and driveways shall be permitted to cross any buffer. However, no buildings or structures may be permitted within the buffer with the exception of retaining walls and fences. This condition is not intended to limit the buildable area used to calculate the floor area ratio.
  8. Landscaping - Plan: All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped and maintained, including an automatic irrigation plan, in accordance with a landscape plan prepared by a licensed landscape architect, licensed architect, or landscape contractor to the satisfaction of the Planning Department.
  9. Landscaping - Xeriscape: Maintenance of the landscaping which will be required shall be in compliance with the Xeriscape Ordinance (No. 163,532), which imposes numerous water conservation measures in landscape installation and maintenance.
  10. Open Space: A minimum of 100 square feet of usable open space shall be provided for each dwelling unit. Parking areas, driveways, front yard setback areas and rooftops shall not be included as open space. To be considered as usable open space the project shall meet the following criteria:
    - a. Private Open Space: Patios and yards (located at ground level or the first habitable room level) which are part of a single dwelling unit and are enclosed by solid screen material at least four feet in height may be included as usable open space provided said areas have a horizontal dimension of at least 15 feet in width.

- b. **Common Usable Open Space:** Each common usable open space area shall have a total area of at least 400 square feet and shall have an average width of 20 feet with no width less than 15 feet at any point.

Recreation rooms at least 600 square feet in area may qualify as common open space, but shall not exceed more than 25 percent of total open space required.

Common open space areas shall incorporate recreational amenities such as swimming pools, spas, picnic tables, benches, tot lots, ball courts, barbecue areas, sitting areas, etc. to the satisfaction of the Department of City Planning. (Note: amenities that meet the Department of Recreation and Parks specifications pursuant to Section 17.12F LAMC may be credited against fees required under Section 12.33 of the LAMC).

A minimum of 50 percent of the common usable open space areas shall be planted in ground cover, shrubs or trees and shall include at least one 24-inch box tree for every three dwelling units (Trees shall be planted within open space areas). An automatic irrigation system shall be provided for all required landscaped areas. Landscaped areas located on top of a parking garage or deck shall be contained within permanent planters at least 30 inches in depth (12 inches for lawn/ground cover) and properly drained.

- c. **Noise Impact Mitigation:** Active recreational uses such as swimming pools and barbecue areas, shall not be located immediately adjacent to residential uses, to the satisfaction of the Department of City Planning.
11. **Parking:** The location of parking areas shall be arranged and located in areas which will not be detrimental to residents of adjacent properties. Tandem parking may be used only for the spaces which are assigned and designated for a single residential unit.
12. **Parking Garage and Screening:** A parking garage shall be permitted to rise a maximum of five feet in height above the natural existing grade. Above-grade parking shall be visually screened from frontage streets by landscaping and/or architectural features to the satisfaction of the Planning Department.
13. **Parking - Guest:** Guest parking signs shall be clearly posted at building entrances. The signs shall be in large, easy to read lettering and shall indicate the general location of guest parking. Sign wording shall be to the satisfaction of the Planning Department and shall indicate the number of reserved guest parking spaces. If any guest parking is located behind security gates, the following shall apply:

- (a) A remote electronic gate opening system shall be installed so that the security gate can be opened from each residential unit served by the secured guest parking;
- (b) An electronic intercommunication system shall be installed. The system shall be readily accessible to the drivers of guest vehicles and to the units served by the secured guest parking;
- (c) The security gate shall be set back at least 18 feet from the vehicles and to prohibit blockage or interference with the public right of way by waiting guest vehicles;
- (d) Alternatives to the provisions of this condition may be approved by the Planning Department provided that the intent of readily accessible guest parking facilities and no interference with the public right of way is assured.

14. Parking - Residential: Any multiple residential use of the subject property shall provide for resident parking on the subject property as required by Municipal Code Section 12.21-A.4(a), or any amendment thereto, and guest parking at a ratio of at least one quarter space per rental dwelling unit and one half space per condominium dwelling unit in excess of that required by the Municipal Code. Any designated guest parking shall be clearly identified and readily accessible to guest of the project.

- a. Tandem parking may be used only for the spaces which are assigned and designated for a single residential unit. Guest parking shall not be tandem.
- b. Guest parking signs shall be clearly posted at building entrances. The signs shall be in large, easy to read lettering and shall indicate the general location of guest parking. Sign wording shall be to the satisfaction of the Planning Department and shall indicate the number of reserved guest parking spaces.
- c. If any guest parking is located behind security gates, the following shall apply:
  - 1) A remote electronic gate opening system shall be installed so that the security gate can be opened from each residential unit served by the secured guest parking.
  - 2) An electronic intercommunication system shall be installed. The system shall be readily accessible to the drivers of guest vehicles and to prohibit blockage or interference with the public right of way by waiting guest vehicles.
  - 3) The security gate shall be set back at least 18 feet from the public right of way so as to provide a waiting area for guest vehicles and to prohibit blockage or interference with the public right of way by waiting guest vehicles.

- 4) Alternatives to the provisions of this condition may be approved by the Planning Department provided that the intent of readily accessible guest parking facilities and no interference with the public right of way is assured.
15. Plans: Prior to the issuance of building permits, detailed development plans, including a complete landscape plan and irrigation plan, shall be submitted to the satisfaction of the Planning Department.
16. Street Trees: Street trees shall be planted at a ratio of at least one for every 500 square feet of lot area not utilized for buildings.
17. Trash and Other Storage: Open areas devoted to trash storage or other storage shall not be located adjacent to a residential use or shall be buffered so as not to result in noise, odor or debris impacts on any adjacent residential use.
18. Walls: Except where prohibited by law, a solid decorative masonry block wall, a minimum of 6 feet in height, shall be constructed along any common property line between the subject property and any adjoining property containing a single family residential use, if no such wall already exists along said property line. There shall be no openings, except for a lockable gate provided for landscape maintenance work or as may be required by the Municipal Code. A wall is not required along any common property line with an adjoining multi-family residential use.
19. Water Conservation: The Department of Water and Power shall be consulted regarding feasible water conservation features which can be incorporated in the design of any project.

Sec. 3 The City Clerk shall certify to the passage of this ordinance and cause the same to be published in some daily newspaper printed and published in the City of Los Angeles.

I hereby certify that the foregoing ordinance was passed by the Council of the City of Los Angeles, at its meeting of AUG 18 1992

EDIAS MARTINEZ, City Clerk,

By [Signature]  
Deputy.

AUG 26 1992

Approved.....

[Signature]  
Mayor.

Approved as to Form and Legality

LAJ 415443 9/1

JAMES K. HAHN, City Attorney,

By.....  
Deputy.

File No. 89-0792-51

City Clerk Form 23

Pursuant to Sec. 97.8 of the City Charter,  
disapproval of this ordinance recommended  
for the City Planning Commission \_\_\_\_\_

JUL 22 1992

See attached report  
[Signature]  
Director of Planning

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

CITY PLANNING COMMISSION

SAMANTHA MILLMAN  
PRESIDENT

VAHID KHORSAND  
VICE-PRESIDENT

DAVID H. J. AMBROZ  
CAROLINE CHOE

HELEN LEUNG

KAREN MACK

DANA M. PERLMAN

YVETTE LOPEZ-LEDESMA

AJAY RELAN

# 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  
DIRECTOR

KEVIN J. KELLER, AICP  
EXECUTIVE OFFICER

SHANA M.M. BONSTIN  
DEPUTY DIRECTOR

ARTHI L. VARMA, AICP  
DEPUTY DIRECTOR

LISA M. WEBBER, AICP  
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:

- 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;
- 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;
  - 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

- 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.
3. **Adopt** the attached Findings.

### 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.

## **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-

protected trees on the site, which will be removed due to construction, and one (1) non-protected tree in the public right-of-way, which will remain. The proposed building will encompass approximately 20,093 square feet in total building area, resulting in a Floor Area Ratio (FAR) of approximately 3.78:1. Of the 20 units proposed, two (2) will be one-bedroom units, 10 will be two-bedroom units, and eight (8) will be three-bedroom units. The project proposes to provide 24 automobile parking spaces in addition to 20 long-term bicycle parking spaces and two (2) short-term bicycle parking spaces. A total of 2,492 square feet of open space will be provided, divided among balconies, decks, and a fifth floor garden area. The project will maintain a 15-foot front yard and 20-foot rear yard, as required by the underlying [Q]R3-1-O Zone, but will provide reduced side yard setbacks of a minimum five (5) feet eight (8) inches, in lieu of the otherwise required eight (8) feet required, through utilization of a TOC incentive, as discussed below.

The project meets all eligibility requirements for the TOC Affordable Housing Incentive Program. As such, the project is eligible for Base Incentives and up to three (3) additional incentives. As base incentives, the project is eligible to (1) increase the maximum allowable number of dwelling units permitted by 70 percent, (2) increase the maximum allowable FAR by 50 percent, and (3) provide automobile parking at a ratio of 0.5 spaces per unit. The project is seeking a 70 percent density increase from 12 units to 20 units and an increase in FAR to 3.78:1 and will provide at least the minimum number of parking spaces required. As Additional Incentives, the project is requesting (1) a maximum 22-foot increase in building height, (2) a maximum reduction of 30 percent in the required width of both side yard setbacks, and (3) a maximum reduction of 25 percent in the required amount of open space. The project meets the TOC Guideline requirements of providing at least 11 percent of the base units for Extremely Low Income Households in exchange for being granted the additional incentives. The project is setting aside two (2) units for Extremely Low Income Households, which equates to 18 percent of the 11 base units permitted through the underlying zoning of the site.

## **SURROUNDING PROPERTIES**

Surrounding properties are generally developed with commercial, single-family residences, and multi-family residential uses. Properties abutting the subject site to the west are zoned [Q]R3-1-O and improved with three- and four-story apartment buildings. Properties to the east across Hi Point Street are also zoned [Q]R3-1-O and developed with one- to four-story single-family homes, condominiums, and small lot buildings. Properties to the north are zoned [Q]R3-1-O and C4-1-O, and include both single-family and multi-family residential structures as well as a McDonald's Drive-Thru restaurant and a commercial strip mall. Properties to the south across Saturn Street are zoned [Q]R3-1-O and R1R3-RG-O, and include a mix of single-family residences and multi-story apartment buildings.

## **STREETS**

Hi Point Street, abutting the property to the east, is designated Local Street – Standard, dedicated to a right-of-way width of 60 feet and is improved with asphalt roadway and concrete curb, gutter, and sidewalk.

## **HOUSING REPLACEMENT**

Pursuant to LAMC Section 12.22-A,31(b)(1), a Housing Development located within a Transit Oriented Communities (TOC) Affordable Housing Incentive Area shall be eligible for TOC Incentives if it meets any applicable replacement requirements of California Government Code Section 65915(c)(3) (California State Density Bonus Law).

Assembly Bill 2222 (AB 2222) amended the State Density Bonus Law to require applicants of density bonus projects filed as of January 1, 2015 to demonstrate compliance with the housing replacement provisions which require replacement of rental dwelling units that either exist at the time of application of a Density Bonus project, or have been vacated or demolished in the five-year period preceding the application of the project. This applies to all pre-existing units that have been subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of lower or very low income; subject to any other form of rent or price control; or occupied by Low or Very Low Income Households.

On September 28, 2016, the Governor signed Assembly Bill 2556 (AB 2556) which further amended the State Density Bonus Law. The amendments took effect on January 1, 2017. AB 2556 clarifies the implementation of the required replacement of affordable units in Density Bonus projects, first introduced by AB 2222. AB 2556 further defines "equivalent size" to mean that as a whole, the new units must contain at least the same total number of bedrooms as the units being replaced.

In addition to the requirements of California State Density Bonus Law, on October 9, 2019, the Governor signed into law the Housing Crisis Act of 2019 (SB 330). SB 330 creates new state laws regarding the production, preservation and planning for housing, and establishes a statewide housing emergency until January 1, 2025. During the duration of the statewide housing emergency, SB 330, among other things, creates new housing replacement requirements for Housing Development Projects by prohibiting the approval of any proposed housing development project on a site that will require the demolition of existing residential dwelling units or occupied or vacant "Protected Units" unless the proposed housing development project replaces those units.

The Department of Housing and Community Investment (HCIDLA) has determined, per the Housing Crisis Act of 2019 (SB 330) Replacement Unit Determination, dated December 3, 2020, that there are no units subject to replacement pursuant to the requirements of the Housing Crisis Act of 2019 (SB 330).

The project proposes a 20-unit residential development with two (2) units restricted to Extremely Low Income Households as well as eight (8) three-bedroom units. As such, the project meets the eligibility requirement for providing replacement housing consistent with California Government Code Sections 65915(c)(3) (State Density Bonus Law) and 66300 (Housing Crisis Act of 2019). The Determination made by HCIDLA is attached to the subject case file and provides additional information.

## **TRANSIT ORIENTED COMMUNITIES AFFORDABLE HOUSING INCENTIVE PROGRAM ELIGIBILITY REQUIREMENTS AND APPLICATION AND APPROVALS**

To be an eligible Transit Oriented Communities (TOC) Housing Development, a project must meet the Eligibility criteria set forth in Section IV of the Transit Oriented Communities Affordable Housing Incentive Program Guidelines (TOC Guidelines). A Housing Development located within a TOC Affordable Housing Incentive Area shall be eligible for TOC Incentives if it meets all of the following requirements, which the request herein does:

1. ***On-Site Restricted Affordable Units.*** *In each Tier, a Housing Development shall provide On-Site Restricted Affordable Units at a rate of at least the minimum percentages described below. The minimum number of On-Site Restricted Affordable Units shall be calculated based upon the total number of units in the final project.*

- a. *Tier 1 - 8% of the total number of dwelling units shall be affordable to Extremely Low Income (ELI) income households, 11% of the total number of dwelling units shall be affordable to Very Low (VL) income households, or 20% of the total number of dwelling units shall be affordable to Lower Income households.*
- b. *Tier 2 - 9% ELI, 12% VL or 21% Lower.*
- c. *Tier 3 - 10% ELI, 14% VL or 23% Lower.*
- d. *Tier 4 - 11% ELI, 15% VL or 25% Lower.*

The project site is located within a Tier 3 TOC Affordable Housing Incentive Area. As part of the proposed development, the project is required to reserve ten percent of the total number of on-site dwelling units for Extremely Low Income Households. The project will reserve a total of two (2) on-site dwelling units for Extremely Low Income Households, which equates to ten percent of the 20 total dwelling units proposed as part of the Housing Development. As such, the project meets the eligibility requirement for On-Site Restricted Affordable Units.

2. ***Major Transit Stop.*** *A Housing Development shall be located on a lot, any portion of which must be located within 2,640 feet of a Major Transit Stop, as defined in Section II and according to the procedures in Section III.2 of the TOC Guidelines.*

As defined in the TOC Guidelines, a Major Transit Stop is 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 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.

3. ***Housing Replacement.*** *A Housing Development must meet any applicable housing replacement requirements of California Government Code Section 65915(c)(3), as verified by the Department of Housing and Community Investment (HCIDLA) prior to the issuance of any building permit. Replacement housing units required per this section may also count towards other On-Site Restricted Affordable Units requirements.*

Pursuant to the Determination made by the Housing and Community Investment Department (HCIDLA) dated December 3, 2020, the proposed project is not required to provide any replacement units. The project proposes a 20-unit residential development with two (2) units restricted to Extremely Low Income Households as well as eight (8) three-bedroom units. Therefore, the project meets the eligibility requirement for providing replacement housing consistent with California Government Code Section 65915(c)(3).

4. ***Other Density or Development Bonus Provisions.*** *A Housing Development shall not seek and receive a density or development bonus under the provisions of California Government Code Section 65915 (state Density Bonus law) or any other State or local program that provides development bonuses. This includes any development bonus or other incentive granting additional residential units or floor area provided through a General Plan Amendment, Zone Change, Height District Change, or any affordable housing development bonus in a Transit Neighborhood Plan, Community Plan Implementation Overlay (CPIO), Specific Plan, or overlay district.*

The project is not seeking any additional density or development bonuses under the provisions of the State Density Bonus Law or any other State or local program that provides development bonuses, including, but not limited to, a General Plan Amendment, Zone Change, Height District Change, or any affordable housing development bonus in a Transit Neighborhood Plan, Community Implementation Overlay (CPIO), Specific Plan, or overlay district. Therefore, the project meets this eligibility requirement.

5. ***Base Incentives and Additional Incentives.*** *All Eligible Housing Developments are eligible to receive the Base Incentives listed in Section VI of the TOC Guidelines. Up to three Additional Incentives listed in Section VII of the TOC Guidelines may be granted based upon the affordability requirements described below. For the purposes of this section below “base units” refers to the maximum allowable density allowed by the zoning, prior to any density increase provided through these Guidelines. The affordable housing units required per this section may also count towards the On-Site Restricted Affordable Units requirement in Section IV.1 above (except Moderate Income units).*
  - a. *One Additional Incentive may be granted for projects that include at least 4% of the base units for Extremely Low Income Households, at least 5% of the base units for Very Low Income Households, at least 10% of the base units for Lower Income Households, or at least 10% of the base units for persons and families of Moderate Income in a common interest development.*
  - b. *Two Additional Incentives may be granted for projects that include at least 7% of the base units for Extremely Low Income Households, at least 10% of the base units for Very Low Income Households, at least 20% of the base units for Lower Income Households, or at least 20% of the base units for persons and families of Moderate Income in a common interest development.*
  - c. *Three Additional Incentives may be granted for projects that include at least 11% of the base units for Extremely Low Income Households, at least 15% of the base units for Very Low Income Households, at least 30% of the base units for Lower Income Households, or at least 30% of the base units for persons and families of Moderate Income in a common interest development.*

As an Eligible Housing Development, the project is eligible to receive the Base Incentives listed in the TOC Guidelines. The project is seeking three (3) Additional Incentives: 1) a maximum 22-foot increase in building height; (2) a maximum reduction of 30 percent in the required width of both side yard setbacks; and (3) a maximum reduction of 25 percent in the required amount of open space. The project may be granted three (3) Additional Incentives for reserving at least 11 percent of the base units for Extremely Low Income Households. The project is setting aside two (2) units for Extremely Low Income Households, which equates to approximately 18 percent of the 11 base units permitted through the underlying zoning of the site. As such, the project meets the eligibility requirements for both on-site restricted affordable units and Base and Additional Incentives.

6. ***Projects Adhering to Labor Standards.*** *Projects that adhere to the labor standards required in LAMC 11.5.11 may be granted two Additional Incentives from the menu in Section VII of these Guidelines (for a total of up to five Additional Incentives).*

The project is not seeking additional incentives beyond the three (3) permitted in exchange for reserving at least of reserving at least 11 percent of the base units for Extremely Low Income Households. The project is setting aside two (2) units for Extremely Low Income Households, which equates to 18 percent of the 11 base units permitted through the underlying zoning of the site. As such, the project need not adhere to the labor standards required in LAMC Section 11.5.11, and this eligibility requirement does not apply.

7. **Multiple Lots.** *A building that crosses one or more lots may request the TOC Incentives that correspond to the lot with the highest Tier permitted by Section III above.*

The proposed building is located on one (1) lot. The entirety of the lot is located within a Tier 3 TOC Affordable Housing Incentive Area. Therefore, this eligibility requirement does not apply.

8. **Request for a Lower Tier.** *Even though an applicant may be eligible for a certain Tier, they may choose to select a Lower Tier by providing the percentage of On-Site Restricted Affordable Housing units required for any lower Tier and be limited to the Incentives available for the lower Tier.*

The applicant has not selected a Lower Tier and is not providing the percentage of On-Site Restricted Affordable Housing units required for any lower Tier. As such, this eligibility requirement does not apply.

9. **100% Affordable Housing Projects.** *Buildings that are Eligible Housing Developments that consist of 100% On-Site Restricted Affordable units, exclusive of a building manager's unit or units shall, for purposes of these Guidelines, be eligible for one increase in Tier than otherwise would be provided.*

The project does not consist of 100 percent On-Site Restricted Affordable units. It is not eligible for or seeking an increase in Tier. As such, this eligibility requirement does not apply.

10. **Design Conformance.** *Projects seeking to obtain Additional Incentives shall be subject to any applicable design guidelines, including any Community Plan design guidelines, Specific Plan design guidelines and/or Citywide Design Guidelines and may be subject to conditions to meet design performance. The conditions shall not preclude the ability to construct the building with the residential density permitted by Section VI.*

The project seeks three (3) Additional Incentives and therefore has demonstrated conformance to the Citywide Design Guidelines. The proposed development has been conditioned to ensure a well-designed project and compliance with the Design Guidelines. The project has been conditioned to provide a pedestrian-friendly environment through the provision of landscaping, a prominent entryway, and screening of any mechanical equipment or parking areas from the public right-of-way. The project has also been conditioned to incorporate a variety of building materials to create visually interesting building façades and minimize impacts on surrounding properties.

## **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.

## **ADDITIONAL MANDATORY FINDINGS**

2. 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.
3. A project qualifies for a Class 32 Categorical Exemption if it is developed on an infill site and meets the following five applicable conditions: (a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with the applicable zoning designation and regulations; (b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses; (c) The project site has no value as habitat for endangered, rare or threatened species; (d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality; and (e) The site can be adequately served by all required utilities and public services.

**(a) The project is 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 consistent with applicable general plan designation, applicable policies, and applicable zoning designations. The subject property is located within the Wilshire Community Plan Area, which is one of the 35 Community Plans that make up the Land Use Element of the General Plan. The Community Plan designates the subject property with a land use designation of Medium Residential, corresponding to the R3 Zone. The subject property is zoned [Q]R3-1-O and is thus consistent with the existing land use designation. 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. 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 also within a Transit Priority Area in the City of Los Angeles (ZA-2452). The site is not located within the boundaries, or subject to, any additional specific plan, community design overlay, or interim control ordinance.

Consistent with the Wilshire Community Plan, the proposed 20-unit apartment development would add new and desirable multi-family housing and contribute to the City’s affordable housing stock. The proposed project meets the intent of the following Goals, Objectives, and Policies of the Wilshire Community Plan:

- Goal 1: Provide a safe, secure, and high quality residential environment for all economic, age, and ethnic segments of the Wilshire Community.*
- Policy 1-1.3: Provide for adequate multi-family residential development.*
- Objective 1-2: Reduce vehicular trips and congestion by developing new housing in close proximity to regional and community commercial centers, subway stations and existing bus route stops.*
- Policy 1-2.1: Encourage higher density residential uses near major public transportation centers.*
- Objective 1-4: Provide affordable housing and increased accessibility to more population segments, especially students, the handicapped and senior citizens.*
- Policy 1.4-1: Promote greater individual choice in type, quality, price and location of housing.*

The project will result in a net increase of 19 units at the site, locating new, higher density residential near transit lines and neighborhood services. The resulting development will thus be located in a manner that has the potential to reduce vehicular trips. The project will also provide a mix of market rate and affordable units, thereby promoting the provision of adequate housing for all persons relative to income, including students, senior citizens, and persons with disabilities as all new development would require

compliance with the Americans with Disabilities Act. The project meets all applicable design guidelines and standards, and is a multi-family development with an appropriate, context-sensitive scale. The project has been conditioned and designed to contribute towards a pedestrian-friendly environment that is safe for all modes of transportation. Furthermore, the project features an attractive and high-quality architectural design and is located within close proximity to the intersection of two local bus lines. The provision of well-designed multi-family housing, which includes restricted affordable units, ensures a project that will complement the existing neighborhood while also providing valuable housing stock to current and future residents. Therefore, the proposed project is consistent with the General Plan policies and zoning regulations within the City of Los Angeles.

**(b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.**

The subject property is located wholly within the Wilshire Community Plan Area within the City of Los Angeles. The subject site consists of a single lot that total 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-serviced by public transit and various commercial uses and amenities.

**(c) The project site has no value as habitat for endangered, rare or threatened species.**

The existing site consists of one lot improved with one (1) single-family residential structure, which will be demolished as part of the project. The project site is located in a well-established urban area which is fully developed with residential and commercial uses. The project site has no value as habitat for endangered species, rare, or threatened species. A tree report, prepared by Harmony Gardens on March 17, 2020, states that there are 11 non-protected trees existing on the subject property and one (1) tree in the public right-of-way, which is expected to remain. While the remaining trees are subject to removal and replacement per the Los Angeles Municipal Code, none of these trees are protected or habitat for endangered, rare, or threatened species.

**(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.**

**Traffic**

The proposed project involves the construction, use, and maintenance of a new five-story, 20-unit residential apartment building with one (1) level of subterranean parking. Based upon the existing mobility and circulation networks near the proposed project, the creation of 19 net new units will not result in significant traffic impacts in the community. Per the Los Angeles Department of Transportation (LADOT) determination dated March 4, 2020 and attached to the subject case file, 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. Therefore, the project is not expected to result in any significant impact relating to traffic.

### **Noise**

A Noise Technical Report was prepared by ZMassociates Environmental Corporation on March of 2020 for the subject property. Given that the project would be required to comply with all existing and applicable noise regulations, the study concluded that the project would not result in any significant impacts and that no mitigation measure are necessary. Although noise and vibration arising from construction is unavoidable, these impacts would be temporary and limited to the duration of the construction in any one location. The level of construction noise for the proposed project would be managed within the City of Los Angeles day and time ordinance. The report also states that due to the small project size, the limited number of construction vehicles, limited number of construction equipment, and small size of construction equipment compared to much larger projects, the proposed project will not result in exceedance of the City of Los Angeles noise ordinances. The report states that standard, industry-wide best practices for construction in urban or otherwise noise-sensitive areas would ensure that construction noise does not exceed the noise limit imposed by LAMC Section 112.05. These could include erecting temporary noise barriers around the project's perimeter, using mufflers to dampen noise from internal combustion engines, and warming-up or staging equipment away from sensitive receptors. Complete elimination of construction activity noise is technically infeasible; however, incorporation of the best available noise reduction methods will minimize impacts on the residential uses bordering the project site. Compliance with the various local regulatory measure will further minimize any adverse construction noise impact potential.

As the project is a residential development, the project is not expected to generate significant permanent operational noise impacts. Noise generated through human conversation and activities (particularly in outdoor recreational spaces, such as balconies and patios), landscape maintenance, or trash collection would not exceed the recommended noise compatibility guidelines. Any new stationary sources of noise, such mechanical HVAC equipment, installed on the proposed development will be required to comply with LAMC Sections 112.02 and 112.05 which prohibit noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level at neighboring occupied properties by more than five dBA. In addition, the project is not expected to generate a substantial number of vehicle trips which could in turn generate additional noise. The proposed project is expected to generate a negligible increase in ambient noise from operation.

Through compliance with all existing regulations governing both construction and operational noise, any noise impacts resulting from the project will be less than significant.

### **Air Quality**

The South Coast Air Quality Management District (SCAQMD) is the agency primarily responsible for comprehensive air pollution control in the South Coast Air Basin and reducing emissions from area and point stationary, mobile, and indirect sources. SCAQMD prepared the 2012 Air Quality Management Plan (AQMP) to meet federal and

state ambient air quality standards. A significant air quality impact may occur if a project is inconsistent with the AQMP or would in some way represent a substantial hindrance to employing the policies or obtaining the goals of that plan. As the project will result in the net increase of 43 residential units, it is not expected to conflict with, or obstruct, the implementation of the AQMP and SCAQMD rules. The project is consistent with current zoning regulations and policies within the City of Los Angeles, allowing for the proposed development on the subject site. The project would also comply with the 2017 Los Angeles Green Building Code (LAGBC), which builds upon and sets higher standards than those in the 2016 California Green Building Standards Code. Additionally, the project's infill location would promote the concentration of development in an urban location with extensive infrastructure and access to public transit facilities, thus reducing the vehicle miles traveled for employees, residents, and visitors. Therefore, project impacts related to air quality will be less than significant.

During construction, appropriate dust control measures would be implemented as part of the proposed project during each phase of development, as required by SCAQMD Rule 403 - Fugitive Dust. Specifically, Rule 403 control requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the project site, and maintaining effective cover over exposed areas.

Best Management Practices (BMP) will be implemented that would include (but not be limited to) the following:

- Unpaved demolition and construction areas shall be wetted at least three times daily during excavation and construction, and temporary dust covers shall be used to reduce emissions and meets SCAQMD Rule 403;
- All dirt/soil loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust;
- General contractors shall maintain and operate construction equipment to minimize exhaust emissions; and
- Trucks shall not idle but be turned off.

By implementing BMPs, all construction-related impacts will be less than significant and temporary in nature. No permanent significant impacts are anticipated to occur from construction.

Furthermore, an Air Quality Technical Report was prepared by ZMassociates Environmental Corporation on March of 2020, which is included in the subject case file. The study quantifies the estimated daily construction and operational emissions for various pollutants from the project site using CalEEMod simulations. Based on the simulation results, none of the construction and operational emissions are expected to exceed the South Coast Air Quality Management District (SCAQMD) air quality significance thresholds. Furthermore, the report finds that the project is consistent with all applicable aspects of the City's General Plan Air Quality Element. The study does not recommend any mitigation measures as all construction and operational emissions are

expected to be far below the thresholds considered by SCAQMD to be significant under CEQA guidelines. Potential impacts related to air quality from the project will therefore be less than significant.

### **Water Quality**

With regard to water quality, a significant impact would occur if the project would: 1) exceed wastewater treatment requirements of the Los Angeles Regional Water Quality Control Board (LARWQCB); 2) increase water consumption or wastewater generation to such a degree that the capacity of facilities currently serving the project site would be exceeded; or 3) increase surface water runoff, resulting in the need for expanded off-site storm water drainage facilities. All wastewater from the project would be treated according to requirements of the National Pollutant Discharge Elimination System (NPDES) permit authorized by the LARWQCB. Therefore, the proposed project would result in a less than significant impact related to wastewater treatment requirements.

Additionally, prior to any construction activities, the project applicant would be required to coordinate with the City of Los Angeles Bureau of Sanitation (BOS) to determine the exact wastewater conveyance requirements of the proposed project, and any upgrades to the wastewater lines in the vicinity of the project site that are needed to adequately serve the proposed project would be undertaken as part of the project. Therefore, the proposed project would not result in a significant impact related to water or wastewater infrastructure.

Lastly, development of the proposed project would maintain existing drainage patterns; site generated surface water runoff would continue to flow to the City's storm drain system. The proposed project would not create or contribute runoff water that would exacerbate any existing deficiencies in the storm drain system or provide substantial additional sources of polluted runoff. Therefore, the proposed project would not result in a significant impact related to existing storm drain capacities.

### **(e) The site can be adequately served by all required utilities and public services.**

The site is currently and adequately served by the City's Department of Water and Power, the City's Bureau of Sanitation, the Southern California (SoCal) Gas Company, the Los Angeles Police Department, the Los Angeles Fire Department, Los Angeles Unified School District, Los Angeles Public Library, and other public services. In addition, the LAGBC requires new construction to meet stringent efficiency standards for both water and power, such as high-efficiency toilets, dual-flush water closets, minimum irrigation standards, LED lighting, etc. As a result of these new building codes, which are required of all projects, it can be anticipated that the proposed project will not create any impact on existing utilities and public services through the net addition of 19 new dwelling units.

The City has further considered whether the proposed project is subject to any of the six exceptions set forth in State CEQA Guidelines Section 15300.2 that would prohibit the use of any categorical exemption. Planning staff has determined that none of the exceptions apply to the proposed project, as described below.

- (a) Location.** *Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located. A project that is ordinarily insignificant in its effect on the environment may in a particularly sensitive environment be significant. Therefore, these classes may not be utilized where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.*

As the proposed project is not defined as a Class 3, 4, 5, 6 or 11 project, this exception is non-applicable. The project site is in an urbanized area in the City of Los Angeles. The project site is not located in a particularly sensitive environment and is not located on a site containing wetlands, endangered species, or wildlife habitats; therefore, this exception is not applicable.

- (b) Cumulative Impact.** *All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.*

The development of the project site with 20 dwelling units is consistent with the zone and land use designation of the site, as designated by the Wilshire Community Plan, and as permitted by the City's TOC Affordable Housing Incentive Program pursuant to LAMC 12.22-A.31. A successive project of the same type and nature would reflect a development that is consistent with the underlying land use designation and the Los Angeles Municipal Code, and thus would be subject to the same regulations and requirements, including development standards and environmental impacts. The impacts of each subsequent project will be mitigated if necessary, and thus will not result in a cumulative impact.

The project would not result in a cumulatively considerable contribution to any impact. The threshold of significance for a cumulatively considerable contribution to a traffic impact is the same as the threshold of significance for a project impact. Therefore, since the project would not exceed that threshold it would have neither a project-specific significant impact nor the potential to result in a cumulatively considerable contribution to a significant traffic impact. The same is true for air quality thresholds of significance; the project does not have the potential to result in a project-specific significant air quality impact, and therefore, does not have the potential to result in a cumulatively considerable contribution to a significant air quality impact. Upon review of similar development projects within 500 feet of the project site, there are two planned projects at 1444 Hi Point Street and 1437 Hi Point Street which are both expected to be completed by 2020-2021, well before this project is set to commence. Both are small and well below impact thresholds evaluated above. Even if both projects were to take place at the same timeframe, cumulative effects would still be well below all significant thresholds.

Regulatory Compliance Measures (RCMs) in the City of Los Angeles regulate impacts related to Air Quality, Construction Noise/Vibrations, Operational Noise/Vibrations, and Transportation/traffic. Numerous Los Angeles Municipal Code Sections provide requirements for construction activities and ensure impacts from construction related noise, traffic, and parking are less than significant. The Noise Regulation Ordinance, No.

144,331, provides regulatory compliance measures related to construction noise and maximum noise levels for all activities. LAMC Section 62 provides specific regulatory compliance measures related to construction traffic and parking. LAMC Section 41 requires construction site postings listing representative contact information and permitted construction/demolition hours as established by the Department of Building and Safety. Additionally, there is insufficient evidence to conclude that significant impacts will occur based on past project approvals or in progress entitlement applications and that the proposed project will have adverse impacts on the cumulative impacts of construction noise and transportation/traffic in this area. Further, there is insufficient evidence to conclude that the proposed project will be under construction at the same time as projects within the vicinity. Thus, this exception does not apply.

- (c) Significant Effect Due To Unusual Circumstances.** *A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.*

The project proposes to construct a 20-unit multi-family residential development with two levels of subterranean parking. The project site is comprised of approximately 8,838 square feet of lot area located in an urbanized area within the City of Los Angeles. The project consists of residential uses and operations that are compatible with the surrounding urban development and consistent with the underlying zoning. The project site is a long-established neighborhood and is surrounded by various residential, commercial, and civic uses. The site does not demonstrate any unusual circumstances, and the project will not generate any significant impacts regarding traffic, noise, air quality, or water quality. There are no special districts or other known circumstances that indicate a sensitive surrounding environment. Thus, there are no unusual circumstances which may lead to a significant effect on the environment.

- (d) Scenic Highways.** *A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.*

Based on a review of the California Scenic Highway Mapping System, the subject site is not located along a California State Scenic Highway and will not impact any identified scenic resources, including trees, historic buildings, rock outcroppings, or other similar resources, within a highway officially designated as a State Scenic Highway. Furthermore, the street is not designated as a scenic highway in the General Plan, Wilshire Community Plan, or City of Los Angeles Zone Information & Map Access System (ZIMAS). Therefore, this exception does not apply.

- (e) Hazardous Waste Sites.** *A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.*

Based on a review of the California Department of Toxic Substances Control “Envirostor Database,” no known hazardous waste sites are located on the project site. There are

also no listed sites within the immediate vicinity of the project site. The subject property has been previously developed with residential uses which are not expected to utilize hazardous waste or materials that pose significant constraint on the site.

- (f) **Historical Resources.** *A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.*

The project site has not been identified as a historic resource by local or state agencies, and the project site has not been determined to be eligible for listing in the National Register of Historic Places, California Register of Historical Resources, or the Los Angeles Historic-Cultural Monuments Register. While the existing structure was built in 1946, the project site is not identified as a historic resource subject to historic preservation review, nor is it located within a Historic Preservation Overlay Zone. Additionally, 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. For these reasons, construction of the proposed project would not constitute a substantial adverse change in the significance of a historic resource as defined by CEQA, and this exception does not apply to the proposed project.

Therefore, it has been determined, based on the whole of the administrative record, that the project is exempt from CEQA pursuant to CEQA Guidelines, 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.

## **TRANSIT ORIENTED COMMUNITIES AFFORDABLE HOUSING INCENTIVE PROGRAM BACKGROUND**

Measure JJJ was adopted by the Los Angeles City Council on December 13, 2016. Section 6 of the Measure instructed the Department of City Planning to create the Transit Oriented Communities (TOC) Affordable Housing Incentive Program, a transit-based affordable housing incentive program. The measure required that the Department adopt a set of TOC Guidelines, which establish incentives for residential or mixed-use projects located within ½ mile of a major transit stop. Major transit stops are defined under existing State law.

The TOC Guidelines, adopted September 22, 2017, establish a tier-based system with varying development bonuses and incentives based on a project's distance from different types of transit. The largest bonuses are reserved for those areas in the closest proximity to significant rail stops or the intersection of major bus rapid transit lines. Required affordability levels are increased incrementally in each higher tier. The incentives provided in the TOC Guidelines describe the range of bonuses from particular zoning standards that applicants may select.

## **TIME LIMIT – OBSERVANCE OF CONDITIONS**

All terms and conditions of the Director's Determination shall be fulfilled before the use may be established. Pursuant to LAMC Section 12.25-A,2, the instant authorization is further conditional upon the privileges being utilized within **three years** after the effective date of this determination and, if such privileges are not utilized, building permits are not issued, or substantial physical construction work is not begun within said time and carried on diligently so that building permits do not lapse, the authorization shall terminate and become void.

The applicant's attention is called to the fact that this grant is not a permit or license and that any permits and licenses required by law must be obtained from the proper public agency. Furthermore, if any condition of this grant is violated or not complied with, then the applicant or his successor in interest may be prosecuted for violating these conditions the same as for any violation of the requirements contained in the Municipal Code, or the approval may be revoked.

Verification of condition compliance with building plans and/or building permit applications are done at the Development Services Center of the Department of City Planning at either Figueroa Plaza in Downtown Los Angeles, West Los Angeles Development Services Center, or the Marvin Braude Constituent Service Center in the Valley. In order to assure that you receive service with a minimum amount of waiting, applicants are encouraged to schedule an appointment with the Development Services Center either by calling (213) 482-7077, (310) 231-2901, (818) 374-5050, or through the Department of City Planning website at <http://cityplanning.lacity.org>. The applicant is further advised to notify any consultant representing you of this requirement as well.

Section 11.00 of the LAMC states in part (m): "It shall be unlawful for any person to violate any provision or fail to comply with any of the requirements of this Code. Any person violating any of the provisions or failing to comply with any of the mandatory requirements of this Code shall be guilty of a misdemeanor unless that violation or failure is declared in that section to be an infraction. An infraction shall be tried and be punishable as provided in Section 19.6 of the Penal Code and the provisions of this section. Any violation of this Code that is designated as a misdemeanor may be charged by the City Attorney as either a misdemeanor or an infraction. Every violation of this determination is punishable as a misdemeanor unless provision is otherwise made, and shall be punishable by a fine of not more than \$1,000 or by imprisonment in the County Jail for a period of not more than six months, or by both a fine and imprisonment."

## **TRANSFERABILITY**

This determination runs with the land. In the event the property is to be sold, leased, rented or occupied by any person or corporation other than yourself, it is incumbent that you advise them regarding the conditions of this grant. If any portion of this approval is utilized, then all other conditions and requirements set forth herein become immediately operative and must be strictly observed.

## **APPEAL PERIOD - EFFECTIVE DATE**

**The Determination in this matter will become effective after January 14, 2021** unless an appeal there from is filed with the City Planning Department. It is strongly advised that appeals be filed early during the appeal period and in person so that imperfections/incompleteness may be corrected before the appeal period expires. Any appeal must be filed on the prescribed forms, accompanied by the required fee, a copy of this Determination, and received and receipted at a public office of the Department of City Planning on or before the above date or the appeal will not be accepted. Forms are available on-line at [www.cityplanning.lacity.org](http://www.cityplanning.lacity.org).

Planning Department public offices are located at:

**Figueroa Plaza**  
201 North Figueroa Street,  
4<sup>th</sup> Floor  
Los Angeles, CA 90012  
(213) 482-7077

**Marvin Braude San Fernando Valley  
Constituent Service Center**  
6262 Van Nuys Boulevard, Suite 251  
Van Nuys, CA 91401  
(818) 374-5050

**West Los Angeles Development  
Services Center**  
1828 Sawtelle Boulevard, 2<sup>nd</sup> Floor  
Los Angeles, CA 90025  
(310) 231-2901

**Pursuant to LAMC Section 12.22-A,25(f), only abutting property owners and tenants can appeal the Transit Oriented Communities Affordable Housing Incentive Program portion of this determination.** Per the Density Bonus Provision of State Law (Government Code Section §65915) the Density Bonus increase in units above the base density zone limits and the appurtenant parking reductions are not a discretionary action and therefore cannot be appealed. Only the requested incentives are appealable. Per Section 12.22-A,25 of the LAMC, appeals of Density Bonus Compliance Review cases are heard by the City Planning Commission.

The time in which a party may seek judicial review of this determination is governed by California Code of Civil Procedures Section 1094.6. Under that provision, a petitioner may seek judicial review of any decision of the City pursuant to California Code of Civil Procedure Section 1094.5, only if the petition for writ of mandate pursuant to that section is filed no later than the 90th day following the date on which the City's decision becomes final.

**Note of Instruction Regarding the Notice of Exemption:** Applicant is hereby advised to file the Notice of Exemption for the associated categorical exemption after the issuance of this letter. If filed, the form shall be filed with the County of Los Angeles, 12400 Imperial Highway, Norwalk, CA 90650, pursuant to Public Resources Code Section 21152 (b). More information on the associated fees can be found online here: <https://www.lavote.net/home/county-clerk/environmental-notices-fees>. The best practice is to go in person and photograph the posted notice in order to ensure compliance. Pursuant to Public Resources Code Section 21167 (d), the filing of this notice of exemption starts a 35-day statute of limitations on court challenges to the approval of the project. Failure to file this notice with the County Clerk results in the statute of limitations, **and the possibility of a CEQA appeal**, being extended to 180 days.

Vincent P. Bertoni, AICP  
Director of Planning

Approved by:



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Heather Bleemers, Senior City Planner

Prepared by:



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Esther Ahn, City Planner

Attachments:  
Exhibit A: Architectural Plans and Landscape Plans

# GENERAL NOTES

## A. GENERAL

- ALL WORK SHALL BE EXECUTED IN ACCORDANCE WITH THE 2017 EDITION OF THE LOS ANGELES BUILDING CODES AND ORDINANCES OF THE STATE OF CALIFORNIA.
- ALL DIMENSIONS AND CONDITIONS SHALL BE CHECKED AND VERIFIED ON THE JOB SITE BY EACH SUBCONTRACTOR BEFORE HE BEGINS HIS WORK. ANY ERRORS, OMISSIONS, OR DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF THE GENERAL CONTRACTOR BEFORE CONSTRUCTION BEGINS.
- ALL DIMENSIONS TAKE PRECEDENCE OVER SCALE. NOTE THAT DIMENSIONS ARE TO CENTER LINE OR FACE OF FINISH MATERIAL.
- THE BUILDINGS REQUIRE FIRE PROTECTION AS FOLLOWS (SEE CODE ANALYSIS):
  - FIRE EXTINGUISHERS PORTABLE TYPE 2A SHALL BE PROVIDED. DISTANCE FROM APARTMENT ENTRY DOOR TO FIRE EXTINGUISHER SHALL BE 75 MAXIMUM PROVIDE FIRE EXTINGUISHERS AS REQUIRED BY THE FIRE DEPARTMENT FIRE INSPECTOR.
  - PROVIDE FIRE EXTINGUISHER WITH A RATING OF 10BC FOR GARAGE.
- MECHANICAL VENTILATION: ALL BATHROOMS, TOILET ROOMS, POWDER ROOMS AND LAUNDRY ROOMS SHALL BE VENTILATED TO PROVIDE A COMPLETE CHANGE OF AIR 5 TIMES PER HOUR. SUCH MECHANICALLY OPERATED EXHAUST SYSTEM SHALL BE CONNECTED DIRECTLY TO THE OUTSIDE. FAN SHALL BE OPERATED FROM A LIGHT SWITCH THE POINT OF SWITCHING SHALL BE AT LEAST 3 FEET FROM ANY OPENING THAT ALLOWS AIR ENTRY INTO OCCUPIED PORTIONS OF THE BUILDING.
- LEGAL EXITS SHALL BE OPENABLE FROM THE INSIDE WITHOUT USE OF KEY, SPECIAL KNOWLEDGE OR EFFORT. ALL EXIT HARDWARE SHALL BE OF AN APPROVED TYPE. DEAD OR FLUSH BOLTS (THUMBS OPERATED) AND SIMILAR DEVICES ARE PROHIBITED.
- EXIT 2-HOUR CONSTRUCTION BEHIND ALL TUBS LOCATED ADJACENT TO 2-HOUR FIRE DIVISION WALLS.
- EXIT/ENTRANCE DOOR MUST OPEN OVER A LANDING NOT MORE THAN 1/2' BELOW THE THRESHOLD AND HAVE A LENGTH NOT LESS THAN (84/42/60/72/90/108) INCHES. PROVIDE ULTRA LOW FLUSH WATER CLOSETS (1.6 GAL./FLUSH MAX) AND LOW FLOW SHOWER HEADS WITH A PRESSURE BALANCE OR THERMOSTATIC MIXING VALVE FOR ALL NEW CONSTRUCTION. EXISTING SHOWER HEADS AND TOILETS MUST BE ADAPTED FOR LOW WATER CONSUMPTION.
- TRENCHES OR EXCAVATIONS OF 9" OR MORE IN DEPTH INTO WHICH A PERSON IS REQUIRED TO DESCEND SHALL OBTAIN THE NECESSARY PERMIT FROM THE STATE OF CALIFORNIA DIVISION OF INDUSTRIAL SAFETY.
- A PERMIT FROM THE DEPARTMENT OF PUBLIC WORKS IS REQUIRED FOR A PROTECTION FENCE OR CANYON ON OR OVER ANY STREET OR PUBLIC SPACE.
- NO MEDICINE CABINETS, ELECTRIC PANELS, VENTS, OR WALL HEATERS SHALL PERCEDE 2-HOUR DIVISION WALLS.
- PROVIDE APPROVED STUCCO WEEP SCREENS AT SILL PLATE OF ALL STUCCO WALLS. STUCCO FINISH SHALL NOT EXTEND BELOW FINISH GRADE.
- BATHROOM FLOORS OVER WOOD SHALL HAVE WATER-PROOF PROTECTION. PROVIDE RESILIENT FLOORING OVER 1/2" FELT BONDED TO PLYWOOD SUBFLOOR.
- "AN APPROVED SEISMIC GAS SHUT-OFF VALVE WILL BE INSTALLED ON THE FUEL GAS LINE ON THE DOWN STREAM SIDE OF THE UTILITY METER AND BE RIGIDLY CONNECTED TO THE EXTERIOR OF THE BUILDING OR STRUCTURE CONTAINING THE FUEL GAS PIPING."
- ALL EXTERIOR OPENINGS EXPOSED TO THE WEATHER SHALL BE FLASHED IN SUCH A MANNER AS TO MAKE THEM WATERPROOF. ALL FLASHING, COUNTER FLASHING AND COPING WHEN OF METAL SHALL BE 28 GA. G.I. MINIMUM.
- ALL FLOOR ROOF AND FLOOR SHEATHINGS SHALL BE INSPECTED AND APPROVED BY BUILDING INSPECTOR BEFORE COVERING.

- FIRE BLOCK AT MID-HEIGHT WALLS OVER 8'-0" HIGH.
- COMFORT HEATING WILL BE PROVIDED TO EVERY DWELLING UNIT AS REQUIRED BY CODE.
- PROVIDE HIGH NONABSORBENT WALL ADJACENT TO SHOWER AND APPROVED WATER RESISTANT MATERIAL FOR SHOWER ENCLOSURE AND WINDOWS WITHIN 9" OF FLOOR OF SHOWER OR BATHUB FLOOR.
- CONDUCT ALL ROOF DRAINAGE UNDER SIDEWALK TO STREET BY MEANS OF AN APPROVED NONSERVICIOUS DEVICE.
- BATHUB AND SHOWER UNITS, INCLUDING BACKING, SHALL BE OF TYPE APPROVED BY THE PLUMBING DEPARTMENT.
- TELEVISION ANTENNA SHALL BE LOCATED 7' ABOVE FLAT ROOFS.
- ALL STAIRS SHALL HAVE 8" MAXIMUM RISE AND 9" MINIMUM TREAD (7" RISE AND 11" TREADS AT PUBLIC STAIRS).
- PROVIDE U.L. APPROVED SMOKE AND FIRE DETECTORS WITHIN 12" OF CEILING AND WERE SHOWN ON PLANS. HARD WIRED WITH BATTERY BACKUP.
- PROVIDE SMALL APPLIANCE CIRCUITS IN KITCHEN - 12 OUTLET MAX ON 20 AMP SERVICE - 9 OUTLETS MAX ON 15 AMP CIRCUIT.
- ANTI-GRAFFITI COATING BY GENESIS COATINGS, INC. (LA RR#25042-T) FOR LOWER 9'-0" OF BUILDING.
- TOILET ROOM FLOORS SHALL HAVE A SMOOTH, HARD NON-ABSORBENT SURFACE SUCH AS PORTLAND CEMENT, CERAMIC TILE OR OTHER APPROVED MATERIAL THAT EXTENDS UPWARD ONTO THE WALLS AT LEAST 8 INCHES.
- AN ATO CERTIFICATE OF INSPECTION FOR ALL GULLED LAMINATED TIMBER SHALL BE SUBMITTED TO A BUILDING AND SAFETY DIVISION INSPECTOR PRIOR TO ERECTION.

- NON-REMOVABLE THUMB TURN WHICH IS INDEPENDENT OF THE DEADLOCKING LATCH AND WHICH MUST BE SEPARATELY OPERATED. SHALL NOT BE CONSIDERED AS A SYSTEM WHICH REQUIRES SPECIAL KNOWLEDGE OR EFFORT WHEN USED IN DWELLING UNITS. THE DOOR KNOB AND THE THUMB TURN WHICH OPERATES THE DEADBOLTS SHALL NOT BE SEPARATED BY MORE THAN 8 INCHES.
- WOOD PANEL TYPE DOORS MUST HAVE PANELS AT LEAST 9/16 IN. THICK WITH SHAPED PORTIONS NOT LESS THAN 1/4 IN. THICK AND INDIVIDUAL THUMBS MUST BE NO MORE THAN 300 SQ. IN. IN AREA. MILLIONS SHALL BE CONSIDERED A PART OF ADJACENT PANELS EXCEPT MILLIONS NOT OVER 8 INCHES LONG MAY HAVE AN OVERALL WIDTH OF NOT LESS THAN 2 INCHES. STILES AND RAILS SHALL BE OF SOLID LUMBER IN THICKNESS WITH OVERALL DIMENSIONS OF NOT LESS THAN 1 3/8 INCHES AND 2 INCHES IN WIDTH. SLIDING DOORS SHALL BE PROVIDED WITH A DEVICE TO PREVENT THE UPPER CHANNEL OF THE MOVING PANEL TO PROHIBIT RAISING AND REMOVING OF THE MOVING PANEL IN THE CLOSED OR PARTIALLY OPEN POSITION.
- SLIDING GLASS DOORS SHALL BE EQUIPPED WITH LOCKING DEVICES AND SHALL BE SO CONSTRUCTED AND INSTALLED THAT THEY REMAIN INTACT AND ENGAGED WHEN SUBJECTED TO THE TESTS SPECIFIED IN SECTION 917.1.
- METAL OR WOODEN OVERHEAD OR SLIDING DOORS SHALL BE SECURED WITH A CYLINDER LOCK. PADLOCK WITH A MIN. 9/32" DIAMETER HARDENED STEEL SHACKLE AND BLOTTED, HARDENED STEEL HASPS. METAL SLIDE BOARD, BOLT OR EQUIVALENT DEVICE UNLESS SECURED BY EQUIVALENT OPERATED.
- PROVIDE METAL GUIDES AT TOP AND BOTTOM OF METAL ACCORDION GRATE OR GRILLE TYPE DOORS AND CYLINDER LOCKS OR PADLOCKS. CYLINDER GUARDS SHALL BE INSTALLED ON ALL CYLINDER LOCKS UNLESS THE CYLINDER PROJECTS BEYOND THE FACE OF THE DOOR OR IS OTHERWISE ACCESSIBLE TO GRIPPING TOOLS.
- GLAZING:
  - IN B, F, M, AND S OCCUPANCIES, PANES OF GLAZING WITH AT LEAST ONE DIMENSION GREATER THAN 5 IN. BUT LESS THAN 48 IN. SHALL BE CONSTRUCTED OF TEMPERED OR APPROVED BURGULARY-RESISTANT MATERIAL OR PROTECTED WITH METAL BARS OR GRILLES.
  - GLAZED OPENINGS WITHIN 4' OF THE DOOR LOCK WHEN THE DOOR IS IN THE CLOSED POSITION, SHALL BE FULLY TEMPERED GLASS OR APPROVED BURGULARY RESISTANT MATERIAL, OR SHALL BE PROTECTED BY METAL BARS, SCREENS OR GRILLES HAVING A MAXIMUM OPENING OF 2". THE PROVISIONS OF THIS SECTION SHALL NOT APPLY TO VIEW PORTS OR WINDOWS WHICH DO NOT EXCEED 2" IN THEIR GREATEST DIMENSIONS.
- WINDOWS:
  - LOWERED WINDOWS SHALL BE PROTECTED BY METAL BARS OR GRILLES WITH OPENINGS THAT HAVE AT LEAST ON DIMENSION OF 9" OR LESS, WHICH ARE CONSTRUCTED TO PRECLUDE HUMAN ENTRY.
  - OTHER OPENABLE WINDOWS SHALL BE PROVIDED WITH SUBSTANTIAL LOCKING DEVICES. IN B, F, M AND S OCCUPANCIES, SUCH DEVICES SHALL BE GUARDED STEEL, CROSS-BARS, AND/OR PADLOCKS WITH MINIMUM 9/32" HARDENED STEEL SHACKLES AND BOLTED, HARDENED STEEL HASPS.
  - SLIDING WINDOWS SHALL BE PROVIDED WITH A DEVICE IN THE UPPER CHANNEL OF THE MOVING PANEL TO PROHIBIT RAISING AND REMOVING OF THE MOVING PANEL IN THE CLOSED OR PARTIALLY OPEN POSITION.
  - SLIDING WINDOWS SHALL BE EQUIPPED WITH LOCKING DEVICES AND SHALL BE SO CONSTRUCTED AND INSTALLED THAT THEY REMAIN INTACT AND ENGAGED WHEN SUBJECTED TO THE TESTS SPECIFIED IN 917.1.2.
  - ANY RELEASE FOR METAL BARS, GRILLES, GRATES OR SIMILAR DEVICES CONSTRUCTED TO PRECLUDE HUMAN ENTRY THAT ARE INSTALLED SHALL BE LOCATED ON THE INSIDE OF THE ADJACENT ROOM AND AT LEAST 24 INCHES FROM THE CLOSEST OPENING THROUGH SUCH METAL BARS, GRILLES.

- GRATES OR SIMILAR DEVICES THAT EXCEEDS TWO INCHES IN ANY DIMENSION OTHER THAN DOORS OR GLAZED OPENINGS.
- ALL OTHER OPENINGS MUST BE PROTECTED BY METAL BARS OR GRILLES WITH OPENINGS OF NOT LESS THAN 6 INCHES IN ONE DIMENSION.
- PROVIDE SECURITY LIGHTING FOR GARAGE AND/OR EXTERIOR PARKING AREA SERVING DWELLING UNITS OR GUESTROOMS AND FOR RECREATION ROOM. SERVICE ROOMS ACCESSORY TO APARTMENT HOUSES, AND AT EVERY DOOR IN A SECURITY OPENING. SECURITY LIGHTING SHALL HAVE A SURFACE ILLUMINATION OF 0.2 FOOT-CANDELS AT THE FLOOR LEVEL.
- WINDOWS IN CORRIDOR WALLS SHALL BE PROTECTED BY FIXED GLASS OF 3/4" RATING IN STEEL FRAMES. TOTAL AREA OF WINDOW IN A CORRIDOR SHALL NOT EXCEED 25% OF THE AREA OF A COMMON WALL WITH ANY ROOM.

- THE BUILDING DESIGN MEETS THE REQUIREMENTS OF TITLE 24, PART 2, CHAPTER 2-5.3.
- INSULATION INSTALLER SHALL POST IN A CONSPICUOUS LOCATION IN THE BUILDING A CERTIFICATE SIGNED BY THE INSTALLER AND BUILDER STATING THAT THE INSULATION CONFORMS WITH THE REQUIREMENTS OF TITLE 24, CHAPTER 2-5.3 AND THAT THE MATERIALS INSTALLED CONFORM WITH THE REQUIREMENTS OF TITLE 20, CHAPTER 2, SUB CHAPTER 4, ARTICLE 3.
- ALL INSULATION MATERIALS SHALL BE CERTIFIED BY THE MANUFACTURER AS COMPLYING WITH THE CALIFORNIA QUALITY STANDARDS FOR INSULATING MATERIAL.
- DOORS AND WINDOWS BETWEEN CONDITIONED SPACES AND OUTSIDE OR UNCONDITIONED SPACES SUCH AS GARAGES AND COMPARTMENTS FOR CENTRAL AIR GAS FURNACES SHALL BE FULLY WEATHERSTRIPPED.
- MANUFACTURED DOORS AND WINDOWS SHALL BE CERTIFIED AND LABELED IN COMPLIANCE WITH THE APPROPRIATE INFLTRATION STANDARDS LISTED IN TABLE 2-5.3.9 FOR THE ENERGY REGULATIONS.
- ALL FAN SYSTEMS EXHAUSTING AIR FROM THE BUILDING SHALL BE PROVIDED WITH BACK DRAFT DAMPERS.
- CAULK AROUND ALL PLUMBING AND ELECTRICAL PENETRATIONS INTO THE BUILDING ENVELOPE.
- CAULK AND SEAL AROUND ALL WINDOW AND DOOR FRAMES AND BETWEEN WALL SOLE PLATES AND FLOORS AND BETWEEN EXTERIOR WALL PANELS.
- DUCTS SHALL BE CONSTRUCTED, INSTALLED AND INSULATED ACCORDING TO CHAPTER 10 OF THE 1997 CITY OF LOS ANGELES MECHANICAL CODE. ALL JOINTS OF THE DUCT SYSTEM SHALL BE TIGHTLY SEALED WITH MASTIC OR TAPE.
- STORAGE TYPE WATER HEATERS AND STORAGE TANKS FOR SOLAR WATER HEATING SYSTEMS SHALL BE EXTERNALLY WRAPPED WITH INSULATION OF R-12 OR GREATER, UNLESS SO INTERNALLY INSULATED.
- PROVIDE MINIMUM R-13 INSULATION ON WATER HEATER INLET AND OUTLET PIPE FOR FIRST FIVE FEET IN UNCONDITIONED SPACE.
- INSULATE RECIRCULATING HOT WATER PIPING IN UNHEATED SPACES.
- GAS FIRED HOUSEHOLD HEATING AND COOLING APPLIANCES, SHOWER HEADS AND FAUCETS SHALL COMPLY WITH THE APPLIANCE EFFICIENCY STANDARDS.
- GENERAL LIGHTING IN KITCHENS AND BATHROOMS SHALL HAVE AN EFFICIENCY OF NOT LESS THAN 25 LUMENS / WATTS. (SPECIFY FLUORESCENT LIGHTING).

- CARPETS OR SIMILAR SURFACE MATERIALS WHICH ARE PART OF THE FLOOR-CEILING ASSEMBLY MUST BE INSTALLED AND INSPECTED BEFORE THE CERTIFICATE OF OCCUPANCY IS ISSUED AND MAY BE REPLACED ONLY BY OTHER FLOOR COVERING THAT PROVIDES THE REQUIRED IMPACT SOUND INSULATION.
- AN APPROVED PERMANENT RESILIENT ACOUSTICAL SEALANT SHALL BE PROVIDED ALONG THE JOINT BETWEEN THE FLOOR AND THE SEPARATION WALLS.
- FLOOR-CEILING ASSEMBLIES SHALL BE SEALED, LINED OR INSULATED.
- ALL PENETRATIONS INTO SOUND RATED PARTITIONS OF FLOOR, CEILING ASSEMBLIES SHALL BE SEALED WITH APPROVED PERMANENT RESILIENT SEALANT.
- ALL RIGID CONDUIT, DUCTS, PLUMBING PIPES, APPLIANCE VENTS LOCATED IN SOUND ASSEMBLIES SHALL BE ISOLATED FROM THE BUILDING CONSTRUCTION BY MEANS OF RESILIENT SLEEVES, MOUNTS OR MINIMUM 1/4" THICK APPROVED RESILIENT MATERIAL.
- VENTS LOCATED IN SOUND ASSEMBLIES SHALL BE ISOLATED FROM THE BUILDING CONSTRUCTION BY MEANS OF RESILIENT SLEEVES, MOUNTS OR MINIMUM 1/4" THICK APPROVED RESILIENT MATERIAL.
- METAL VENTILATING AND CONDITIONED AIR DUCTS LOCATED IN SOUND ASSEMBLIES SHALL BE LINED. (EXCEPTION: DUCTS SERVING ONLY EXISTING KITCHEN COOKING FACILITIES, AND BATH ROOMS NEED NOT BE LINED.)
- MINERAL FIBER INSULATION SHALL BE INSTALLED IN JOIST SPACES TO A POINT 12" BEYOND THE PIPE OR DUCT, WHENEVER A PLUMBING PIPE OR DUCT PENETRATES A FLOOR ASSEMBLY OR WHERE SUCH UNIT PENETRES THROUGH THE PLANE OF THE FLOOR ASSEMBLY FROM WITHIN A WALL. THIS REQUIREMENT IS NOT APPLICABLE TO FIRE PIPE, GAS LINE OR ELECTRICAL CONDUIT.
- WALL MOUNTED LAVATORIES AND TOILETS ARE NOT PERMITTED ON SOUND RATED PARTITIONS.

- THE ENERGY CERTIFICATE OF COMPLIANCE SHALL BE MADE A PART OF THESE PLANS.
- USE SOLID JOISTS IN ALL TUBS.
- CONTRACTOR SHALL OBTAIN A PERMIT FOR ALL ROOF DRAINS CONSTRUCTION UNDER SIDEWALK AND THRU CONC. CURB FROM DEPT. OF PUBLIC WORKS.
- WATER HEATER MUST BE STRAPPED TO WALL.
- SMOKE AND FIRE DAMPERS MUST BE INSTALLED IN THE FOLLOWING LOCATIONS PER SEC. 716.8.1:
  - DUCT PENETRATIONS OF FIRE WALLS, EXCEPT EXIT ENCLOSURES & EXIT PASSAGEWAYS WHERE THEY ARE NOT ALLOWED TO PENETRATE.
  - DUCTS PENETRATING HORIZONTAL ASSEMBLIES. 716.8
  - DUCTS PENETRATING FIRE PARTITIONS AND FIRE RATED CORRIDOR WALLS. 716.8.4
  - DUCTS PENETRATING SMOKE BARRIERS. 716.5.5
  - DUCTS PENETRATING HORIZONTAL ASSEMBLIES. 716.8
  - TEMPORARY PEDESTRIAN PROTECTION SHALL BE PROVIDED AS REQUIRED BY SECTION 303.7
  - COMPLIANCE W/ CHAPTER 67' IS FLOOR AT DOORS) TO INDIVIDUAL UNITS, AT EXTERIOR DOORS TO THE MAIN BLDG., AT DOORS BETWEEN THE R-1 AND S-3 OCCUPANCIES AND AT ALL DOORS TO THE GROUP B/FAM/R5 OCCUPANCY.
  - THE EXIT SIGNS SHALL ALSO BE CONNECTED TO AN EMERGENCY ELECT. SYSTEM PROVIDED FROM STORAGE BATTERIES, UNIT EQUIPMENT OR AN ON-SITE GENERATOR SET, AND THE SYSTEM SHALL BE INSTALLED IN ACCORDANCE W/ THE ELEC. CODE AND PROVIDE ILLUMINATION OF NOT LESS THAN 50 MIN. IN CASE OF PRIMARY POWER LOSS.
  - THE POWER SUPPLY FOR MEANS OF EGRESS ILLUMINATION SHALL NORMALLY BE PROVIDED BY THE PREMISES OF ELECTRICAL SUPPLY. IN THE EVENT OF ITS FAILURE, ILLUMINATION SHALL BE AUTOMATICALLY PROVIDED FROM AN EMERGENCY SYSTEM FOR GROUP 1, DIV. 1, AND 1.2 OCCUPANCIES AND FOR ALL OTHER OCCUPANCIES WHERE THE MEANS OF EGRESS SYSTEM SERVES AN OCCUPANT LOAD OF 100 OR MORE.
  - CONTINUOUS DRYWALL BEHIND ALL TUBS IS REQD UNLESS THE WALLS ARE WITHIN THE UNIT, AND NON-BEARING BACK TO BACK TUBS WITH A COMMON PLUMBING WALL ARE IMPRACTICAL IN 1-HR. BUILDINGS.
  - CONTINUOUS DRYWALL IS REQUIRED BEHIND ALL ELEC. SERVICE PANELS, FIRE HOUSES AND MEDICINE CABINETS.
  - RECESSED CEILING LIGHT FIXTURES MUST BE BOXED AROUND W/ 5/8" TYPE "X" DRYWALL TO MAINTAIN THE 1-HR CEILING ASSEMBLY.
  - THE PATH OF EXIT TRAVEL TO AND WITHIN EXITS IN THIS BUILDING SHALL BE IDENTIFIED BY EXIT SIGNS CONFORMING TO THE REQUIREMENTS OF SECTION 1003.2.8. EXIT SIGNS SHALL BE READILY VISIBLE FROM ANY DIRECTION OF APPROACH AND LOCATED AS NECESSARY TO CLEARLY INDICATE THE DIRECTION OF EGRESS TRAVEL. NO POINT SHALL BE MORE THAN 100 FEET FROM THE NEAREST VISIBLE SIGN.
  - EXIT SIGNS SHALL BE INTERNALLY OR EXTERNALLY ILLUMINATED, WHEN THE FACE OF AN EXIT SIGN IS ILLUMINATED FROM AN EXTERNAL SOURCE, IT SHALL HAVE AN INTENSITY OF NOT LESS THAN 5 FOOT CANDLES FROM EITHER OF TWO ELECTRIC LAMPS, INTERNALLY ILLUMINATED SIGNS SHALL BE LISTED & LABELED AND INSTALLED IN ACCORDANCE W/ THE MANUFACTURER'S INSTRUCTIONS.
  - A SIGN ADJACENT TO THE REQUIRED UNLOCKED MAIN EXIT DOOR WITH 1" LETTERING STATING "THIS DOOR MUST REMAIN UNLOCKED DURING BUSINESS HOURS" WILL BE POSTED.
  - ALL ELEVATOR FITS SHALL BE EQUIPPED WITH A DRAIN TO PREVENT THE ACCUMULATION OF WATER. THE WATER AND OTHER LIQUIDS COLLECTED IN THE BOTTOM OF AN ELEVATOR SHAFT MAY NOT BE DISCHARGED TO THE SANITARY SEWER OR STORM DRAIN.
  - THIS BUILDING AND GARAGE MUST BE EQUIPPED W/ AN AUTOMATIC FIRE EXTINGUISHING SYSTEM COMPLYING W/ NFPA-13. SPRINKLER SYSTEM TO BE APPROVED BY PLUMBING SECTION PRIOR TO INSTALLATION.

| DATE | ISSUED FOR | DATE | REVISIONS |
|------|------------|------|-----------|
|      |            |      |           |
|      |            |      |           |
|      |            |      |           |



**URUI & ASSOCIATES**  
 ARCHITECTURE, PLANNING  
 800 S. GLENDALE AVENUE  
 GLENDALE, CA 91205

# 1447 S HI POINT ST.

## ABBREVIATIONS

|        |                   |        |                    |        |                   |        |                  |
|--------|-------------------|--------|--------------------|--------|-------------------|--------|------------------|
| A.C.   | ASPHALT CONCRETE  | DWG.   | DRAWING            | H.W.   | HOT WATER         | RES.   | RESAWN           |
| AC.    | ACOUSTIC TILE     | DWR.   | DRAWER             | HWD.   | HARDWOOD          | R.V.   | ROOF VENT        |
| ADJ.   | ADJUSTABLE        | E.J.   | EXPANSION JOINT    | I.D.   | INSIDE DIMENSION  | RWD.   | REDWOOD          |
| ALUM.  | ALUMINUM          | ELEV.  | ELEVATION          | INT.   | INTERIOR          | S.     | SINK             |
| A.T.   | ASPHALT TILE      | ELEC.  | ELECTRIC           | JAN.   | JANITOR           | S.B.   | SPLASH BLOCK     |
| BD.    | BOARD             | EL.    | ELEVATOR           | LAV.   | LAVATORY          | SH.    | SHELF            |
| BLDG.  | BUILDING          | EQUIP. | EQUIPMENT          | L.P.   | LOW POINT         | SHT.   | SHEET            |
| BLKG.  | BLOCKING          | EXIST. | EXISTING           | L.V.   | LOUVER VENT       | SHTG.  | SHEATHING        |
| B.M.   | BENCH MARK        | EXT.   | EXTERIOR           | LT.    | LIGHT             | SHTG.  | SHEATHING        |
| BOT.   | BOTTOM            | F.D.   | FLOOR DRAIN        | MAX.   | MAXIMUM           | S.S.   | SERVICE SINK     |
| BR.    | BRICK             | F.E.   | FIRE EXTINGUISHER  | M.C.   | MEDICINE CABINET  | SECT.  | SECTION          |
| CAB.   | CABINET           | F.G.   | FINISH GRADE       | M.C.B. | METAL CORNER BEAD | STD.   | STANDARD         |
| C.B.   | CATCH BASIN       | F.H.C. | FIRE HOUSE CABINET | M.H.   | MANHOLE           | STL.   | STEEL            |
| CEM.   | CEMENT            | F.J.   | FLOOR JOIST        | MET.   | METAL             | STPG.  | STRIPPING        |
| C.I.   | CAST IRON         | FIN.   | FINISH             | MFR.   | MANUFACTURER      | SQ.    | SQUARE           |
| CLR.   | CLEAR             | FLR.   | FLOOR              | MIN.   | MINIMUM           | T.C.   | TOP OF CURB      |
| C.J.   | CEILING JOIST     | F.L.   | FLOW LINE          | M.     | MIRROR            | T & G  | TONGUE & GROOVED |
| CLG.   | CEILING           | F.O.C. | FACE OR CONCRETE   | MISC.  | MISCELLANEOUS     | TH.    | THICK            |
| COL.   | COLUMN            | F.O.M. | FACE OF MASONRY    | M.O.   | MASONRY OPENING   | THRES. | THRESHOLD        |
| COMPO. | COMPOSITION       | F.O.S. | FACE OF STUDS      | N.I.C. | NOT IN CONTRACT   | TEL.   | TELEPHONE        |
| CONC.  | CONCRETE          | FS.    | FLOOR SINK         | OB.    | OBSCURE           | T.PL.  | TOP OF PLATE     |
| CONT.  | CONTINUOUS        | F.T.   | FOOT               | O.C.   | ON CENTERS        | TR.    | TRANSOM          |
| CORR.  | CORRUGATED        | FUR.   | FURRING            | O.F.   | OVER FLOW         | TRANS. | TRANSFORMER      |
| CSK.   | COUNTERSUNK       | GA.    | GAUGE              | OPNG.  | OPENING           | T.O.W. | TOP OF WALL      |
| C.W.   | COLD WATER        | GALV.  | GALVANIZED         | PART.  | PARTITION         | TYP.   | TYPICAL          |
| DET.   | DETAIL            | G.I.   | GALVANIZED IRON    | PL.    | PLATE             | V.     | VENT             |
| D.F.   | DRINKING FOUNTAIN | GL.    | GLASS GLAZING      | PLAS.  | PLASTER           | VERT.  | VERTICAL         |
| DIAM.  | DIAMETER          | GR.    | GRADE              | PLY.   | PLYWOOD           | W.C.   | WATER CLOSET     |
| DIM.   | DIMENSION         | GYP.   | GYPSPUM BOARD      | P.P.   | POWER POLE        | WD.    | WOOD             |
| DIV.   | DIVISION          | H.B.   | HOSE BRIBE         | R.     | RISER-RADIUS      | WARD.  | WARDROBE         |
| DN.    | DOWN              | HDW.   | HARDWARE           | R.D.   | ROOF DRAIN        | W.H.   | WATER HEATER     |
| DR.    | DOOR              | HORIZ. | HORIZONTAL         | REINF. | REINFORCING       | W.I.   | WROUGHT IRON     |
| DS.    | DOWNSPOUT         | H.P.   | HIGH POINT         | R.J.   | ROOF JOIST        | W.M.   | WIRE MESH        |
| D.W.   | DISHWASHER        | HT.    | HEIGHT             | ROS    | ROUGH SAWN        | WT.    | WEIGHT           |

## SYMBOLS

|  |  |
|--|--|
|  | ELEVATION LETTER   |
|  | SHEET WHERE DRAWN  |
|  | PLAN SECTION OR DETAIL NUMBER  |
|  | SHEET WHERE DRAWN  |
|  | DOOR TYPE  |
|  | WINDOW TYPE  |
|  | SECURITY OPENING   |
|  | WOOD STUD PARTITION  |
|  | 1-HOUR FIRE RESISTIVE CONSTRUCTION   |
|  | HARD WIRED STATE FIRE MARSHALL APPROVED SMOKE DETECTOR W/ BATTERY BACKUP, LOW BATTERY SIGNAL, AND WITH APPROVED CARBON MONOXIDE ALARM. |
|  | DOUBLE RECEPTICAL @ +12" U.O.N.  |
|  | DOUBLE RECEPTICAL - 1/2" HOT   |
|  | DOUBLE RECEPTICAL - GFI  |
|  | WALL MOUNTED LT. FIXT.   |
|  | FLUOR. FIXT.   |
|  | CEILING MOUNTED LT. FIXT.  |
|  | RECESSED LT. FIXT.   |
|  | TELEPHONE JACK   |
|  | EXHAUST FAN - SEE NOTE 5A /A1  |
|  | TV OUTLET  |
|  | EXIT SIGN - SEE NOTES F13&14/A1  |

## LEGAL DESCRIPTION

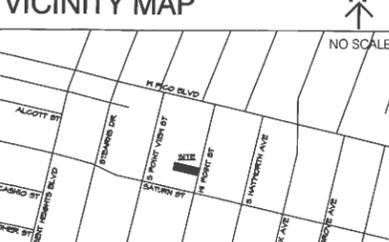
FR OF LOT 10, ARB 2 OF TRACT 3909, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN MB 44, PAGE 82 OF MISC. RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

APN: 5068 012 033  
 PIN: 129B173 594

ADDRESS: 1447 S HI POINT ST.  
 LOS ANGELES, CA 90035

OWNER:  
 TOY TRUST  
 550 SOUTH HILL STREET, SUITE 1420  
 LOS ANGELES, CA 90013  
 310 866 8321

## VICINITY MAP



## CODE ANALYSIS

| PROJECT SUMMARY   | ZONE                                 | (Q)R3-1-O - TIER 3 | INCENTIVES                  |
|---|--------------------------------------|--------------------|-----------------------------|
| LOT AREA (52X170)   | 8,838.5 SF                           |                    | 30% REDUCTION IN SIDE YARDS |
| ALLOW. DENSITY (8,838.5/800)  | 12 UNITS                             |                    | 25% REDUCTION IN OPEN SPACE |
| DENSITY BONUS (12X1.7)  | 21 UNITS                             |                    | 21 FT INCREASE IN HEIGHT    |
| <b>PROPOSED DEVELOPMENT</b>   |                                      |                    |                             |
| 1 UNIT 101 - 2 BR / 2 BA UNITS @ 915 SF   |                                      |                    | 915 SF                      |
| 3 UNIT 201, 301, & 401 - 3 BR / 3 BA UNITS @ 1,206 SF   |                                      |                    | 3,618 SF                    |
| 1 UNIT PH-1 - 1 BR / 1 BA UNITS @ 570 SF  |                                      |                    | 570 SF                      |
| 5 UNIT 102, 202, 302, 402, & PH-2 - 2 BR / 2 BA UNITS @ 857 SF  |                                      |                    | 4,285 SF                    |
| 5 UNIT 103, 203, 303, 403, & PH-3 - 2 BR / 2 BA UNITS @ 943 SF  |                                      |                    | 4,715 SF                    |
| 5 UNIT 104, 204, 304, 404, & PH-4 - 3 BR / 3 BA UNITS @ 1,269 SF  |                                      |                    | 6,345 SF                    |
| 20 UNITS TOTAL ( 8-3BR/3BA + 11-2BR/2BA + 1-1BR/1BA )   |                                      |                    | 20,448 SF                   |
| <b>BICYCLE PARKING REQUIRED/PROVIDED</b>  |                                      |                    |                             |
| 22 SPACES - 20 LONG/2 SHORT TERM  |                                      |                    |                             |
| <b>PARKING PROVIDED</b>   |                                      |                    |                             |
| PARKING REQUIRED-TIER 3 RESIDENTIAL (20X0.5)  | 10 SPACES                            |                    |                             |
| PARKING PROVIDED  | 24 SPACES @ STD/1/4 COMP/1 ADA       |                    |                             |
| <b>GARAGE AREA</b>  | 7,766 SF/ 200 = 38 OCCUP.            |                    |                             |
| <b>OPEN SPACE PROVIDED</b>  |                                      |                    |                             |
| PRIVATE OPEN SPACE (19 X 50 SF)   | 950 SF                               |                    |                             |
| REAR YARD   | 950 SF                               |                    |                             |
| 5TH FLOOR GARDEN  | 592 SF                               |                    |                             |
| TOTAL   | 2,492 SF                             |                    |                             |
| <b>ALLOW AREA (42 X 140 X 3) X1.5</b>   |                                      |                    |                             |
| 26,460 SF   |                                      |                    |                             |
| <b>FLOOR AREA PROVIDED</b>  |                                      |                    |                             |
| ZONING AREA   | 20,322 SF                            |                    |                             |
| BUILDING AREA   | 31,808 SF (R-24,042 SF + S-2,766 SF) |                    |                             |
| SCHOOL FEE AREA   | 21,457 SF                            |                    |                             |
| * SEE SHT. A2 FOR ADD. DETAIL   |                                      |                    |                             |
| BUILDING TYPE - PLANNING  | 5 STORY OVER BASEMENT                |                    |                             |
| - BUILDING  | 5 STORY OVER BASEMENT                |                    |                             |
| <b>CONSTRUCTION TYPE</b>  |                                      |                    |                             |
| OCCUPANCY TYPE  | III-A / I-A                          |                    |                             |
| BUILDING HEIGHT (Q) COND. 35 FT + 22 FT TIER 3  | 57'-0"                               |                    |                             |
| ALLOW AREA - TYPE III-A   |                                      |                    |                             |
| BASIC R2 BASIC: 24,000 X 2 = 48,000 SF  |                                      |                    |                             |
| PROVIDE 2-HR SEPARATION BETWEEN R2/S2 BUILDING EQUIPPED W/ AUTOMATIC FIRE SPRINKLER SYSTEM, COMPLYING W/ NFPA-13. |                                      |                    |                             |
| PROVIDE FIRE ALARM SYSTEM   |                                      |                    |                             |
| PROVIDE EMERGENCY RESPONDER RADIO COVERAGE PER LAFC 510   |                                      |                    |                             |

## SHEET INDEX

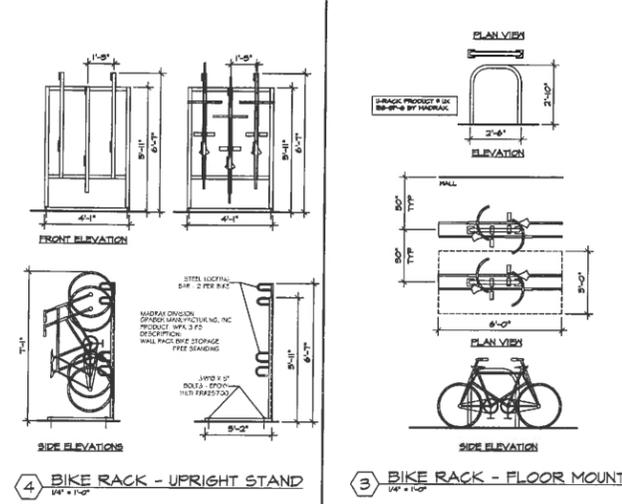
| A1   | GENERAL INFORMATION      |
|------|--------------------------|
| A2   | SITE PLAN & ROOF PLAN    |
| A2.1 | FAR & OPEN SPACE DIAGRAM |
| A3   | GARAGE PLAN              |
| A4   | 1ST & 2ND FLOOR PLAN     |
| A5   | 3RD & 4TH FLOOR PLAN     |
| A6   | 5TH FLOOR PLAN           |
| A7   | ELEVATIONS               |
| A8   | ELEVATIONS               |
| A9   | SECTIONS                 |
| A10  | SECTIONS                 |

| GENERAL INFORMATION |                        |
|---------------------|------------------------|
| SHEET TITLE         | 1447 S HI POINT ST     |
| JOB TITLE           | ARCHITECTURE, PLANNING |
| GENERAL INFORMATION | LOS ANGELES, CA 90035  |
| DRAWN               |                        |
| CHECKED             |                        |
| JOB                 | 1947                   |
| SHEET               | A1                     |

**EXHIBIT "A"**  
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- ELECTRICAL SYSTEM SHALL HAVE SUFFICIENT CAPACITY TO SIMULTANEOUSLY CHARGE ALL DESIGNATED "EV" SPACES AT FULL RATED AMPERAGE BASED ON LEVEL 2 EVSE. A SEPARATE ELECTRICAL PERMIT IS REQUIRED.
- A LABEL STATING "EV CAPABLE" SHALL BE POSTED IN A CONSPICUOUS PLACE AT THE SERVICE PANEL OR SUBPANEL AND THE "EV" CHARGING SPACE.
- WHERE ONLY A SINGLE CHARGING SPACE IS REQUIRED INSTALL A MIN. 1-INCH (INSIDE DIAMETER) RACEWAY TO ACCOMMODATE A DEDICATED 208/240 VOLT BRANCH CIRCUIT. RACEWAY SHALL ORIGINATE AT THE MAIN SERVICE OR SUBPANEL & TERMINATE IN CLOSE PROXIMITY TO THE PROPOSED LOCATION OF THE CHARGING SYSTEM INTO A LISTED CABINET, BOX OR ENCLOSURE.
- WHERE MULTIPLE CHARGING SPACES ARE REQUIRED, SHOW LOCATION & TYPE OF EVSE, RACEWAY METHOD, ONLY UNDERGROUND RACEWAY & RELATED UNDERGROUND EQUIPMENT ARE REQUIRED TO BE INSTALLED AT THE TIME OF CONSTRUCTION. ELECTRIC CALCULATIONS SHALL VERIFY THAT THE SYSTEM HAS SUFFICIENT CAPACITY TO SIMULTANEOUSLY CHARGE ALL DESIGNATED "EV" SPACES AT FULL RATED AMPERAGE BASED ON LEVEL 2 EVSE.
- THE SERVICE PANEL OR SUBPANEL DIRECTORY SHALL IDENTIFY THE OVERCURRENT PROTECTIVE DEVICE SPACE(S) RESERVED FOR FUTURE EV CHARGING PURPOSES AS EV CAPABLE IN ACCORDANCE WITH THE LOS ANGELES ELECTRICAL CODE.
- THE MAIN SERVICE PANEL SHALL HAVE A MIN BUSBAR RATING OF 200 AMPS.
- THE MINIMUM LENGTH OF EACH EVCS SHALL BE 18 FEET. THE MINIMUM WIDTH OF EACH EVCS SHALL BE 4 FEET. ONE IN EVERY 25 EVCS, BUT NOT LESS THAN ONE, SHALL ALSO COMPLY WITH THE FF:
  - 8 FT. WIDE AISLE NEXT TO A 4 FT EVCS OR A 5 FT WIDE AISLE NEXT TO A 12 FT WIDE EVCS.
  - THE SURFACE SLOPE FOR THIS EVCS AND THE AISLE SHALL NOT EXCEED ONE UNIT VERTICAL IN 40 UNITS HORIZONTAL (2.083 PERCENT SLOPE) ON ANY DIRECTION.
- THE EV SPACE SHALL EITHER BE LOCATED ADJACENT TO AN ACCESSIBLE PARKING SPACE MEETING THE REQUIREMENTS OF LABC CHAPTER 11A TO ALLOW THE USE OF EV CHARGER FROM ACCESSIBLE PARKING SPACE, OR BE LOCATED ON AN ACCESSIBLE ROUTE TO THE BUILDING AS DEFINED IN CHAPTER 2 OF THE LABC.

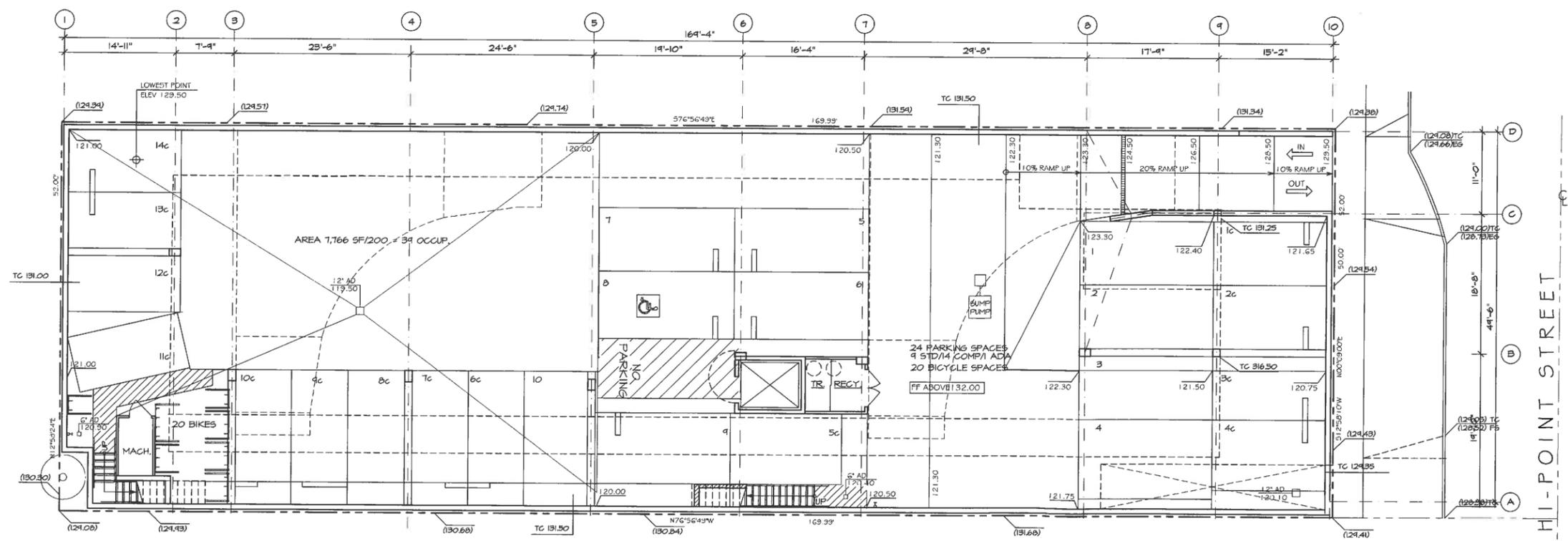


2 EVCS / EVSE NOTES

GARAGE PLAN REFERENCE NOTES:

- ADA PATH OF TRAVEL
- CONCRETE STAIR/STEPS - SEE D4r
- WARNING STRIPE & HANDRAIL EXTENSIONS AS PER 11A-6A/D4r
- LINE OF BUILDING ABOVE
- LONG TERM BIKE RACK WALL MOUNT
- LONG TERM BIKE RACK FLOOR MOUNT
- CONCRETE WHEEL STOP, TYP
- PAINTED PARKING STRIPES, TYP.
- 12" HIGH PAINTED WHITE LETTERS
- MAINTAIN 8'-2" CLEAR HEIGHT
- 1 1/2-HR SELF-CLOSING DOORS- W/ SMOKE SEAL 5/AIS
- ACC SIGN AS PER SECT. 1109A.B.B/D1
- 5% OF 24 SPACES=1 OUTLETS REQUIRED/ 1 PROVIDED. FOR FUTURE INSTALLATION OF ELECTRIC VEHICLE SUPPLY EQUIPMENT (EVSE) IN EACH ONE
- FOR FUTURE INSTALLATION OF ELECTRIC VEHICLE SUPPLY EQUIPMENT (EVSE) IN EACH ONE - SEE GREEN BLDG. NOTES ON A10
- INVERTER & METERING EQUIPMENT
- 100 SF BIKE MAINTENANCE
- 6" CURB
- 2 1/2" METAL STUDS W/ 2-LAYERS 5/8" GYP. DVL TYPE X - 2HR

- LEGEND
- CONC. WALL - 2-HR. RATED
  - CONC. BLK WALL-2-HR RATED
  - CLASS 1 - 4" STANDPIPE W/ 2 1/2" OUTLET
  - EXIT SIGN - SEE NOTES FB314/A1
  - AUTOMATIC SPRINKLER PROVIDED AT TOP OF CHUTE AND IN TERMINAL ROOM
  - 208/240V/40 AMP GROUNDED AC OUTLET, TYP. 5% OF 19 SPACES= 1 OUTLETS REQUIRED/1 PROVIDED
  - EV ELECTRIC VEHICLE
  - EXIST. GRADE
  - FINISHED GRADE



1 GARAGE PLAN  
1/8"=1'-0"

GRADE PLANE  
PLANNING LOWEST POINT EL. 129.50  
BUILDING  
(129.38+129.41+130.30+129.34) / 4 = 129.62

**EXHIBIT "A"**  
Page No. 3 of 15  
Case No. DR-2020-2067-TUC

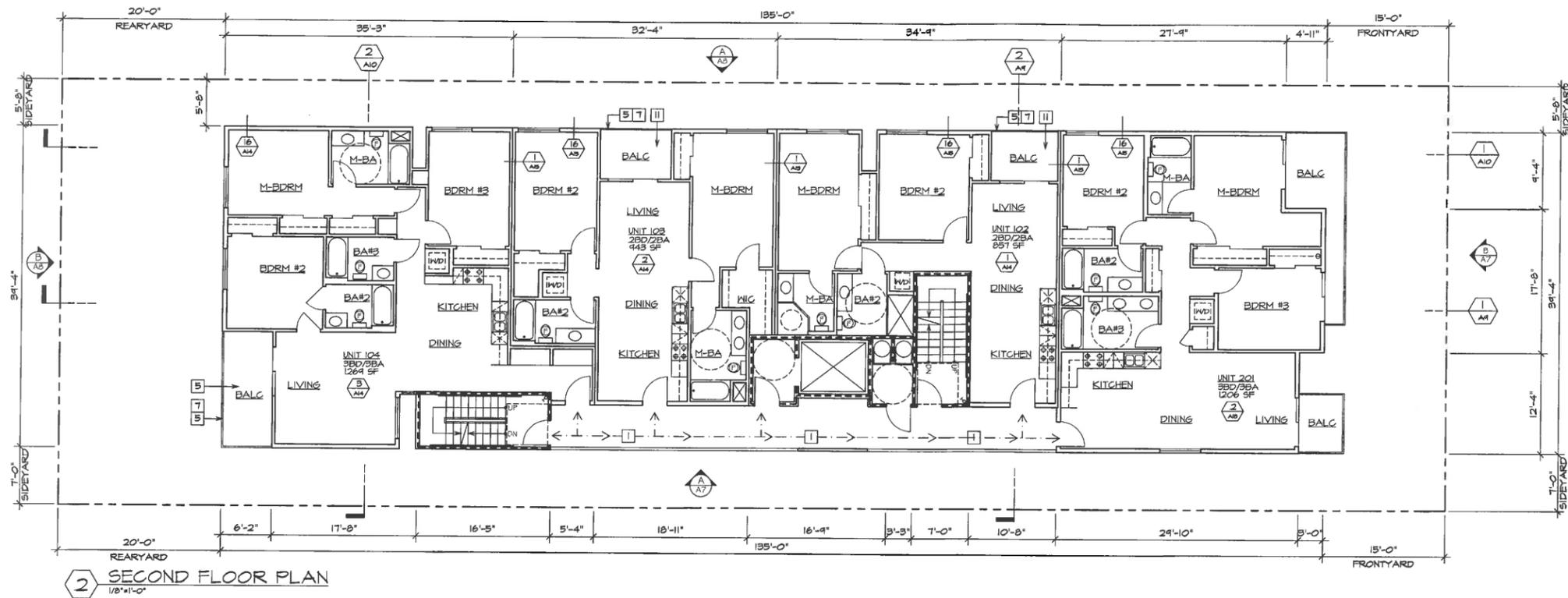
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ARCHITECT: GIOVANNI LURU  
C-7487  
EXP 12/31/21  
STATE OF CALIFORNIA

**URIU & ASSOCIATES**  
ARCHITECTURE, PLANNING  
819 242-2330  
100 S. GLENDALE AVENUE  
GLENDALE, CA 91208

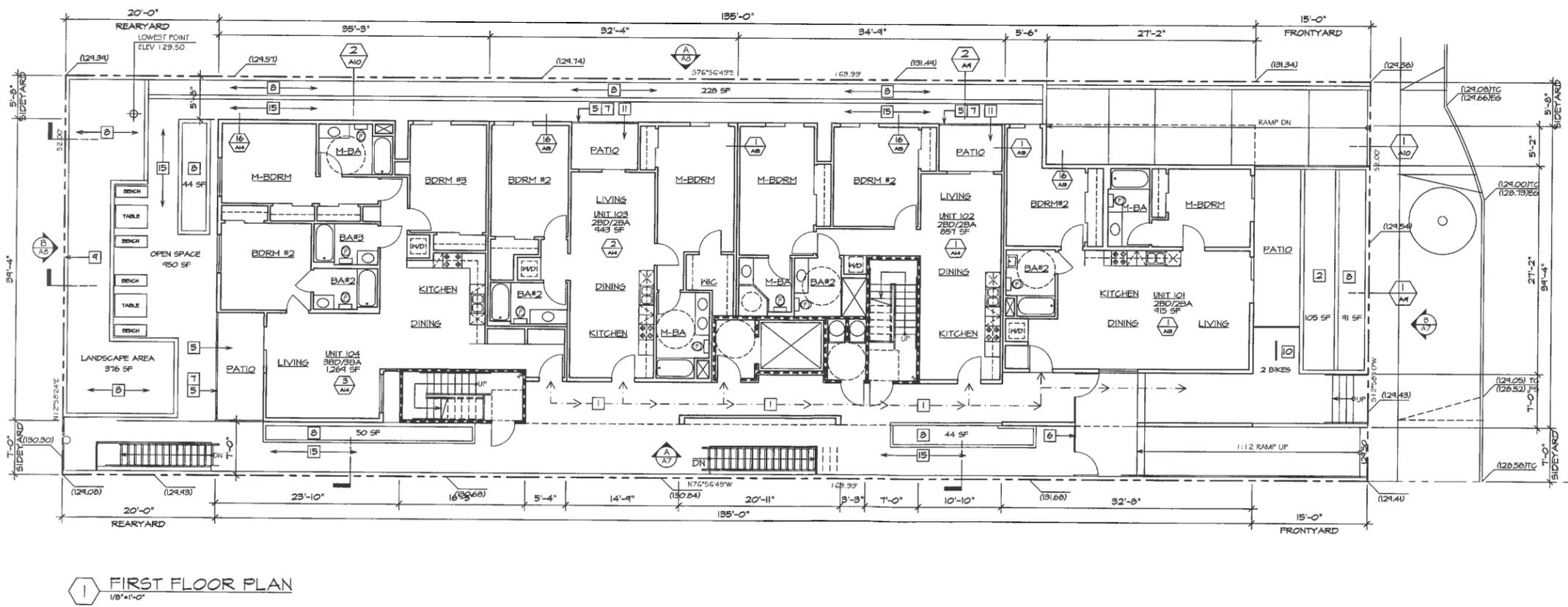
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JOB TITLE: 1447 S HI POINT ST  
LOS ANGELES, CA 90035

DRAWN: [Signature]  
CHECKED: [Signature]  
JOB: 1947  
SHEET: A3



- LEGEND**
- 1-HR WALL
  - 2-HR WALL
  - PLUMBING WALL
  - CLASS 1 - 4" STANDPIPE W/ 2 1/2" OUTLET
  - EXIT SIGN - SEE NOTES F13 & 14/A1
  - WATER CURTAIN, SEE 4/A3, TYP
  - 100.00 EXIST. GRADE
  - 100.00 FINISHED GRADE

- REFERENCE NOTES:**
- 1 ADA PATH OF TRAVEL
  - 2 NON-FILTRATION PLANTER
  - 3 CONCRETE STAIRS/STEPS - SEE D-4
  - 4 WARNING STRIPE & HANDRAIL EXTENSIONS AS PER IIA-6A/D-4
  - 5 LINE OF BALCONY ABOVE
  - 6 6'-0" HIGH W/L. GATE & FENCE, SEE 3/A3
  - 7 42" HIGH WROUGHT IRON RAILING
  - 8 STORMWATER/FILTRATION PLANTER
  - 9 6'-0" HIGH CMU WALL @ PROPERTY LINE
  - 10 SHORT TERM BICYCLE PARKING - SEE 6/A3
  - 11 MACOAT DECK SYSTEM RR #25483
  - 12 CLASS 1 STANDPIPE - SEE LEGEND
  - 13 LINE OF BUILDING ABOVE
  - 14 100% OF HARDSCAPE TO BE UNCOLORED CONCRETE W/ SMOOTH CEMENT FINISH & W/ SOLAR REFLECTANCE OF AT LEAST 0.30 AS DETERMINED PER ASTM E410 OR ASTM C1549.

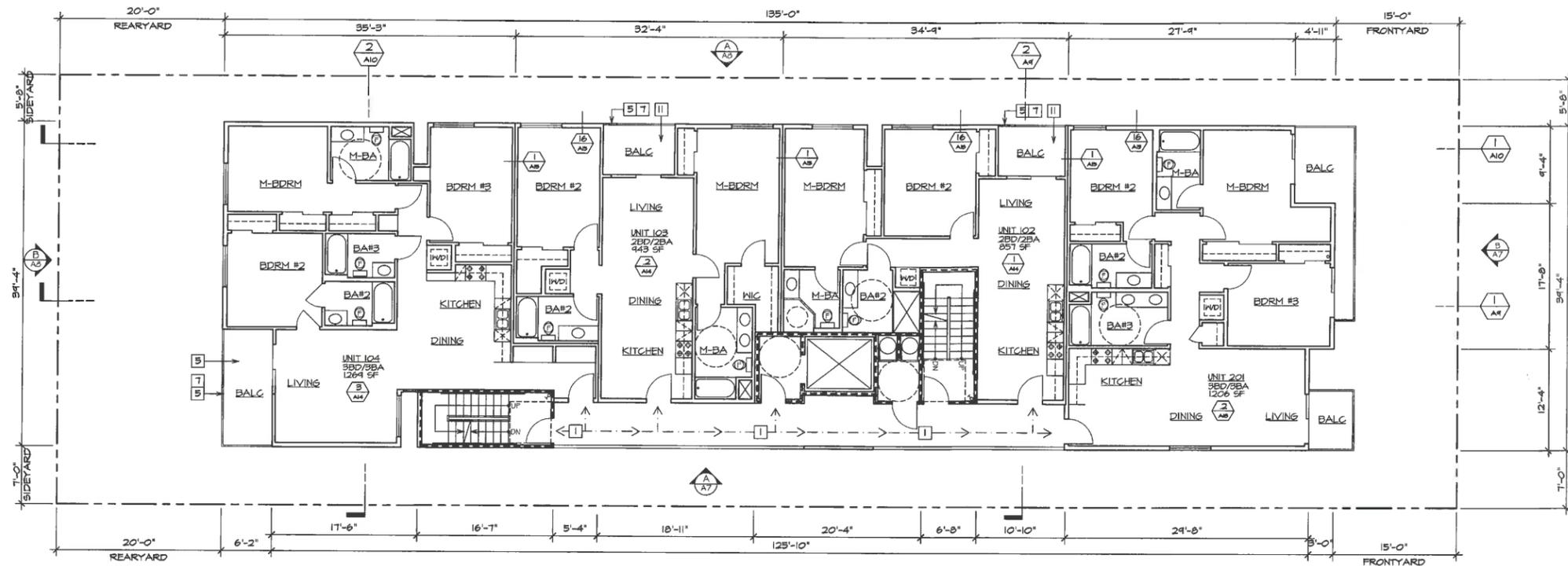


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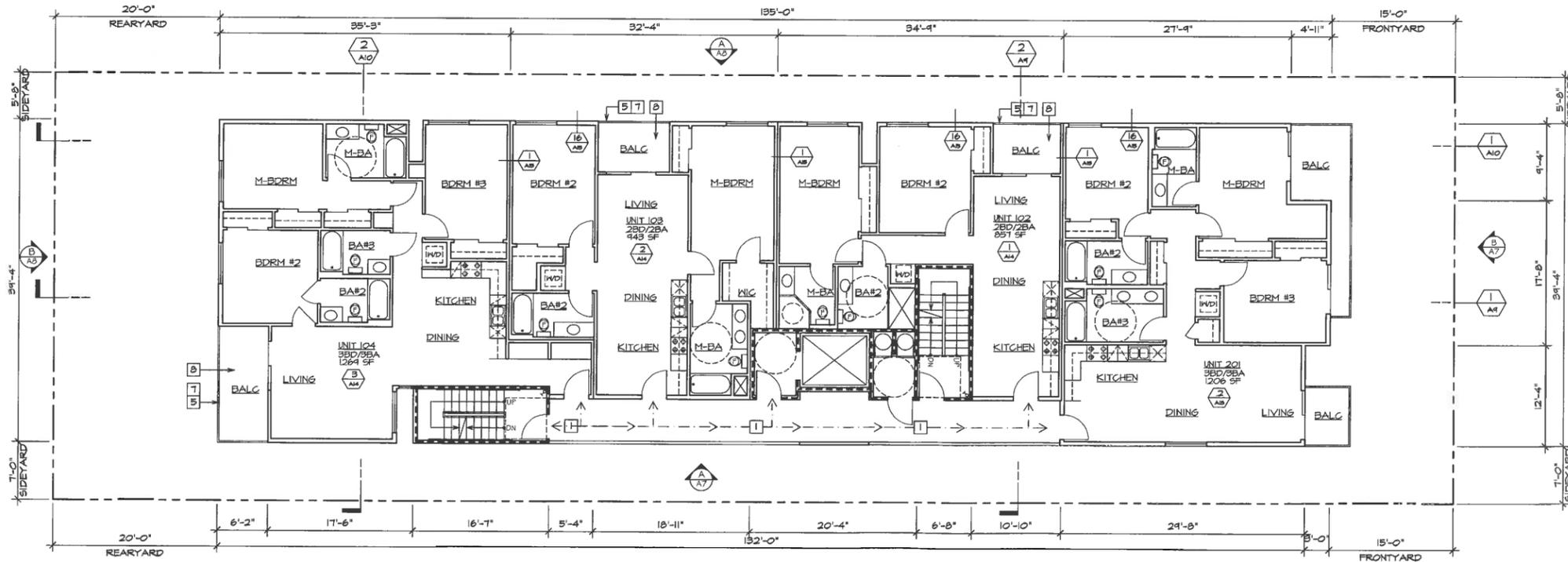
  

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|--|--|
|  | <b>URIU &amp; ASSOCIATES</b><br>ARCHITECTURE, PLANNING<br>830 S. GLENDALE AVENUE<br>GLENDALE, CA 91205<br>(818) 247-2830<br>C-7487<br>EXP. 1/31/21 |
|  | SHEET TITLE<br>1ST FLOOR PLAN & 2ND FLOOR PLAN<br>JOB TITLE<br>1447 S HI POINT ST<br>LOS ANGELES, CA 90035   |
|  | DRAWN<br>CHECKED<br>JOB<br>1947<br>SHEET<br><b>A4</b>  |

EXHIBIT "A"  
 Page No. 4 of 15  
 Case No. D17-2020-2067-WC



2 FOURTH FLOOR PLAN  
1/8"=1'-0"



1 THIRD FLOOR PLAN  
1/8"=1'-0"

- LEGEND**
- 1-HR WALL
  - 2-HR WALL
  - PLUMBING WALL
  - CLASS 1 - 4" STANDPIPE W/ 2 1/2" OUTLET
  - EXIT SIGN - SEE NOTES F13414/A1
  - WATER CURTAIN SEE 4/A3, TYP
  - 100.00 EXIST. GRADE
  - 100.00 FINISHED GRADE

- REFERENCE NOTES:**
- 1 ADA PATH OF TRAVEL
  - 2 NON-FILTRATION PLANTER
  - 3 CONCRETE STAIRS/STEPS - SEE D4r
  - 4 WARNING STRIPE & HANDRAIL EXTENSIONS AS PER IIA-6A/D4r
  - 5 LINE OF BALCONY ABOVE
  - 6 6'-0" HIGH W/ GATE & FENCE, SEE 3/A3
  - 7 42" HIGH WROUGHT IRON RAILING
  - 8 MACOAT DECK SYSTEM RR #25483

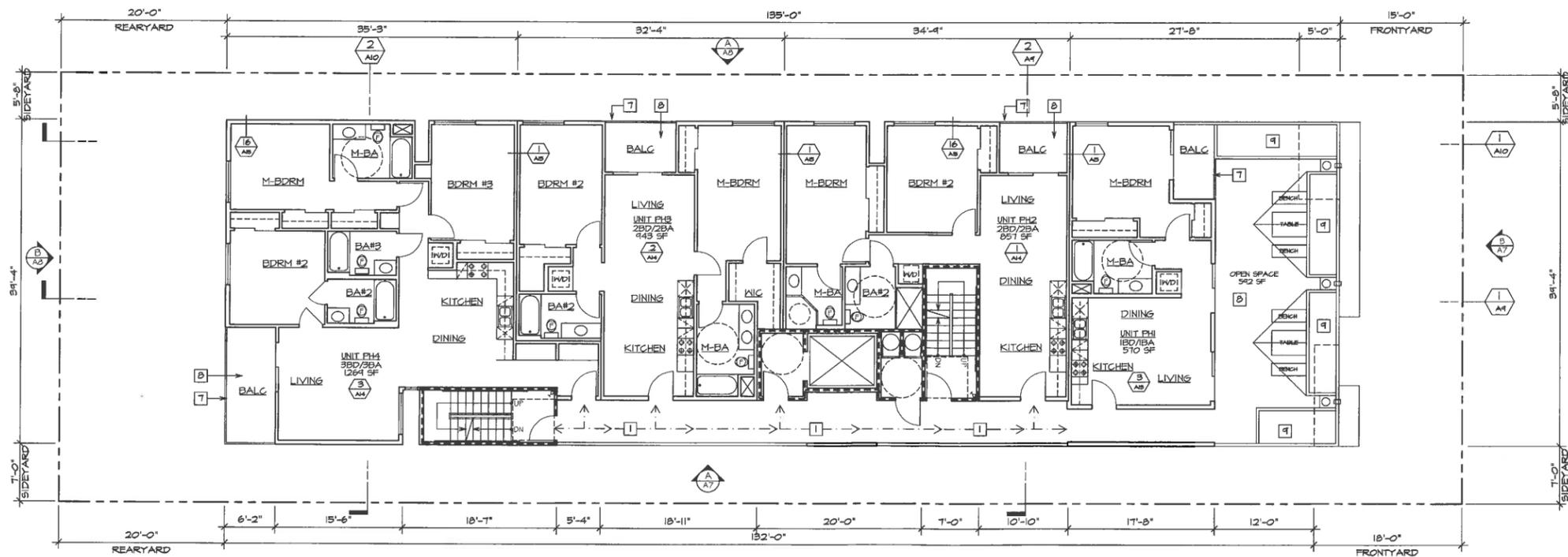
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| <b>URIU &amp; ASSOCIATES</b><br>ARCHITECTURE, PLANNING<br>800 S. GLENDALE AVENUE<br>GLENDALE, CA 91208<br>(818) 247-2330<br>C-7487<br>EXP 10/1/21 |  |
| SHEET TITLE<br>3RD FLOOR PLAN & 4TH FLOOR PLAN  | JOB TITLE<br>1447 S HI POINT ST<br>LOS ANGELES, CA 90035 |
|   |  |
| DRAWN   |  |
| CHECKED   |  |
| JOB<br>1947   |  |
| SHEET<br>A5   |  |

EXHIBIT "A"

Page No. 5 of 15  
 Case No. DIP-2020-2167-TSC



1 FIFTH FLOOR PLAN  
1/8" = 1'-0"

- LEGEND**
- 1-HR WALL
  - 2-HR WALL
  - PLUMBING WALL
  - CLASS 1 - 4" STANDPIPE W/ 2 1/2" OUTLET
  - EXIT SIGN - SEE NOTES F13#14/A1
  - WATER CURTAIN, SEE 4/A3, TYP
  - 100.000 EXIST. GRADE
  - 100.000 FINISHED GRADE

- REFERENCE NOTES:**
- 1 ADA PATH OF TRAVEL
  - 2 NON-FILTRATION PLANTER
  - 3 CONCRETE STAIRS/STEPS - SEE D4r
  - 4 WARNING STRIPE & HANDRAIL EXTENSIONS AS PER IIA-6A/D4r
  - 5 LINE OF BALCONY ABOVE
  - 6 6'-0" HIGH W/ GATE & FENCE, SEE 3/A3
  - 7 42" HIGH WROUGHT IRON RAILING
  - 8 MAGOAT DECK SYSTEM RR #25483
  - 9 PLANTER

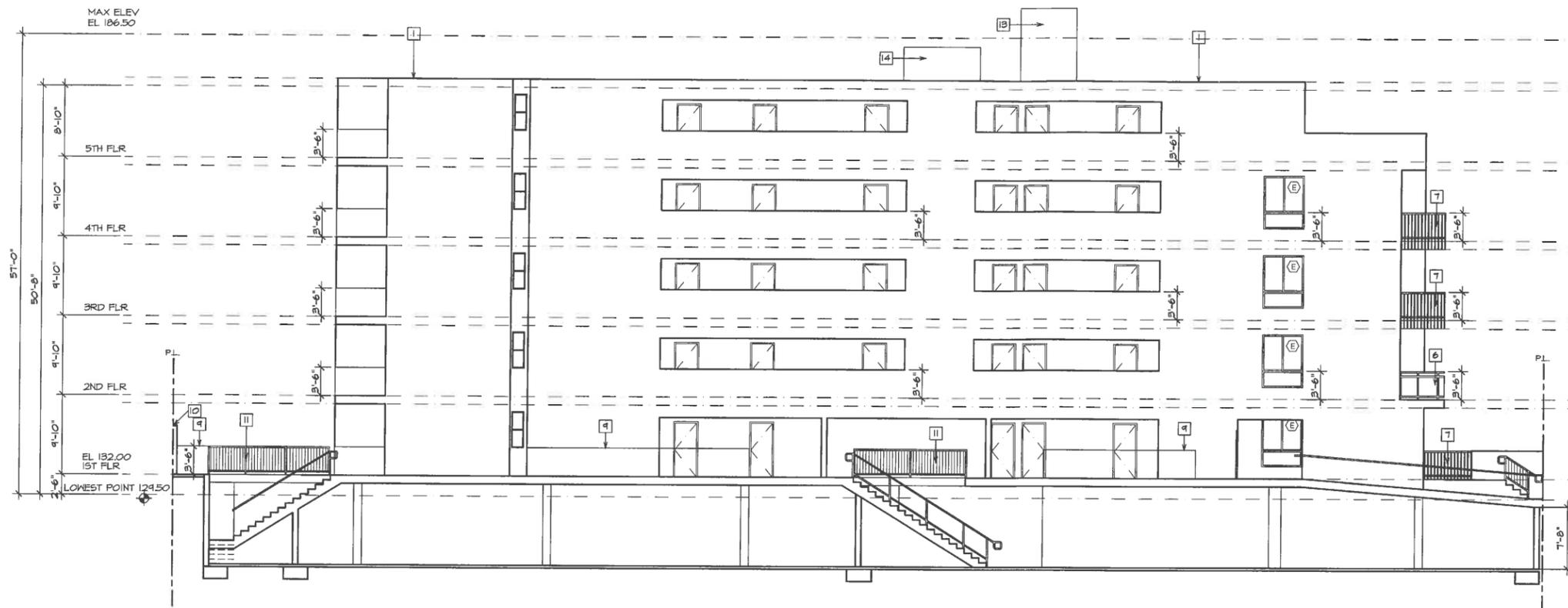
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**URIU & ASSOCIATES**  
ARCHITECTURE, PLANNING  
830 S. GLENDALE AVENUE GLENDALE, CA 91205  
(818) 247-2330

|                                 |  |
|---------------------------------|--|
| SHEET TITLE<br>FIFTH FLOOR PLAN | JOB TITLE<br>1447 S HI POINT ST<br>LOS ANGELES, CA 90035 |
| DRAWN                           |  |
| CHECKED                         |  |
| JOB<br>1947                     |  |
| SHEET                           |  |
| A6                              |  |

EXHIBIT "A"

Page No. 6 of 15  
Case No. DIP-2620-2061-706



**A SOUTH ELEVATION**  
1/8"=1'-0"  
LEFT SIDE



**B EAST ELEVATION**  
1/8"=1'-0"  
FRONT

**ELEVATION LEGEND:**

- 1 BUILT-UP ROOF-GLASS 'A'
- 2 EXTERIOR STUCCO OVER MET. LATH.  
PAINT - FRAZEE - SMOKED SALMON CL 3143W
- 3 PAINT - FRAZEE MUDDY WATERS CL 3155D
- 4 PAINT - FRAZEE HELIUM CL 3161W
- 5 DAL TILE - WALNUT TP85
- 6 42" HIGH GLASS RAILING
- 7 42" HIGH METAL RAILING
- 8 LINE OF NATURAL GRADE
- 9 PLANTER
- 10 6' HIGH CMU WALL
- 11 42" HIGH METAL GUARDRAIL &  
GATE WHERE OCCURS. SEE 2/A2
- 12 6' HIGH W.I. FENCE & GATE 4/A3
- 13 STAIR TOWER
- 14 ELEVATOR TOWER
- 15 ROLL-UP DOOR
- 16 CONCRETE SLAB ON GRADE
- 17 CONCRETE DECK (3HR)
- 18 RETAINING WALL
- 19 STRUCTURAL FOAM - INSULFOAM ASTM  
D1621 & ICC ER ERS 1770
- 20 METAL AWNING
- 21 BUILDING ADDRESS PROVIDED  
AT ENTRANCE OF BUILDING IN  
ACCORDANCE TO LAMC 51.09.11.
- 22 ROOF PLANTER. SEE 2/A2
- 23 NEW CONC. SIDEWALK PER CITY STD.
- 24 FIRE DEPARTMENT CONNECTION
- 25 G.I. GUTTER
- 26 DOWN SPOUT

| WINDOW SCHEDULE |       |        |          |
|-----------------|-------|--------|----------|
| TYPE            | WIDTH | HEIGHT | S.F.     |
| A               | 4'-0" | 4'-6"  | 18 SF    |
| B               | 5'-0" | 4'-6"  | 22.5 SF  |
| C               | 8'-0" | 4'-6"  | 27 SF    |
| D               | 4'-0" | 6'-6"  | 26 SF    |
| E               | 5'-0" | 6'-6"  | 32.5 SF  |
| F               | 6'-0" | 6'-6"  | 39 SF    |
| G               | 2'-0" | 4'-6"  | 9 SF     |
| H               | 3'-0" | 4'-6"  | 13.5 SF  |
| K               | 2'-6" | 4'-6"  | 11.25 SF |
| L               | 3'-0" | 2'-0"  | 6 SF     |

| DOOR SCHEDULE |       |        |       |
|---------------|-------|--------|-------|
| TYPE          | WIDTH | HEIGHT | S.F.  |
| 12            | 5'-0" | 8'-0"  | 40 SF |
| 13            | 6'-0" | 8'-0"  | 48 SF |
| 14            | 7'-0" | 8'-0"  | 56 SF |

NOTE:  
1. ALL ROOF DRAINS & DOWNSPOUTS TO FLOW  
TO STORMWATER FILTRATION PLANTERS (LID).  
SEE SHEETS 62-63.1

**EXHIBIT "A"**  
Page No. 7 of 15  
Case No. 018-2020-2067-T0C

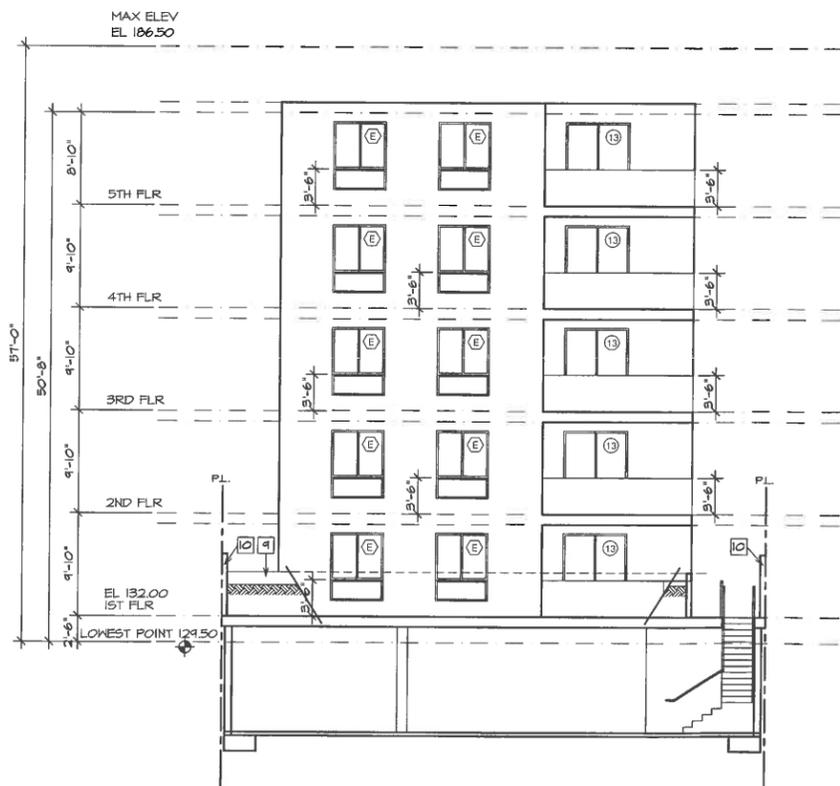
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**URIU & ASSOCIATES**  
ARCHITECTURE, PLANNING  
800 S. GLENDALE AVENUE  
GLENDALE, CA 91206

|                           |  |
|---------------------------|--|
| SHEET TITLE<br>ELEVATIONS | JOB TITLE<br>1447 S HI POINT ST<br>LOS ANGELES, CA 90035 |
| DRAWN                     |  |
| CHECKED                   |  |
| JOB<br>1947               |  |
| SHEET<br><b>A7</b>        |  |



**A** NORTH ELEVATION  
1/8"=1'-0"  
RIGHT SIDE



**B** WEST ELEVATION  
1/8"=1'-0"  
REAR

ALLOW AREA OF UNPROTECTED OPNG  
20 FT FROM P.L. - 75%

- W.A. 39'-6"X9'-10" = 300.4 SF  
A. OF OPNGS 65 SF(W)+48 SF(D) = 113 SF/29.1%
- W.A. 39'-6"X9'-10" = 300.4 SF  
A. OF OPNGS 65 SF(W)+48 SF(D) = 113 SF/29.1%
- W.A. 39'-6"X9'-10" = 300.4 SF  
A. OF OPNGS 65 SF(W)+48 SF(D) = 113 SF/29.1%
- W.A. 39'-6"X9'-10" = 300.4 SF  
A. OF OPNGS 65 SF(W)+48 SF(D) = 113 SF/29.1%

**ELEVATION LEGEND:**

- 1 BUILT-UP ROOF-GLASS 'A'
- 2 EXTERIOR STUCCO OVER MET. LATH. PAINT - FRAZEE - SMOKED SALMON CL 3143W
- 3 PAINT - FRAZEE MUDDY WATERS CL 3155D
- 4 PAINT - FRAZEE HELIUM CL 3161W
- 5 DAL TILE - WALNUT TP85
- 6 42" HIGH GLASS RAILING
- 7 42" HIGH METAL RAILING
- 8 LINE OF NATURAL GRADE
- 9 PLANTER
- 10 6' HIGH CMU WALL
- 11 42" HIGH METAL GUARDRAIL & GATE WHERE OCCURS. SEE 2/A2
- 12 6' HIGH W.I. FENCE & GATE 4/A3
- 13 STAIR TOWER
- 14 ELEVATOR TOWER
- 15 ROLL-UP DOOR
- 16 CONCRETE SLAB ON GRADE
- 17 CONCRETE DECK (3HR)
- 18 RETAINING WALL
- 19 STRUCTURAL FOAM - INSULFOAM ASTM D1621 & ICC ERS 1770
- 20 METAL AWNING
- 21 BUILDING ADDRESS PROVIDED AT ENTRANCE OF BUILDING IN ACCORDANCE TO LAMC 51.0911.
- 22 ROOF PLANTER. SEE 2/A2
- 23 NEW CONC. SIDENWALK PER CITY STD.
- 24 FIRE DEPARTMENT CONNECTION
- 25 G.I. GUTTER
- 26 DOWN SPOUT

| WINDOW SCHEDULE |       |        |          |
|-----------------|-------|--------|----------|
| TYPE            | WIDTH | HEIGHT | S.F.     |
| A               | 4'-0" | 4'-6"  | 18 SF    |
| B               | 5'-0" | 4'-6"  | 22.5 SF  |
| C               | 6'-0" | 4'-6"  | 27 SF    |
| D               | 4'-0" | 6'-6"  | 26 SF    |
| E               | 5'-0" | 6'-6"  | 32.5 SF  |
| F               | 6'-0" | 6'-6"  | 39 SF    |
| G               | 2'-0" | 4'-6"  | 9 SF     |
| H               | 3'-0" | 4'-6"  | 13.5 SF  |
| K               | 2'-6" | 4'-6"  | 11.25 SF |
| L               | 3'-0" | 2'-0"  | 6 SF     |

| DOOR SCHEDULE |       |        |       |
|---------------|-------|--------|-------|
| TYPE          | WIDTH | HEIGHT | S.F.  |
| 10            | 5'-0" | 8'-0"  | 40 SF |
| 11            | 6'-0" | 8'-0"  | 48 SF |
| 12            | 7'-0" | 8'-0"  | 56 SF |

NOTE:  
1. ALL ROOF DRAINS & DOWNSPOUTS TO FLOW TO STORMWATER FILTRATION PLANTERS (LID). SEE SHEETS 62-63.

**EXHIBIT "A"**  
Page No. 8 of 15  
Case No. D18-2020-2067-Tol

| DATE | ISSUED FOR | REVISIONS |
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**URIU & ASSOCIATES**  
ARCHITECTURE, PLANNING  
800 S. GLENDALE AVENUE  
GLENDALE, CA 91205

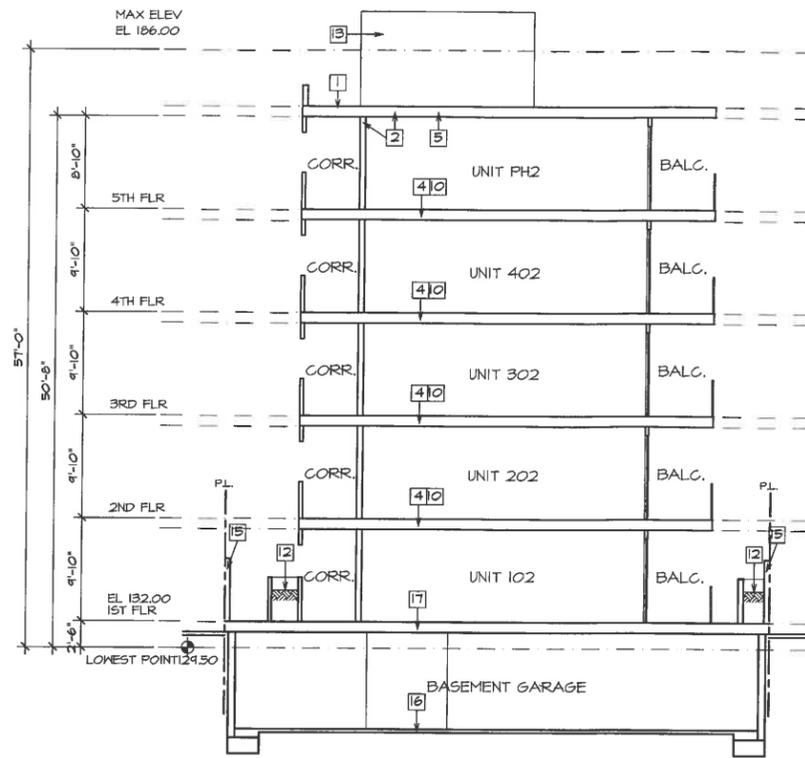
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ELEVATIONS  
JOB TITLE  
1447 S HI POINT ST  
LOS ANGELES, CA 90035

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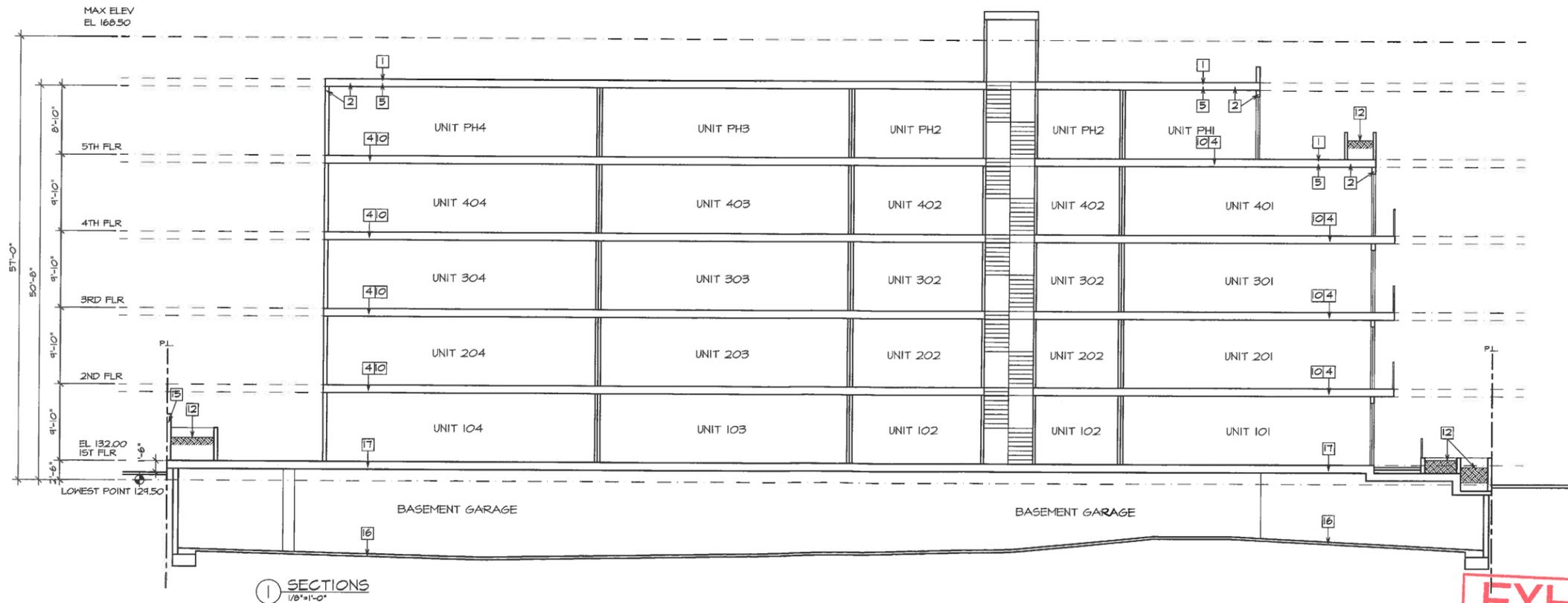
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JOB  
1947

SHEET  
A8



② SECTIONS  
1/8"=1'-0"



① SECTIONS  
1/8"=1'-0"

SECTION REFERENCE NOTES:

- 1 BUILT-UP ROOF - CLASS 'A'
- 2 5/8" GYP. D.M. TYPE 'X' - TYP
- 3 R-13 INSULATION - TYP
- 4 R-19 INSULATION - TYP
- 5 R-30 INSULATION - TYP
- 6 MACOAT DECK SYSTEM RR# 25403
- 7 42" HIGH AL. RAILING
- 8 EXIST. GRADE
- 9 STRUCTURAL FOAM - INSULFOAM ASTM D1621 & ICC ER ERS 1T18
- 10 1 1/2" LT. WT. CONC
- 11 2 - 5/8" PLYWOOD SUBFLOOR WITH 15# FELT BETWEEN
- 12 PLANTER
- 13 STAIR TOWER BEYOND
- 14 ELEVATOR TOWER BEYOND
- 15 6' HIGH CMU WALL
- 16 CONCRETE SLAB ON GRADE
- 17 CONCRETE DECK

ELEVATION LEGEND

- (0.00) EXISTING GRADE ELEVATION
- 0.00 NEW GRADE ELEVATION

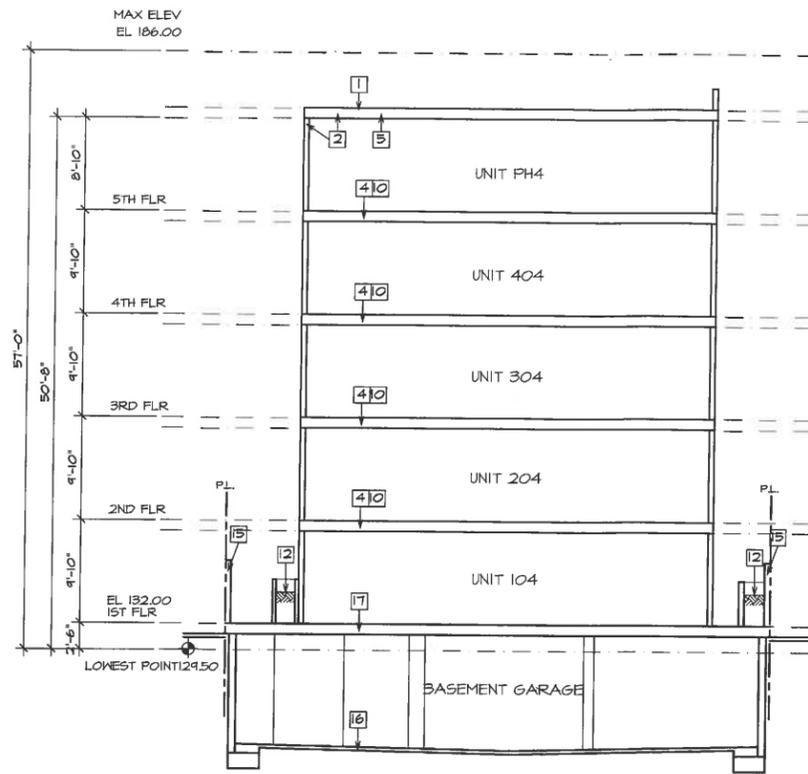
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|   |
| <b>URIU &amp; ASSOCIATES</b><br>ARCHITECTURE, PLANNING<br>800 S. GLENDALE AVENUE<br>GLENDALE, CA 91208<br>(818) 247-2331            |
| SHEET TITLE<br>SECTIONS<br>JOB TITLE<br>1447 S HI POINT ST<br>LOS ANGELES, CA 90035   |
| DRAWN<br><br>CHECKED<br><br>JOB<br>1947<br>SHEET<br><br><div style="text-align: right; font-size: 2em; font-weight: bold;">A9</div> |

EXHIBIT "A"

Page No. 9 of 15  
 Case No. 017-2020-2667- Tol



② SECTIONS  
1/8"=1'-0"

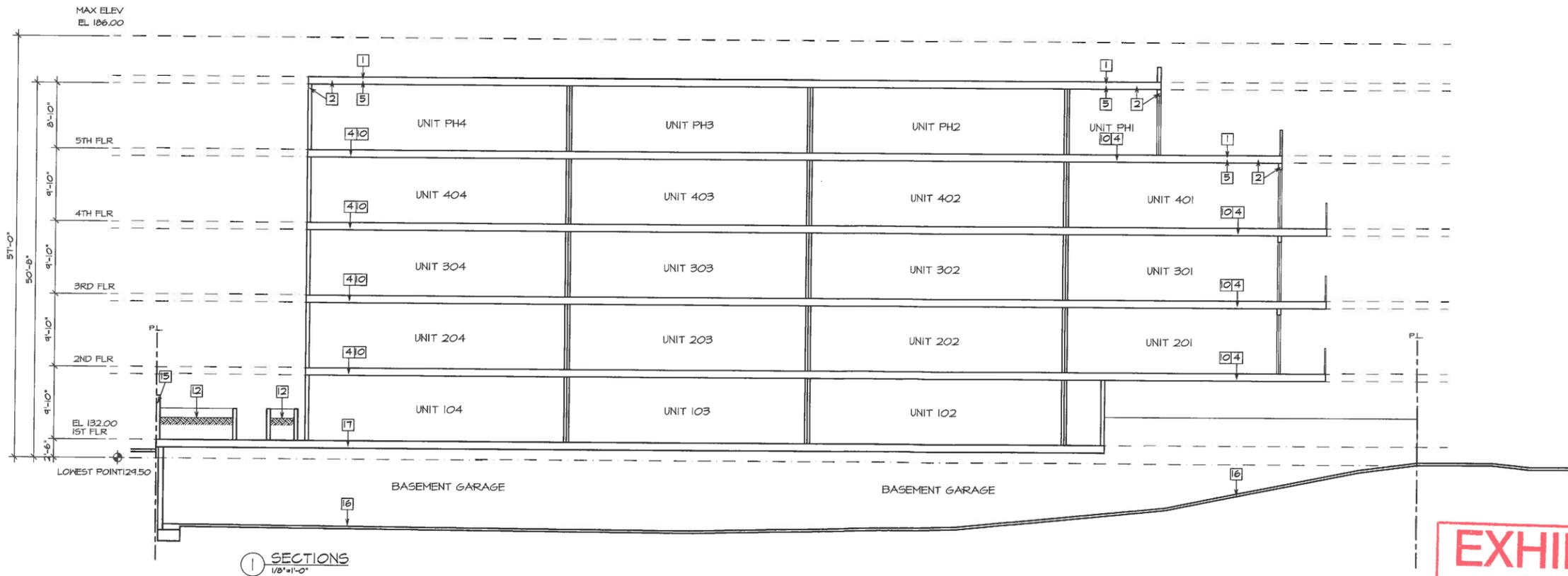
SECTION REFERENCE NOTES:

- 1 BUILT-UP ROOF - CLASS 'A'
  - 2 5/8" GYP. DJL TYPE 'X' - TYP
  - 3 R-13 INSULATION - TYP
  - 4 R-19 INSULATION - TYP
  - 5 R-30 INSULATION - TYP
  - 6 MACOAT DECK SYSTEM RR# 25483
  - 7 42" HIGH W.I. RAILING
  - 8 EXIST. GRADE
  - 9 STRUCTURAL FOAM - INSULFOAM ASTM D1621 & ICG ERR ERS 1778
  - 10 1 1/2" LT. WT. CONC
  - 11 2 - 5/8" PLYWOOD SUBFLOOR WITH 15# FELT BETWEEN
  - 12 PLANTER
  - 13 STAIR TOWER BEYOND
  - 14 ELEVATOR TOWER BEYOND
  - 15 6' HIGH CMU WALL
  - 16 CONCRETE SLAB ON GRADE
  - 17 CONCRETE DECK
- ELEVATION LEGEND  
 (0.00) EXISTING GRADE ELEVATION  
 0.00 NEW GRADE ELEVATION

| DATE | ISSUED FOR | DATE | REVISIONS |
|------|------------|------|-----------|
|      |            |      |           |
|      |            |      |           |
|      |            |      |           |

**URIU & ASSOCIATES**  
 ARCHITECTURE, PLANNING  
 638 & GLENDALE AVENUE  
 GLENDALE, CA 91205  
 (818) 247-2330

|                 |                    |
|-----------------|--------------------|
| SHEET TITLE     | SECTIONS           |
| JOB TITLE       | 1447 S HI POINT ST |
| LOS ANGELES, CA | 90035              |
| DRAWN           |                    |
| CHECKED         |                    |
| JOB             | 1947               |
| SHEET           | A10                |

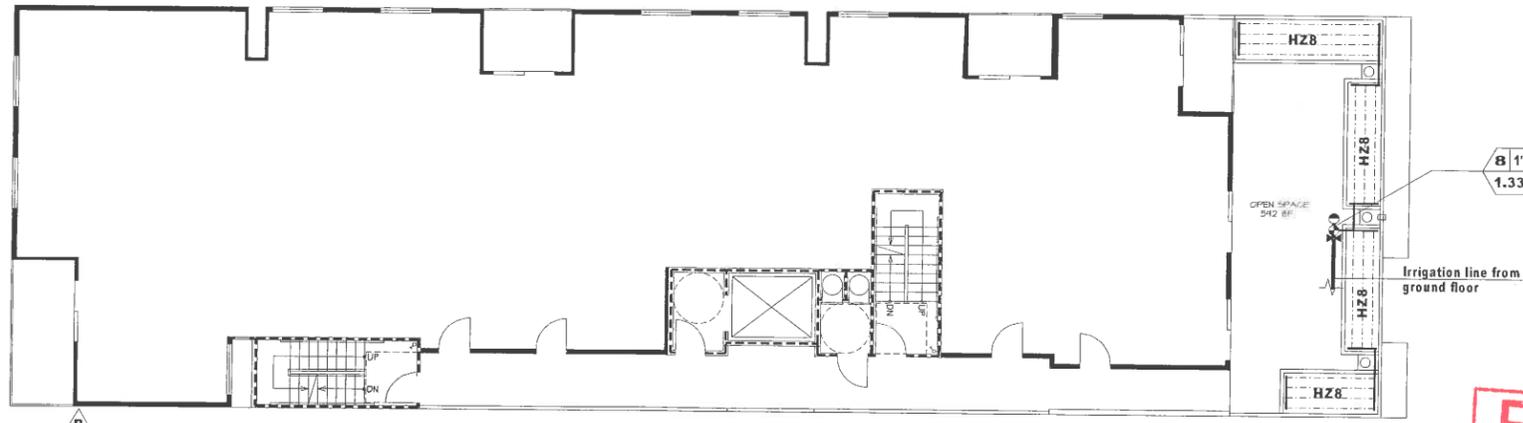
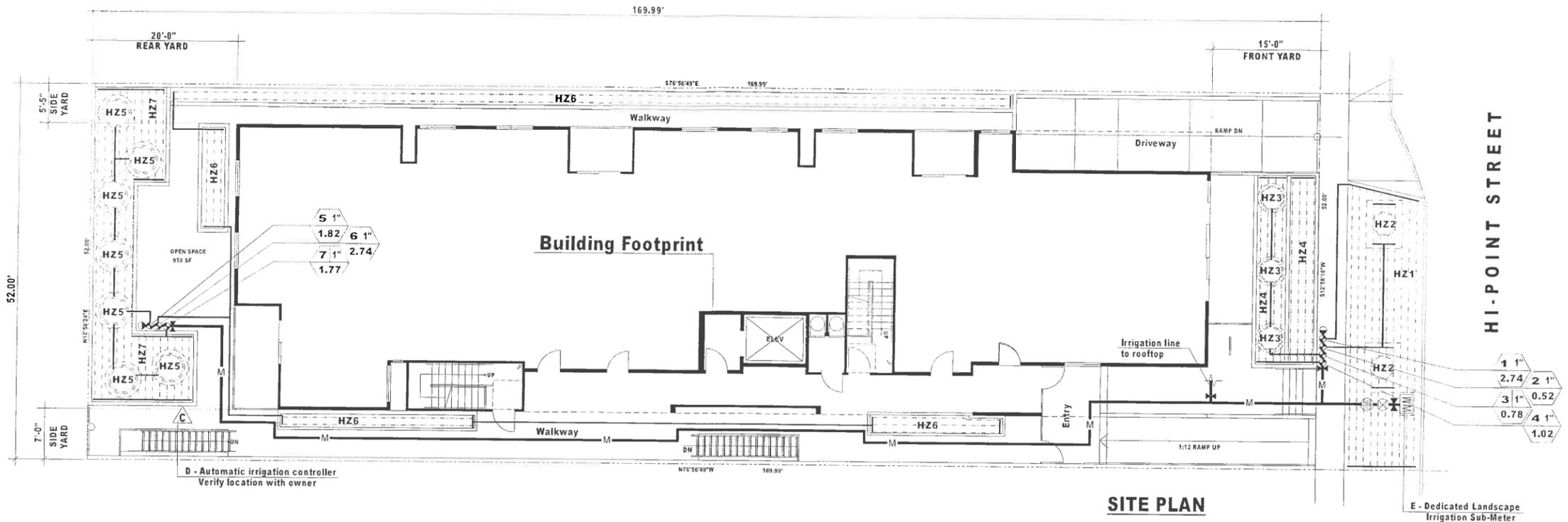


① SECTIONS  
1/8"=1'-0"

EXHIBIT "A"

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 Case No.   DIR 2020-2067-100





1) AUTOMATIC CONTROLLERS SHALL BE SET TO WATER BETWEEN 5 PM AND 10 AM TO REDUCE EVAPORATION.  
 2) A MINIMUM OF PVC SCHEDULE 40 OR EQUIVALENT SHALL BE USED FOR MAIN LINES AND UNDER DRIVEWAY AREAS, AND A MINIMUM OF PVC SCHEDULE 30 OR EQUIVALENT SHALL BE USED FOR LATERAL LINES.  
 3) THE IRRIGATION SYSTEM MUST COMPLY WITH ALL LOCAL, STATE AND FEDERAL LAWS AND REGULATIONS.  
 4) CONTRACTOR SHALL PROVIDE THE OWNER WITH A SET OF "AS-BUILT" PLANS.  
 5) IT IS THE INTENT OF THE DRAWINGS TO SHOW A COMPLETE AND OPERATIONAL IRRIGATION SYSTEM. THE SYSTEM WAS DESIGNED BASED ON LANDSCAPE AND GRADING DRAWING IN EFFECT AT THIS TIME. ANY DISCREPANCIES, OMISSIONS, ERRORS, ETC., OR ON-SITE CHANGES DOES NOT RELIEVE THE IRRIGATION INSTALLER OF HIS RESPONSIBILITY TO PROVIDE A COMPLETE AND OPERATIONAL SYSTEM.  
 6) IRRIGATION LINES, VALVES AND OTHER EQUIPMENT SHOWN IN PAVED OR PUBLIC AREAS ARE SCHEMATIC AND ARE FOR DIAGRAMMATIC PURPOSES ONLY. LINES, VALVES, AND OTHER EQUIPMENT SHOWN IN PAVED OR PUBLIC AREAS ARE INTENDED TO BE LOCATED IN ADJACENT PLANTING AREAS.  
 7) ALL LINES TRAVELING THROUGH HARDSCAPE TO BE PLACED IN CONDUIT UNDER PAVING.

**WITHIN THE PUBLIC RIGHT OF WAY**  
 a. All irrigation mainline shall be Schedule 40 PVC, and all laterals/sleeves shall be Schedule 40 PVC. Sleeves shall be 2x the size of the pipe being sleeved. All irrigation mainline and laterals shall be a minimum of 1/2" size.  
 b. Contractor shall pay for all permits and construction costs for the Department of Water and Power (DWP) to conduct any street work (trenching), mainline/sleeve installation in the street and sub-water meter installation and reduced pressure backflow preventer review. A billing address must be provided when applying for installation of the sub-water meters. Contractor must file the application prior to start of construction. Contractor to contact the City in order to establish utility service and billing addresses. Utility service must be established prior to tree/shrub installations.  
 c. The Reduced Pressure Principle Backflow Preventer, related equipment and irrigation controller shall be installed on private property.  
 d. All irrigation equipment (for both concrete and landscape areas) shall be installed in traffic-rated concrete valve boxes with hinged metal lids. Irrigation equipment includes remote control valves, flush valves, air-relief valves, quick couplers, etc.  
 e. All irrigation mainlines within the public right of way shall be 24" below finish grade. All irrigation laterals within the public right of way shall be 12" below finish grade. Below vehicular access areas, irrigation mainlines within the public right of way shall be 36" below finish grade, sleeves.  
 f. All irrigation shall be pop-up spray/bubbler heads and/or sub-surface drip irrigation. No fixed risers are allowed within the public right of way.  
 g. Direct burial wire shall be #14 gauge and shall be placed at 24" below grade taped to mainline where applicable.  
 h. All drip irrigation shall be direct burial type, a minimum of 2" to 4" below finish grade.

**Green Building Notes**  
**Performance Approach**

**NOTES:**  
 1. Pressure-regulating devices are required if water pressure is below or exceeds the recommended pressure of the specified irrigation devices.  
 2. Check valves or anti-drain valves are required on all sprinkler heads where low-point drainage could occur.  
 3. Recirculating water systems shall be used for water features.  
 4. Locks shall be installed on all publicly accessible exterior faucets and hose bibs.  
 5. Plumbing contractor to install stub line for rooftop and upper floor irrigation.

A diagram of the irrigation plan showing hydrazones shall be kept with the irrigation controller for subsequent management purposes.  
 An irrigation audit report shall be completed at the time of final inspection.  
 I have complied with the criteria of the ordinance and applied them for the efficient use of water in the landscape design plans.  
 A Certificate of Completion shall be filled out and certified by either the designer of the landscape plans, irrigation plans, or the licensed landscape contractor for the project.  
 For projects that include landscape work, the Landscape Certification, Form GRN 12, shall be completed prior to final inspection approval.  
 (State Assembly Bill No. 1881, S.304.1)

WATER DURING PLANT ESTABLISHMENT:  
 SHRUB AND GROUNDCOVER SYSTEMS:  
 10 MIN., 1X PER DAY, FOR FIRST 10 DAYS

SPRING WATERING AFTER PLANT ESTABLISHMENT:  
 TREE, SHRUB AND GROUNDCOVER SYSTEMS:  
 6 MIN., 3X PER WEEK

SUMMER WATERING AFTER PLANT ESTABLISHMENT:  
 TREE, SHRUB AND GROUNDCOVER SYSTEMS:  
 10 MIN., 3X PER WEEK

FALL WATERING AFTER PLANT ESTABLISHMENT:  
 TREE, SHRUB AND GROUNDCOVER SYSTEMS:  
 6 MIN., 3X PER WEEK

WINTER WATERING AFTER PLANT ESTABLISHMENT:  
 SHRUB AND GROUNDCOVER SYSTEMS:  
 10 MIN., 2X PER WEEK

ALL IRRIGATION SYSTEMS TO BE OPERATED IN EARLY MORNING OR IN THE EVENING.

| IRRIGATION LEGEND |      |                        |           |          |      |            |     |         |          |           |
|-------------------|------|------------------------|-----------|----------|------|------------|-----|---------|----------|-----------|
| VALVE NO.         | SYM. | DESCRIPTION            | PART NO   | PRESSURE | GPM  | APP. IN/HR | QTY | SPACING | SUBTOTAL | TOTAL GPM |
| 1                 |      | HUNTER P/D DRIP TUBING | PLD-06-12 | 30       | 0.01 | 0.72       | 274 | 16"     | 2.74     | 2.74      |
| 2                 |      | HUNTER P/D DRIP TUBING | PLD-06-12 | 30       | 0.01 | 0.72       | 52  | 16"     | 0.52     | 0.52      |
| 3                 |      | HUNTER P/D DRIP TUBING | PLD-06-12 | 30       | 0.01 | 0.72       | 78  | 16"     | 0.78     | 0.78      |
| 4                 |      | HUNTER P/D DRIP TUBING | PLD-06-12 | 30       | 0.01 | 0.72       | 102 | 16"     | 1.02     | 1.02      |
| 5                 |      | HUNTER P/D DRIP TUBING | PLD-06-12 | 30       | 0.01 | 0.72       | 182 | 16"     | 1.82     | 1.82      |
| 6                 |      | HUNTER P/D DRIP TUBING | PLD-06-12 | 30       | 0.01 | 0.72       | 274 | 16"     | 2.74     | 2.74      |
| 7                 |      | HUNTER P/D DRIP TUBING | PLD-06-12 | 30       | 0.01 | 0.72       | 177 | 16"     | 1.77     | 1.77      |
| 8                 |      | HUNTER P/D DRIP TUBING | PLD-06-12 | 30       | 0.01 | 0.72       | 133 | 16"     | 1.33     | 1.33      |

Zone No. 5 1" Valve size  
 Flow rate in GPM 4.00

STATIC PRESSURE AT METER: 110-94 PSI PER ELIA SUN, LADWP (213) 367-0973

| IRRIGATION LEGEND |  |  |
|-------------------|--|--|
| SYMBOL            | DESCRIPTION                              | PART NO  |
| WM                | DEDICATED LANDSCAPE IRRIGATION SUB-METER | 1"   |
| ⊗                 | FEBCO BACKFLOW PREVENTER                 | MODEL 825Y                                       |
| ⊗                 | WILKINS PRESSURE REDUCING VALVE          | 600  |
| ⊗                 | HUNTER CONTROL ZONE VALVE KIT            | PCZ-10-25  |
| ⊗                 | HUNTER RAIN SENSOR, CONDUIT MOUNT        | SOLAR-SYNC                                       |
| ⊗                 | HUNTER I-CORE CONTROLLER                 | IC-600-M, six station w/ one ICM-600 exp. module |
| ⊗                 | HOSE BIB - OWNER TO SELECT LOCATION      |  |
| ⊗                 | NIBCO GATE VALVE                         | SIZE PER LINE                                    |
| ⊗                 | SCHED. 40 PVC LATERAL LINE               | 3/4"   |
| ⊗                 | SCHED. 40 PVC MAIN LINE                  |  |

I agree to comply with the requirements of the water efficient landscape ordinance and submit a complete Landscape Documentation Package.

**LEGAL DESCRIPTION:**  
 APN: 5068-012-033  
 PIN: 1298173 594  
 TRACT: TR 3909  
 BLOCK: None, LOT: FR 10  
 MAP REF: M B 44-82

Signed: \_\_\_\_\_  
 Date: 03/27/2020



Harmony Gardens, Inc.  
 Shelley Sparks, RLA #2896  
 12224 Addison Street  
 Valley Village, CA 91607  
 (818) 505-9783  
 Shelley@harmonygardens.net

REVISION LOG:

SUBMITTAL NO: \_\_\_\_\_ DATE: \_\_\_\_\_

PROJECT ADDRESS:  
 1447 S. Hi Point Street  
 Los Angeles, CA 90035

OWNER ADDRESS:  
 TOV TRUST  
 550 S. Hill Street, Ste. 1420  
 Los Angeles, CA 90013  
 (310) 866-8321

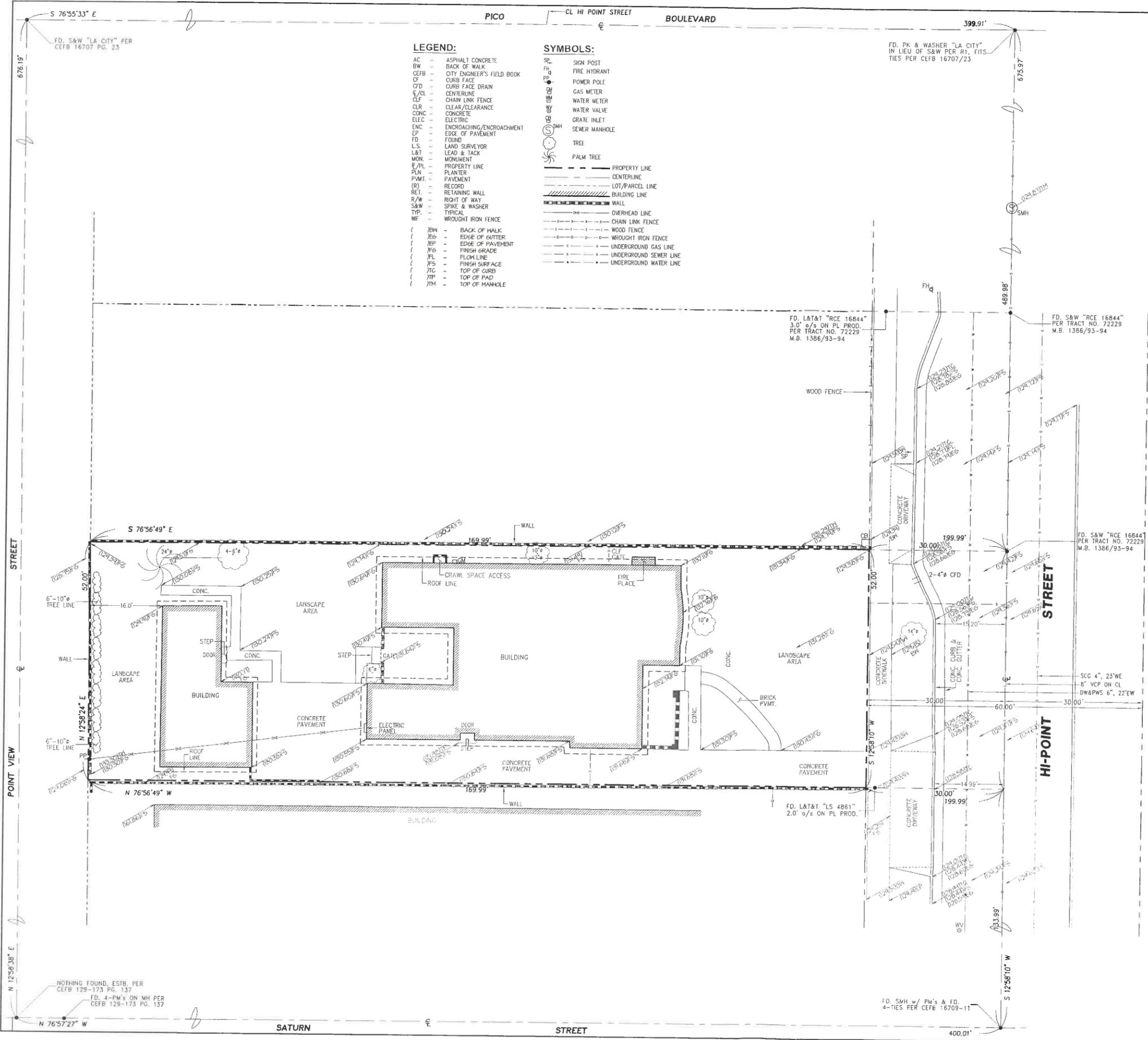
IRRIGATION PLAN

Date: 03/27/2020  
 Scale: 1/8" = 1'

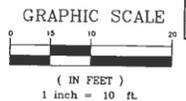
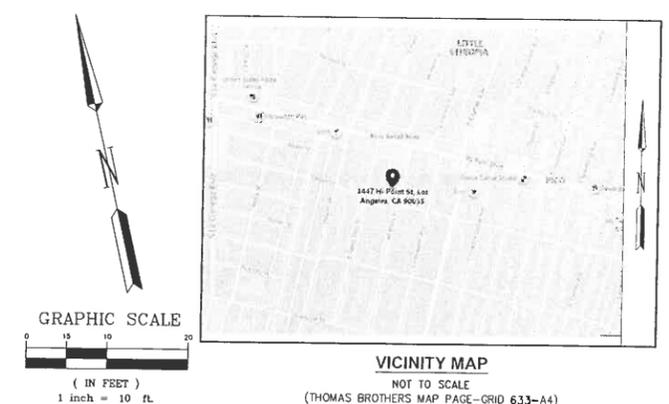
Sheet No. L2  
 2 of 3

**EXHIBIT "A"**  
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- LEGEND:**
- AC - ASPHALT CONCRETE
  - BW - BACK OF WALK
  - CEFB - CITY ENGINEER'S FIELD BOOK
  - CF - CURB FACE
  - CFD - CURB FACE DRAIN
  - CL - CENTERLINE
  - CLF - CHAIN LINK FENCE
  - CLR - CLEAR/CLEARANCE
  - CONC - CONCRETE
  - ELC - ELECTRIC
  - ENC - ENCROACHING/ENCROACHMENT
  - EP - EDGE OF PAVEMENT
  - FD - FOUND
  - LS - LAND SURVEYOR
  - L&T - LEAD & TACK
  - MON - MONUMENT
  - P/L - PROPERTY LINE
  - PLV - PLANTER
  - P.V.M. - PAVEMENT
  - (R) - RECORD
  - RET. - RETAINING WALL
  - R/W - RIGHT OF WAY
  - S&W - SPIKE & WASHER
  - TYP. - TYPICAL
  - WF - WROUGHT IRON FENCE
  - ( ) - BACK OF WALK
  - ( ) - EDGE OF GUTTER
  - ( ) - EDGE OF PAVEMENT
  - ( ) - FINISH GRADE
  - ( ) - FLOW LINE
  - ( ) - FINISH SURFACE
  - ( ) - TOP OF CURB
  - ( ) - TOP OF PAD
  - ( ) - TOP OF MANHOLE
- SYMBOLS:**
- SP - SIGN POST
  - FH - FIRE HYDRANT
  - PP - POWER POLE
  - GM - GAS METER
  - WM - WATER METER
  - WV - WATER VALVE
  - GI - GRATE INLET
  - SMH - SEWER MANHOLE
  - T - TREE
  - PT - PALM TREE
  - - PROPERTY LINE
  - - CENTERLINE
  - - LOT/PARCEL LINE
  - - BUILDING LINE
  - - WALL
  - - OVERHEAD LINE
  - - CHAIN LINK FENCE
  - - WOOD FENCE
  - - WROUGHT IRON FENCE
  - - UNDERGROUND GAS LINE
  - - UNDERGROUND SEWER LINE
  - - UNDERGROUND WATER LINE



**LEGAL DESCRIPTION:**  
 (PER TICOR TITLE COMPANY'S PRELIMINARY REPORT ORDER NO. 00634367-996-ERB BEARING AN EFFECTIVE DATE OF AUGUST 28, 2019)

THE SOUTHWESTERLY 52 FEET OF THE NORTHWESTERLY 104 FEET OF LOT 10 OF TRACT NO. 3909, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP FILED IN BOOK 44 PAGE 82 OF MAPS IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT THEREFROM ALL OIL, GAS MINERALS AND OTHER HYDROCARBON SUBSTANCES LYING BELOW THE SURFACE OF SAID LAND, BUT WITHOUT THE RIGHT OF SURFACE ENTRY, AS RESERVED IN DOCUMENTS OF RECORD.

**LAND AREA:**  
 AREA: 8,840 SQ. FT. OR 0.203 ACRES

**ASSESSOR'S PARCEL NUMBER:**  
 A.P.N. 5068-012-033

**BASIS OF BEARINGS:**  
 THE BEARING SOUTH 12°58'10" WEST OF THE CENTERLINE OF HI-POINT STREET AS SHOWN ON TRACT NO. 72229, AS PER MAP FILED IN BOOK 1386 PAGES 93 AND 94 OF MAPS, RECORDS OF LOS ANGELES COUNTY, WAS USED AS THE BASIS OF BEARINGS FOR THIS SURVEY.

**BENCHMARK:**  
 BENCH MARK: 13-10551  
 DATUM: NAVD 1988  
 YEAR OF ADJUSTMENT: 2000  
 ELEVATION (FEET): 133.230  
 DESCRIPTION: SPK N CURB PICO BLVD; 2.5FT W/O BCR W/O HAYWORTH AVE

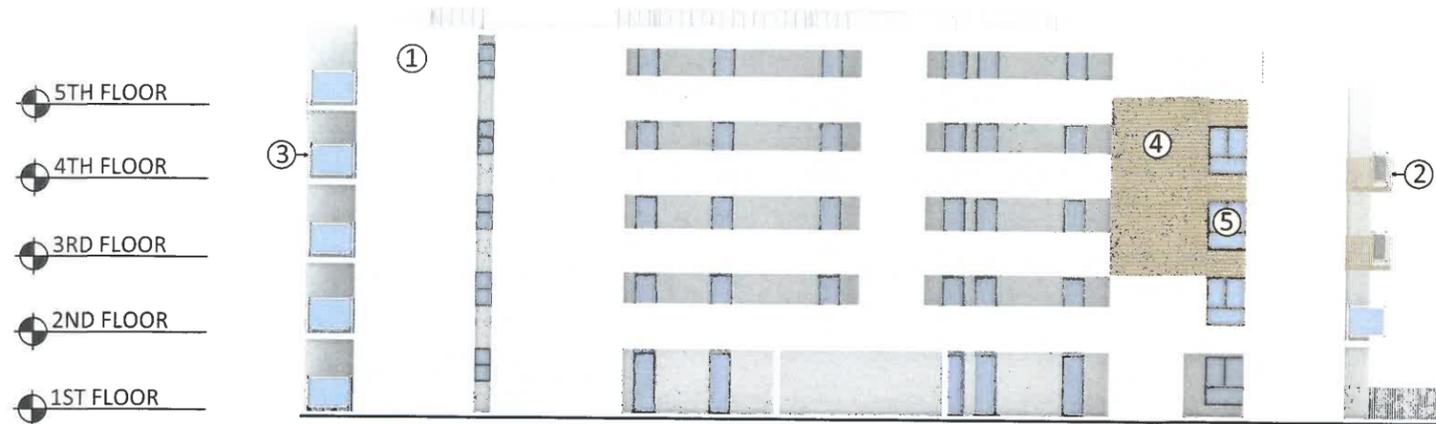
**SURVEYOR'S NOTE:**

- IF UNDERGROUND UTILITIES AND OTHER SUBSTRUCTURES, ZONING, SET BACK, FLOOD ZONE, ASSESSOR PARCEL INFORMATION AND UTILITY INFORMATION ARE SHOWN HEREON, IT IS FOR GENERAL INFORMATION PURPOSES ONLY, HAVING BEEN OBTAINED FROM A GENERAL REQUEST AT THE LOCAL AGENCIES PUBLIC COUNTER AND/OR SOURCES NOT CONNECTED WITH THIS COMPANY. NO REPRESENTATION IS MADE AS TO THE ACCURACY, CURRENCY OR COMPLETENESS OF SAID INFORMATION AND ANY USERS OF SAID INFORMATION ARE URGED TO CONTACT THE UTILITY OR LOCAL AGENCY DIRECTLY.

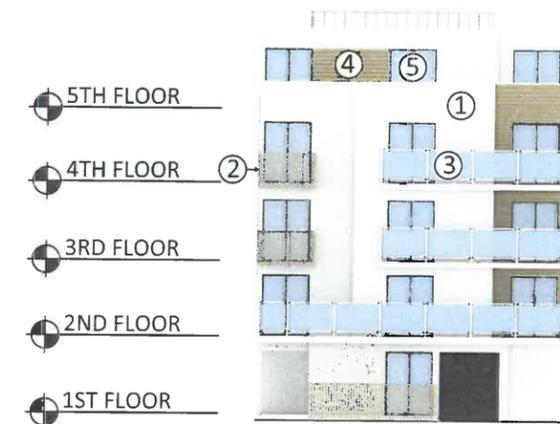
**EXHIBIT "A"**  
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 Case No. D19-2020-2067-100



|  |   |                           |
|--|---|---------------------------|
| <b>TITLE</b><br>SITE, TOPOGRAPHIC & BOUNDARY SURVEY<br>1447 HI POINT STREET<br>LOS ANGELES, CA 90035 |   |                           |
| <b>CLIENT</b><br>GABRIEL RABBANIAN   | <b>SCALE</b><br>1"=10'  | <b>JOB NO.</b><br>20-03   |
| <b>SURVEY BY</b><br>N.A.   | <b>SEABOARD ENGINEERING CO.</b><br>1415 E. COLORADO STREET, STE 205<br>GLENDALE, CALIFORNIA 91205<br>TEL. (310)277-7337 (818)550-0337 FAX (818)550-0336<br>SEABOARD@SEABOARDENGINEERING.COM | <b>DATE</b><br>02/13/2020 |
| <b>PREPARED BY</b><br>E.P.   | <b>CHECKED BY</b><br>M.D.   | <b>SHEET</b><br>1         |
| BY <i>Marites A. Dizon</i><br>MARITES A. DIZON PLR 9246  |   | <b>OF 1 SHEETS</b>        |



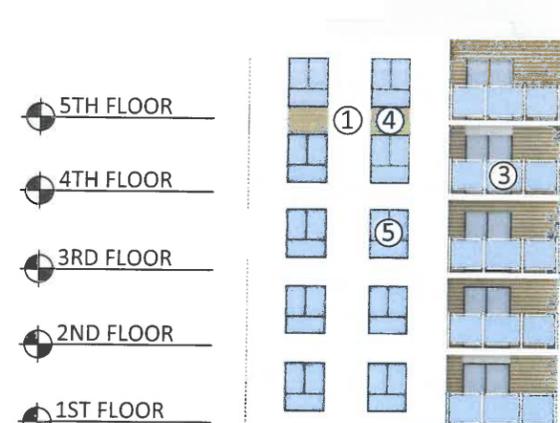
① SOUTH ELEVATION  
3/32"=1'-0"



② EAST ELEVATION  
3/32"=1'-0"



③ NORTH ELEVATION  
3/32"=1'-0"



④ WEST ELEVATION  
3/32"=1'-0"



| FINISH MATERIALS LEGEND |   |
|-------------------------|---|
| ①                       | STUCCO, SMOOTH TROWEL, COLOR: WHITE (TBD) |
| ②                       | METAL RAILING, COLOR: BROWN (TBD)         |
| ③                       | GLASS RAILING, METAL COLOR: GRAY (TBD)    |
| ④                       | WOODEN SIDING, COLOR: BROWN (TBD)         |
| ⑤                       | WINDOWS: VINYL, COLOR: DARK GRAY (TBD)    |

**EXHIBIT "A"**  
 Page No. 15 of 15  
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**Yakov Design**  
 Drafting service  
 (562) 322-8070  
 info@yakovdesign.com

1447 HI POINT ST,  
 LOS ANGELES, CA 90035

ELEVATIONS

|                  |
|------------------|
| NOTES:           |
|                  |
|                  |
|                  |
| SCALE:           |
| DATE: 04.06.2020 |

1.0



**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:<br><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="font-size: 1.2em; color: green;">Site qualifies for Tier 3.</span>  |   |
| Planning Staff Name and Title<br><span style="font-size: 1.2em; color: green;">Aida Karapetian / Planning Assistant</span>  | Planning Staff Signature<br>  |
| Date Approved<br><span style="font-size: 1.2em; color: green;">2/27/2020</span>   | Expiration Date<br><span style="font-size: 1.2em; 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.

**III. Project Information (if applicant is requesting additional incentives) – To be completed by applicant**

**3. DESCRIPTION OF PROPOSED PROJECT**

TOC Tier 3 Project for Construction of a 20-unit building providing two units for Extermely Low Income Families; Utilizing Base Incentives increased FAR and parking reduction. Additional Incentives of 20% open space reduction, 30% sideyard setback reduction and 21 feet Increase in height.

**4. EXISTING USE**

**A. Describe Existing Development:** Single Family Dwelling

| Characteristic of existing use<br>Dwelling Unit (DU), Commercial/<br>Industrial, or Other | Existing # of Units or<br>Non-Residential SF | Existing # of Units or<br>Non-Residential SF To<br>Be Demolished | Proposed <sup>4</sup> # of Units or<br>Non-Residential SF |
|---|--|--|---|
| Guest Rooms   | 0  | 0  |   |
| Studio  | 0  | 0  |   |
| One Bedroom   | 0  | 0  | 2   |
| Two Bedrooms  | 0  | 0  | 10  |
| Three Bedrooms  | 0  | 0  | 8   |
| _____ Bedrooms  |  |  |   |
| Non-Residential Square Feet   |  |  |   |
| Other:  | SFD  | SFD  |   |

**B. Previous Cases Filed**

|                       | <u>(1)</u>                 | <u>(2)</u> | <u>(3)</u> |
|-----------------------|----------------------------|------------|------------|
| Case Number(s):       | <u>DIR-2009-2189-DB-SP</u> | _____      | _____      |
| Date Filed:           | <u>07/15/2009</u>          | _____      | _____      |
| Date Approved:        | <u>12/14/2010</u>          | _____      | _____      |
| End of Appeal Period: | <u>12/28/2010</u>          | _____      | _____      |
| Environmental No.     | <u>ENV-2009-2092-MND</u>   | _____      | _____      |

**5. TYPE OF APPLICATION**

- Transit-Oriented Communities (per TOC Guidelines) with **Base Incentives** filed in conjunction with another discretionary approval.
- Transit-Oriented Communities (per TOC Guidelines) with **Additional Incentives** (please specify, max of three):
  - 1) Height
  - 2) Open Space
  - 3) Set Backs
- If applicable, projects adhering to the Labor Standards in LAMC 11.5.11 may be granted two more **Additional Incentives** as listed in the TOC Guidelines (please specify):
  - 4) \_\_\_\_\_
  - 5) \_\_\_\_\_
- Site Plan Review per LAMC Sec. 16.05
- Specific Plan Project Permit Compliance per LAMC Sec. 11.5.7.C
- Community Design Overlay per LAMC Sec. 13.08
- Coastal Development Permit per LAMC Sec. 12.20.2 or 12.20.2.1
- Tract or Parcel Map per LAMC Sec. 17.00 or 17.50
- Other entitlements requested (please specify): \_\_\_\_\_

<sup>4</sup> Replacement units, per AB 2556, shall be equivalent to the number of units and number of bedrooms of the existing development.

**6. ENVIRONMENTAL REVIEW**

- Environmental Review Not Required – Project is Ministerial.<sup>5</sup> Please Explain: \_\_\_\_\_
- Not filed
- Filed (indicate case number): \_\_\_\_\_

**7. HOUSING DEVELOPMENT PROJECT TYPE** (please check all that apply):

- For Sale
- For Rent
- Extremely Low Income
- Very Low Income
- Low Income
- Moderate Income
- Market Rate
- Mixed Use
- Senior
- Chronically Homeless
- Other (please describe): \_\_\_\_\_

**8. DENSITY CALCULATION**

**A. Base Density: Maximum density allowable per zoning**

Lot size 8,838.5 s.f. (a)  
 Minimum area per dwelling unit 800 s.f. of lot area per unit (b)  
 Units allowed by right (per LAMC) 11 units (c) [c = a/b, round down to whole number]  
 Base Density 12 units (d) [d = a/b, round up to whole number]

**B. Maximum Allowable Density Bonus:**

21 units (e)  
 [e = d x 1.5 (Tier 1), 1.6 (Tier 2), 1.7 (Tier 3), or 1.8 (Tier 4);  
 in RD Zones d x 1.35 (Tiers 1 and 2), 1.4 (Tier 3) or 1.45 (Tier 4);  
 round up to whole number]

**C. Proposed Project:** Please indicate total number of Units requested as well as breakdown by levels of affordability set by each category (HCD or HUD). For information on HCD and HUD levels of affordability please contact the Housing and Community Investment Department of Los Angeles (HCIDLA) at (213) 808-8843 or hcidla.lacity.org.<sup>6</sup>

|                                     | <u>Total</u>   | <u>HCD (State)</u> | <u>HUD (TCAC)</u> |
|-------------------------------------|--|--------------------|-------------------|
| Market Rate                         | <u>18</u>  | <u>N/A</u>         | <u>N/A</u>        |
| Managers Unit(s) - Market Rate      |  | <u>N/A</u>         | <u>N/A</u>        |
| Extremely Low Income                | <u>2</u>   | <u>2</u>           |                   |
| Very Low Income                     |  |                    |                   |
| Low Income                          |  |                    |                   |
| Moderate Income                     |  |                    |                   |
| TOTAL # of Units Proposed           | <u>20</u> (f)  |                    |                   |
| TOTAL # of Affordable Housing Units | <u>2</u> (g)   |                    |                   |
| Number of Density Increase Units    | <u>9</u> (h) [If f>c, then h=f-c; if f<c, then h= 0] |                    |                   |
| Percent Density Increase Requested  | <u>66%</u> (i) [i = 100 x (f/d - 1)]                 |                    |                   |
| Percent of Affordable Set Aside     | <u>10%</u> (j) [g/f, round down to a whole number]   |                    |                   |

Other Notes on Units: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

<sup>5</sup> Ministerial Projects (aka, "By-Right") do not require any discretionary Planning approvals.

<sup>6</sup> HCD (State) = Published affordability levels per California Department of Housing and Community Development. HUD (TCAC) = Published affordability levels per the United States Department of Housing and Urban Development.



**B. Qualification for Additional Incentives:** *(Please check only one)*

Minimum Required Restricted Affordable Housing Units, calculated as a percentage of the base density allowed on the date of the application.

| Incentives | % Extremely Low Income                  | % Very Low Income            | % Low Income                 |
|------------|---|------------------------------|------------------------------|
| One        | <input type="checkbox"/> 4%             | <input type="checkbox"/> 5%  | <input type="checkbox"/> 10% |
| Two        | <input type="checkbox"/> 7%             | <input type="checkbox"/> 10% | <input type="checkbox"/> 20% |
| Three      | <input checked="" type="checkbox"/> 11% | <input type="checkbox"/> 15% | <input type="checkbox"/> 30% |

**C. Additional Incentives** *(Please check selected incentives as qualified according to Section 9B)*

**Required (per LAMC)**

**Proposed (per TOC)**

- (1) Yard/Setback *(each yard counts as 1 incentive in Tiers 1 and 2; two yards count as 1 in Tiers 3 and 4)*
- RAS 3 Yards (only for commercial zones – please specify numbers below, but only check this box)
- Front \_\_\_\_\_
- Rear \_\_\_\_\_
- Side (1) 9' 6'6"
- Side (2) 9' 6'6"

|   | Side and Rear Yards          |
|---|------------------------------|
| Tier 1  | 25%                          |
| Tier 2  | 30%                          |
| Tier 3  | 30% or depth of two yards    |
| Tier 4  | 35% or depth of two yards    |
| <b>When Abutting R1 or More Restrictive Zones</b> | <b>No Reductions Allowed</b> |

- (2) Lot Coverage \_\_\_\_\_
- (3) Lot Width \_\_\_\_\_
- (4) Height/ # of Stories 35 feet 57 feet

|   | Height   |
|---|--|
| Tier 1  | 11 feet for one story  |
| Tier 2  | 11 feet for one story  |
| Tier 3  | 22 feet for two stories  |
| Tier 4  | 33 feet for three stories  |
| <b>Lots with Height Limits of 45 feet or less</b> | <b>Second and third additional stories must be stepped-back at least 15 feet from any frontage</b> |

Transitional Height (check one):  Per LAMC  Per TOC Guidelines<sup>11</sup>  Not Applicable

- (5) Open Space 2,850 2,137.5
- (6) Density Calculation \_\_\_\_\_
- (7) Averaging *(all count as 1 incentive – mark as many as needed)*
- FAR
- Density
- Parking
- Open Space
- Vehicular Access
- (8) Public Facility Zone \_\_\_\_\_

**TOTAL # of Additional Incentives Requested:** 3

Other Incentive Notes: \_\_\_\_\_

<sup>11</sup> Please provide elevations that show the 45 degree angle as allowed by the TOC guidelines to determine the allowed height.

**11. COVENANT:**

All Transit Oriented Communities projects are required to prepare and record an Affordability Covenant to the satisfaction of the Los Angeles Housing and Community Investment Department's Occupancy Monitoring Unit **before** a building permit can be issued. Please contact the Housing and Community Investment Department of Los Angeles (HCIDLA) at (213) 808-8843 or [hcidla.lacity.org](http://hcidla.lacity.org)

**12. REPLACEMENT UNITS:**

AB 2222, as amended by AB 2556, requires that density bonus eligible projects replace any pre-existing affordable housing units on the project site. Replacement units include the following: *(Answer the following with "yes" if any of these items apply to what is **currently existing** on the site or "no" if they do not. Write in N/A if the item is not applicable to your project)*

- A. Units subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of lower or very low income? No
- B. Units occupied by lower or very low income households below 80% AMI per California Department of Housing and Community Development Department levels not already listed above? No
- C. Units subject to the Rent Stabilization Ordinance not already listed above? No
- D. Units that have been vacated or demolished in the last 5 years? No
- E. Per AB 2556, are the number of replacement units and number of bedrooms equivalent to that being demolished (as shown on Existing Development Table on page 2 above)? N/A

*Disclaimer: This review is based on the information and plans provided by the applicant at the time of submittal of this form. Applicants are advised to verify any zoning issues such as height, parking, setback, and any other applicable zoning requirements with Building and Safety.*



## DEPARTMENT OF CITY PLANNING Executive Office

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

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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.

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

CITY PLANNING COMMISSION

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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  
DIRECTOR

KEVIN J. KELLER, AICP  
EXECUTIVE OFFICER

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DEPUTY DIRECTOR

LISA M. WEBBER, AICP  
DEPUTY DIRECTOR

March 9, 2020

Hi Point M, LLC (A & O)  
550 South Hill Street, Suite #1420  
Los Angeles, CA 90013

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

RE: Case No. DIR-2020-2067-TOC  
Address: 1447 South Hi Point Street  
Community Plan: Wilshire  
Zone : [Q]R3-1-O  
D. M. : 129B173  
C. D. : 10  
CEQA : ENV-2020-2068-CE

**RE: ENV-2020-2068-CE (Categorical Exemption - Class 32)**

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 subject property is located within a Transit Priority Area in the City of Los Angeles (ZI-2452) and 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. The property is not within the boundaries of any other specific plan, community design overlay, or interim control ordinance.

Based upon the existing mobility and circulation networks near the proposed project, the creation of 19 net new units will not result in significant traffic impacts in the community. Per the Los Angeles Department of Transportation (LADOT) determination dated March 4, 2020 and attached to the subject case file, 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.

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-protected trees on the site, which will be removed due to construction, and one (1) non-protected tree in the public right-of-way, which will remain. The proposed building will encompass

approximately 20,093 square feet in total building area, resulting in a Floor Area Ratio (FAR) of approximately 3.78:1. Of the 20 units proposed, two (2) will be one-bedroom units, 10 will be two-bedroom units, and eight (8) will be three-bedroom units. The project proposes to provide 24 automobile parking spaces in addition to 20 long-term bicycle parking spaces and two (2) short-term bicycle parking spaces. A total of 2,492 square feet of open space will be provided, divided among balconies, decks, and a fifth floor garden area. The project will maintain a 15-foot front yard and 20-foot rear yard, as required by the underlying [Q]R3-1-O Zone, but will provide reduced side yard setbacks of a minimum five (5) feet eight (8) inches, in lieu of the otherwise required eight (8) feet required, through utilization of a TOC incentive, as discussed below.

The project is requesting the following discretionary actions:

1. Pursuant to the Transit Oriented Communities Affordable Housing Incentive Program Guidelines (TOC Guidelines), the project is eligible for Base Incentives and up to three (3) additional incentives. As base incentives, the project is eligible to (1) increase the maximum allowable number of dwelling units permitted by 70 percent, (2) increase the maximum allowable FAR by 50 percent, and (3) provide automobile parking at a ratio of 0.5 spaces per unit. The project is seeking a 70 percent density increase from 12 units to 20 units and an increase in FAR to 3.78:1 and will provide at least the minimum number of parking spaces required. As Additional Incentives, the project is requesting (1) a maximum 22-foot increase in building height, (2) a maximum reduction of 30 percent in the required width of both side yard setbacks, and (3) a maximum reduction of 25 percent in the required amount of open space; and
2. Any additional actions as deemed necessary or desirable, including but not limited to demolition, grading, excavation (3,100 cubic yards of dirt will be exported), haul route, tree removal, and building permits.

The proposed project would not have a significant effect on the environment. A “significant effect on the environment” is defined as “a substantial, or potentially substantial, adverse change in the environment” (CEQA Guidelines, Public Resources Code Section 21068). The proposed project and potential impacts were analyzed in accordance with the California Environmental Quality Act (CEQA) Guidelines, which establish guidelines and thresholds of significant impact, and provide the methods for determining whether or not the impacts of a proposed project reach or exceed those thresholds. Analysis of the proposed project has been determined that it is Categorically Exempt from environmental review pursuant to Article 19, Section 15332 of the CEQA Guidelines (Class 32) and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies. On March 9, 2020, the subject project was issued a Notice of Exemption for a Class 32 Categorical Exemption.

### **CLASS 32 CATEGORICAL EXEMPTION**

The proposed project qualifies for a Class 32 Categorical Exemption because it conforms to the definition of “In-fill Projects.” A project qualifies for a Class 32 Categorical Exemption if it is developed on an infill site and meets the following five applicable conditions: (a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with the applicable zoning designation and regulations; (b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses; (c) The project site has no value as habitat for endangered, rare or threatened species; (d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality; and (e) The site can be adequately served by all required utilities and public services.

As stated above, the proposed project is for the construction of a new 20-unit multi-family structure, reserving two (2) units for Extremely Low Income Households, over five (5) stories and one (1) level of subterranean parking. The building will be approximately 57 feet in height and approximately 20,093 square feet in total building area. There are 11 non-protected trees on the site, which will be removed due to construction, and one (1) non-protected tree in the public right-of-way which is expected to remain. In conjunction, an application for a haul route for the export of approximately 3,100 cubic yards of earth will be initiated with the Department of Building and Safety, Grading Division. All haul routes applications require the submittal of a Geology and Soils Report to the Los Angeles Department of Building and Safety (LADBS). In addition, roof and site drainage as well as sewer availability must comply with Bureau of Engineering and Bureau of Sanitation standards; and hydrants, Fire Department Access, and Fire Safety must be reviewed and approved by the Los Angeles Fire Department before permits can be issued. Furthermore, the project must comply with all City Regulatory Compliance Measures (RCMs) that apply.

As a residential building developed on an infill site, this Project qualifies for the Categorical Exemption. The project can be characterized as in-fill development within urban areas for the purpose of qualifying for Class 32 Categorical Exemption as a result of meeting the five conditions listed below.

**(a) The project is 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 consistent with applicable general plan designation, applicable policies, and applicable zoning designations. The subject property is located within the Wilshire Community Plan Area, which is one of the 35 Community Plans that make up the Land Use Element of the General Plan. The Community Plan designates the subject property with a land use designation of Medium Residential, corresponding to the R3 Zone. The subject property is zoned [Q]R3-1-O and is thus consistent with the existing land use designation. 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. 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 also within a Transit Priority Area in the City of Los Angeles (ZA-2452). The site is not located within the boundaries, or subject to, any additional specific plan, community design overlay, or interim control ordinance.

Consistent with the Wilshire Community Plan, the proposed 20-unit apartment development would add new and desirable multi-family housing and contribute to the City's affordable housing stock. The proposed project meets the intent of the following Goals, Objectives, and Policies of the Wilshire Community Plan:

*Goal 1:* Provide a safe, secure, and high quality residential environment for all economic, age, and ethnic segments of the Wilshire Community.

*Policy 1-1.3:* Provide for adequate multi-family residential development.

*Objective 1-2:* Reduce vehicular trips and congestion by developing new housing in close proximity to regional and community commercial centers, subway stations and existing bus route stops.

- Policy 1-2.1:* Encourage higher density residential uses near major public transportation centers.
- Objective 1-4:* Provide affordable housing and increased accessibility to more population segments, especially students, the handicapped and senior citizens.
- Policy 1.4-1:* Promote greater individual choice in type, quality, price and location of housing.

The project will result in a net increase of 19 units at the site, locating new, higher density residential near transit lines and neighborhood services. The resulting development will thus be located in a manner that has the potential to reduce vehicular trips. The project will also provide a mix of market rate and affordable units, thereby promoting the provision of adequate housing for all persons relative to income, including students, senior citizens, and persons with disabilities as all new development would require compliance with the Americans with Disabilities Act. The project meets all applicable design guidelines and standards, and is a multi-family development with an appropriate, context-sensitive scale. The project has been conditioned and designed to contribute towards a pedestrian-friendly environment that is safe for all modes of transportation. Furthermore, the project features an attractive and high-quality architectural design and is located within close proximity to the intersection of two local bus lines. The provision of well-designed multi-family housing, which includes restricted affordable units, ensures a project that will complement the existing neighborhood while also providing valuable housing stock to current and future residents. Therefore, the proposed project is consistent with the General Plan policies and zoning regulations within the City of Los Angeles.

**(b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.**

The subject property is located wholly within the Wilshire Community Plan Area within the City of Los Angeles. The subject site consists of a single lot that total 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.

**(c) The project site has no value as habitat for endangered, rare or threatened species:**

The existing site consists of one lot improved with one (1) single-family residential structure, which will be demolished as part of the project. The project site is located in a well-established urban area which is fully developed with residential and commercial uses. The project site has no value as habitat for endangered species, rare, or threatened species. A tree report, prepared by Harmony Gardens on March 17, 2020, states that there are 11 non-protected trees existing on the subject property and one (1) tree in the public right-of-way, which is expected to remain. While the remaining trees are subject to removal and replacement per the Los Angeles Municipal Code, none of these trees are protected or habitat for endangered, rare, or threatened species.

**(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality:**

**Traffic**

The proposed project involves the construction, use, and maintenance of a new five-story, 20-unit residential apartment building with one (1) level of subterranean parking. Based upon the existing mobility and circulation networks near the proposed project, the creation of 19 net new units will not result in significant traffic impacts in the community. Per the Los Angeles Department of Transportation (LADOT) determination dated March 4, 2020 and attached to the subject case file, 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. Therefore, the project is not expected to result in any significant impact relating to traffic.

**Noise**

A Noise Technical Report was prepared by ZMassociates Environmental Corporation on March of 2020 for the subject property. Given that the project would be required to comply with all existing and applicable noise regulations, the study concluded that the project would not result in any significant impacts and that no mitigation measure are necessary. Although noise and vibration arising from construction is unavoidable, these impacts would be temporary and limited to the duration of the construction in any one location. The level of construction noise for the proposed project would be managed within the City of Los Angeles day and time ordinance. The report also states that due to the small project size, the limited number of construction vehicles, limited number of construction equipment, and small size of construction equipment compared to much larger projects, the proposed project will not result in exceedance of the City of Los Angeles noise ordinances. The report states that standard, industry-wide best practices for construction in urban or otherwise noise-sensitive areas would ensure that construction noise does not exceed the noise limit imposed by LAMC Section 112.05. These could include erecting temporary noise barriers around the project's perimeter, using mufflers to dampen noise from internal combustion engines, and warming-up or staging equipment away from sensitive receptors. Complete elimination of construction activity noise is technically infeasible; however, incorporation of the best available noise reduction methods will minimize impacts on the residential uses bordering the project site. Compliance with the various local regulatory measure will further minimize any adverse construction noise impact potential.

As the project is a residential development, the project is not expected to generate significant permanent operational noise impacts. Noise generated through human conversation and activities (particularly in outdoor recreational spaces, such as balconies and patios), landscape maintenance, or trash collection would not exceed the recommended noise compatibility guidelines. Any new stationary sources of noise, such mechanical HVAC equipment, installed on the proposed development will be required to comply with LAMC Sections 112.02 and 112.05 which prohibit noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level at neighboring occupied properties by more than five dBA. In addition, the project is not expected to generate a substantial number of vehicle trips which could in turn generate additional noise. The proposed project is expected to generate a negligible increase in ambient noise from operation.

Through compliance with all existing regulations governing both construction and operational noise, any noise impacts resulting from the project will be less than significant.

**Air Quality**

The South Coast Air Quality Management District (SCAQMD) is the agency primarily responsible for comprehensive air pollution control in the South Coast Air Basin and reducing emissions from area and point stationary, mobile, and indirect sources. SCAQMD prepared the 2012 Air Quality Management Plan (AQMP) to meet federal and state ambient air quality standards. A significant air quality impact may occur if a project is inconsistent with the AQMP or would in some way represent a substantial hindrance to employing the policies or obtaining the goals of that plan. As the project will result in the net increase of 19 residential units, it is not expected to conflict with, or obstruct, the implementation of the AQMP and SCAQMD rules. The project is consistent with current zoning regulations and policies within the City of Los Angeles, allowing for the proposed development on the subject site. The project would also comply with the 2017 Los Angeles Green Building Code (LAGBC), which builds upon and sets higher standards than those in the 2016 California Green Building Standards Code. Additionally, the project's infill location would promote the concentration of development in an urban location with extensive infrastructure and access to public transit facilities, thus reducing the vehicle miles traveled for employees, residents, and visitors. Therefore, project impacts related to air quality will be less than significant.

During construction, appropriate dust control measures would be implemented as part of the proposed project during each phase of development, as required by SCAQMD Rule 403 - Fugitive Dust. Specifically, Rule 403 control requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the project site, and maintaining effective cover over exposed areas.

Best Management Practices (BMP) will be implemented that would include (but not be limited to) the following:

- Unpaved demolition and construction areas shall be wetted at least three times daily during excavation and construction, and temporary dust covers shall be used to reduce emissions and meets SCAQMD Rule 403;
- All dirt/soil loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust;
- General contractors shall maintain and operate construction equipment to minimize exhaust emissions; and
- Trucks shall not idle but be turned off.

By implementing BMPs, all construction-related impacts will be less than significant and temporary in nature. No permanent significant impacts are anticipated to occur from construction.

Furthermore, an Air Quality Technical Report was prepared by ZMassociates Environmental Corporation on March of 2020, which is included in the subject case file. The study quantifies the estimated daily construction and operational emissions for various pollutants from the project site using CalEEMod simulations. Based on the simulation results, none of the construction and operational emissions are expected to exceed the South Coast Air Quality Management District (SCAQMD) air quality significance thresholds. Furthermore, the report finds that the project is consistent with all applicable aspects of the City's General Plan Air Quality Element. The study does not recommend any mitigation measures as all construction and operational emissions are expected to be far below the thresholds considered by SCAQMD to be significant under

CEQA guidelines. Potential impacts related to air quality from the project will therefore be less than significant.

### **Water Quality**

With regard to water quality, a significant impact would occur if the project would: 1) exceed wastewater treatment requirements of the Los Angeles Regional Water Quality Control Board (LARWQCB); 2) increase water consumption or wastewater generation to such a degree that the capacity of facilities currently serving the project site would be exceeded; or 3) increase surface water runoff, resulting in the need for expanded off-site storm water drainage facilities. All wastewater from the project would be treated according to requirements of the National Pollutant Discharge Elimination System (NPDES) permit authorized by the LARWQCB. Therefore, the proposed project would result in a less than significant impact related to wastewater treatment requirements.

Additionally, prior to any construction activities, the project applicant would be required to coordinate with the City of Los Angeles Bureau of Sanitation (BOS) to determine the exact wastewater conveyance requirements of the proposed project, and any upgrades to the wastewater lines in the vicinity of the project site that are needed to adequately serve the proposed project would be undertaken as part of the project. Therefore, the proposed project would not result in a significant impact related to water or wastewater infrastructure.

Lastly, development of the proposed project would maintain existing drainage patterns; site generated surface water runoff would continue to flow to the City's storm drain system. The proposed project would not create or contribute runoff water that would exacerbate any existing deficiencies in the storm drain system or provide substantial additional sources of polluted runoff. Therefore, the proposed project would not result in a significant impact related to existing storm drain capacities.

**(e) The site can be adequately served by all required utilities and public services:**

The site is currently and adequately served by the City's Department of Water and Power, the City's Bureau of Sanitation, the Southern California (SoCal) Gas Company, the Los Angeles Police Department, the Los Angeles Fire Department, Los Angeles Unified School District, Los Angeles Public Library, and other public services. In addition, the California Green Code requires new construction to meet stringent efficiency standards for both water and power, such as high-efficiency toilets, dual-flush water closets, minimum irrigation standards, LED lighting, etc. As a result of these new building codes, which are required of all projects, it can be anticipated that the proposed project will not create any impact on existing utilities and public services through the net addition of 19 new dwelling units.

### **EXCEPTIONS TO CATEGORICAL EXEMPTIONS**

The City has further considered whether the proposed project is subject to any of the six exceptions set forth in State CEQA Guidelines Section 15300.2 that would prohibit the use of any categorical exemption. Planning staff has determined that none of the exceptions apply to the proposed project, as described below.

- (a) Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located – a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply all instances, except where the project may impact on an environmental resource of hazardous or critical concern where**

**designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.**

As the proposed project is not defined as a Class 3, 4, 5, 6 or 11 project, this exception is non-applicable. The project site is in an urbanized area in the City of Los Angeles. The project site is not located in a particularly sensitive environment and is not located on a site containing wetlands, endangered species, or wildlife habitats; therefore, this exception is not applicable.

**(b) Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.**

The development of the project site with 20 dwelling units is consistent with the zone and land use designation of the site, as designated by the Wilshire Community Plan, and as permitted by the City's TOC Affordable Housing Incentive Program pursuant to LAMC 12.22-A.31. A successive project of the same type and nature would reflect a development that is consistent with the underlying land use designation and the Los Angeles Municipal Code, and thus would be subject to the same regulations and requirements, including development standards and environmental impacts. The impacts of each subsequent project will be mitigated if necessary, and thus will not result in a cumulative impact.

The project would not result in a cumulatively considerable contribution to any impact. The threshold of significance for a cumulatively considerable contribution to a traffic impact is the same as the threshold of significance for a project impact. Therefore, since the project would not exceed that threshold it would have neither a project-specific significant impact nor the potential to result in a cumulatively considerable contribution to a significant traffic impact. The same is true for air quality thresholds of significance; the project does not have the potential to result in a project-specific significant air quality impact, and therefore, does not have the potential to result in a cumulatively considerable contribution to a significant air quality impact. Upon review of similar development projects within 500 feet of the project site, there are two planned projects at 1444 Hi Point Street and 1437 Hi Point Street which are both expected to be completed by August or September 2020, well before this project is set to commence. Both are small and well below impact thresholds evaluated above. Even if both projects were to take place at the same timeframe, cumulative effects would still be well below all significant thresholds.

Regulatory Compliance Measures (RCMs) in the City of Los Angeles regulate impacts related to Air Quality, Construction Noise/Vibrations, Operational Noise/Vibrations, and Transportation/traffic. Numerous Los Angeles Municipal Code Sections provide requirements for construction activities and ensure impacts from construction related noise, traffic, and parking are less than significant. The Noise Regulation Ordinance, No. 144,331, provides regulatory compliance measures related to construction noise and maximum noise levels for all activities. LAMC Section 62 provides specific regulatory compliance measures related to construction traffic and parking. LAMC Section 41 requires construction site postings listing representative contact information and permitted construction/demolition hours as established by the Department of Building and Safety. Additionally, there is insufficient evidence to conclude that significant impacts will occur based on past project approvals or in progress entitlement applications and that the proposed project will have adverse impacts on the cumulative impacts of construction noise and transportation/traffic in this area. Further, there is insufficient evidence to conclude that the proposed project will be under construction at the same time as projects within the vicinity. Thus, this exception does not apply.

- (c) **Significant Effect. A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.**

The project proposes to construct a 20-unit multi-family residential development with two levels of subterranean parking. The project site is comprised of approximately 8,838 square feet of lot area located in an urbanized area within the City of Los Angeles. The project consists of residential uses and operations that are compatible with the surrounding urban development and consistent with the underlying zoning. The project site is a long-established neighborhood and is surrounded by various residential, commercial, and civic uses. The site does not demonstrate any unusual circumstances, and the project will not generate any significant impacts regarding traffic, noise, air quality, or water quality. There are no special districts or other known circumstances that indicate a sensitive surrounding environment. Thus, there are no unusual circumstances which may lead to a significant effect on the environment.

- (d) **Scenic Highways. A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.**

Based on a review of the California Scenic Highway Mapping System, the subject site is not located along a California State Scenic Highway and will not impact any identified scenic resources, including trees, historic buildings, rock outcroppings, or other similar resources, within a highway officially designated as a State Scenic Highway. Furthermore, the street is not designated as a scenic highway in the General Plan, Wilshire Community Plan, or City of Los Angeles Zone Information & Map Access System (ZIMAS). Therefore, this exception does not apply.

- (e) **Hazardous Waste Sites. A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.**

Based on a review of the California Department of Toxic Substances Control "Envirostor Database," no known hazardous waste sites are located on the project site. There are also no listed sites within the immediate vicinity of the project site. The subject property has been previously developed with residential uses which are not expected to utilize hazardous waste or materials that pose significant constraint on the site.

- (f) **Historical Resources. A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.**

The project site has not been identified as a historic resource by local or state agencies, and the project site has not been determined to be eligible for listing in the National Register of Historic Places, California Register of Historical Resources, or the Los Angeles Historic-Cultural Monuments Register. While the existing structure was built in 1946, the project site is not identified as a historic resource subject to historic preservation review, nor is it located within a Historic Preservation Overlay Zone. Additionally, 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. For these reasons, construction of the proposed project would not constitute a substantial adverse change in

the significance of a historic resource as defined by CEQA, and this exception does not apply to the proposed project.

### **CONCLUSION**

The proposed project involves the construction of a new five-story, 57-foot high, 20-unit apartment building across a single lot that encompasses approximately 8,838 square feet of lot area. The project is consistent with the surrounding developments (which consists of established residential, commercial, and public uses), is permitted by the TOC Guidelines, and is entirely consistent with the existing General Plan designation, zoning, and requirements of the LAMC. The project will not generate a significant number of vehicle trips and will not result in any significant impacts to land use planning, environmental habitat, noise, air quality, or water quality. The project is located in an urbanized and long-developed area, and thus will be adequately served by all required public utilities and services.

In addition, as the project is in an urbanized area, it is not in a particularly sensitive environment, and will not impact an environmental resource of hazardous or critical concern that is designated, precisely mapped, or officially adopted by any federal, state, or local agency. The project will not result in any significant impacts and, therefore, will not make a cumulatively considerable contribution to any significant impacts that are not already accounted for by the General Plan and future environmental clearances. The project is consistent with the surrounding developments, including established residential and commercial uses, does not present any unusual circumstances that would result in a significant impact on the environment, and would not constitute a substantial adverse change in the significance of a historic resource as defined by CEQA. Therefore, none of the possible exceptions to Categorical Exemptions, found in Section 15300.2 Exceptions, apply to this project, and as such, the project qualifies for a Class 32 Categorical Exemption.



**ASSOCIATES**  
*Environmental & Management  
Consultants*

**DIR-2020-2067**

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**Class 32 Categorical Exemption 1447 Hi Point St., Los Angeles, CA 90035**



Submitted by,  
Hi Point M, LLC.  
550 South Hill Street, Suite 1420  
Los Angeles, CA 90013

Prepared by,  
ZMassociates Environmental Corp.  
19800 MacArthur Blvd., Suite 300  
Irvine, CA 92612

## **Class 32 Categorical Exemption Report 1447 Hi Point St.– Proposed Project**

### **Project Description**

The project site is located at 1447 Hi Point St., Los Angeles, CA 90035 and is comprised of one parcel with an approximate lot area of 8,838.5 square feet. The site is located along the western side of Hi Point Street, just south of Pico Blvd. The site has approximately 52 feet of frontage along Hi Point Street. The proposed project includes the demolition of an existing single family home and new construction of a residential development containing 20 units of multi-family housing.

The City of Los Angeles General Plan land use designation for the site is Medium Residential. The city's zoning for the site is [Q]R3-1-O, which corresponds to Medium Residential land use designation. The applicant is proposing to demolish the existing single family home at the site and develop the site with a new five-story multi-family building providing 20 residential units. Two (2) of the units would be set aside as extremely low-income units in compliance with the city's TOC density bonus requirements and as mandated by Senate Bill 330 (SB 330). The building would be approximately 57 feet in height, which includes 22 additional feet allowed per the city's density bonus requirements as an on-menu, developer incentive request. The residential building is proposed to provide a total area of 20,093 square feet total residential space. Vehicular access to the subterranean parking structure would be provided from the driveway. The complex would provide 25 parking spaces, which is more than the required 10 spots necessary for the project using the TOC Density Bonus. A total of 20 long-term bicycle parking spaces and 2 short term bicycle parking spaces would be provided for residents.

### **INTRODUCTION**

The project is categorically exempt from the California Environmental Quality Act (CEQA) pursuant to Section 21084 of the California Public Resources Code, and Article 19, Section 15332 (Class 32) of the CEQA Guidelines.

The proposed incentives will not have a specific adverse impact. 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 proposed Project and potential impacts were analyzed in accordance with the City's Environmental Quality Act (CEQA) Guidelines and the City's L.A. CEQA Thresholds Guide. These two documents establish guidelines and thresholds of significant impact and provide the data for determining whether the impacts of a proposed Project reach or exceed those thresholds. Analysis of the proposed Project determined that it is Categorical Exempt from environmental review pursuant to Article 19, Section 15332 (Class 32) of the CEQA Guidelines. The Class 32 exemption is intended to promote infill development within urbanized areas. The project is categorically exempt from the California Environmental Quality Act (CEQA) pursuant to Section 21084 of the California Public Resources Code, and Article 19, Section 15332 (Class 32) of the CEQA Guidelines.

This report serves as the environmental analysis to confirm the eligibility of the 1447 S. Hi Point St. project to qualify for a Class 32 Categorical Exemption (CE) under the California



Environmental Quality Act (CEQA). Section 15332 of the Guidelines for Implementation of the California Environmental Quality Act (CEQA Guidelines), which addresses the category of in-fill development projects that have been determined not to have a significant effect on the environment and which are exempt from the provisions of CEQA. A Class 32 exemption consists of projects characterized as in-fill development meeting the criteria described below:

- (a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.
- (b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.
- (c) The project site has no value as habitat for endangered, rare or threatened species.
- (d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.
- (e) The site can be adequately served by all required utilities and public services.

This report evaluates the consistency of the proposed project with each of the above criteria.

### **CLASS 32 CATEGORICAL EXEMPTION ANALYSIS**

The proposed project qualifies for a Categorical Exemption as it conforms to the definition of "In-fill Projects" as follows:

***(a): The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.***

As discussed previously, the City of Los Angeles General Plan land use designation for the site is Medium Residential and the city's zoning designation for the site is [Q]R3-1-O. A by-right density of 11 residential units and a building height of 35 feet are permitted on the site. However, pursuant to the Transit Oriented Communities ("TOC") density bonus provisions for a project located in a Tier 3 area, as implemented by the city and mandated by law, a building with 20 residential units of which 2 will be set aside for Extremely Low Income ("ELI") residents and 57 feet in height is allowed.

Therefore, the proposed project is consistent with the existing land use and zoning designations for the site.

***(b): The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.***

The proposed project site is located within the Wilshire Community Plan area of the City of Los Angeles and totals 0.203 acres (8,838.5 square feet) in area, which is well below the 5-acre threshold. The site is located within a highly urbanized area and is bordered by existing multi-family. The subject property is located within 1,500 feet of the intersection of Pico Blvd. and Fairfax Ave. As confirmed by the Los Angeles Department of City Planning, the subject property is therefore located in Tier 3 of the Transit Oriented Communities Affordable Housing Incentive Program. As the redevelopment of an underutilized property within the City of Los Angeles, the project is characterized as in-fill development. Therefore, the proposed project meets this criterion

because it would occur within city limits on a project site of no more than five acres substantially surrounded by urban uses.

***(c): The project site has no value as habitat for endangered, rare or threatened species.***

The project site is located within a highly urbanized area that lacks habitat that is suitable for sensitive plant and animal species. The site is developed with an existing single family home. The immediate vicinity is highly urbanized and is comprised of multi-family residential. Navigate LA and the Los Angeles City Planning Department's Environmental and Public Facilities map for Significant Ecological Areas show that the subject site is not located in any of these areas. The project site is located within an urbanized area and is not located within a Biological Resource Area. Therefore, the proposed project meets this criterion because there is no habitat for endangered, rare, or threatened species.

***(d): Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.***

**Traffic:**

The project would not result in any significant effects related to traffic. Due to the small size of the project, LADOT determined that no traffic referral study would be necessary. The proposed project does not exceed traffic threshold criteria established by LADOT for preparing a traffic study. The traffic impacts will be below the LADOT threshold for significance. Parking will be provided to tenants of the project complex, mitigating any street parking issues. The proposed project will create no significant impact on traffic or the environment.

**Trees:**

The project will not result in the removal of any protected trees. The Subject Property has a slope of less than ten (10) percent and is not in a waterway, wetland, officially designated scenic area, or within an official Seismic Hazard Zone.

**Noise:**

The level of construction noise, for the proposed project, would be managed within the City of Los Angeles day and time ordinance. Due to the small project size, the limited number of construction vehicles, limited number of construction equipment, and small size of construction equipment compared to much larger projects, the proposed project will not result in exceedance of City of Los Angeles noise ordinances. The Los Angeles' Noise Ordinance has been utilized to determine the significance of noise impacts for this type of project. The Noise Ordinance, which is found within the Los Angeles Municipal Code (Municipal Code), presents noise standards applicable to construction and demolition operations occurring within Los Angeles. Specifically, Section 41.40 of the Municipal Code prohibits construction activities that entail the use of any machine, tool, device or equipment between the hours of 9:00 PM – 7:00 AM that could disturb sleeping persons in any dwelling, apartment or other place of residence. Additionally, Section 112.05 of the Municipal Code prohibits the operation of any power equipment/tool that produces a maximum noise level that exceeds the applicable noise limit from the following list at-a-distance of 50-feet between the hours of 7:00 AM – 10:00 PM:

- 75 dB(A) for construction machinery (e.g., tractors, dozers, drills, loaders, shovels/cranes, etc.);



- 75 dB(A) for powered equipment 20 HP or less intended for infrequent use; and
- 65 dB(A) for powered equipment intended for repetitive use in residential areas (e.g., mowers, blowers, riding tractors, etc.).

Per the Municipal Code, these noise limitations shall not apply where compliance is technically infeasible. Technically infeasible means that these noise limitations cannot be complied with despite the use of mufflers, shields, sound barriers, and/or other noise reduction devices/techniques during the operation of the equipment.

Construction activities that generate noise will be confined to daytime hours only, as defined by the City of Los Angeles *Construction Noise Ordinance* (7:00 AM-9:00 PM, Monday through Friday, 8:00 AM-6:00 PM Saturdays). Please note all construction activities that generate noise are prohibited on Sundays and all federal holidays.

The development of the project would not result in any significant effects relating to noise, since the project must comply with the City of Los Angeles Noise Ordinance No. 161,574 and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels. Furthermore, the project is below the 75 dwelling units and 1,000 average daily vehicle trips CEQA threshold. Construction activities, on the site, will comply with the Los Angeles Noise Ordinance.

**Vibration:**

The Project’s construction vibration impacts would be considered less than significant. The FTA has established vibration impact criteria as it relates to potential building and structural damages, as these are the foremost concern when evaluating the impacts of construction-related vibrations. Table-1 summarizes the FTA’s vibration guidelines for building and structural damage.

**Table 1 FTA Construction Vibration Damage Criteria**

| <b>Building Category</b>                                       | <b>PPV (in/sec)</b> |
|--|---------------------|
| <b>I. Reinforced concrete, steel or timber (no plaster)</b>    | 0.5                 |
| <b>II. Engineered concrete and masonry (no plaster)</b>        | 0.3                 |
| <b>III. Non-engineered timber and masonry buildings</b>        | 0.2                 |
| <b>IV. Buildings extremely susceptible to vibration damage</b> | 0.12                |

Construction of the Project would require heavy-duty earthmoving equipment that would be capable of generating vibration levels of 0.064 inches per second PPV at a reference distance of 25 feet. Other construction vehicles, equipment, and practices would have lesser impacts. Table-2 shows the Project’s projected construction vibration impacts at the nearest off-site structures. No receptor would experience potentially damaging levels of ground-borne vibration from the Project’s construction activities. More distant structures would experience lesser impacts. As a result, the Project’s construction vibration impacts would be considered less than significant.



**Table 2 Building Damage Vibration Levels At Off-Site Structure**

| Off-Site Structures       | Distance to Project Site (ft.) | Condition                             | Significant Criteria (in/sec) | Impact (in/sec) | Significant? |
|---------------------------|--------------------------------|---------------------------------------|-------------------------------|-----------------|--------------|
| Hi Point St. Structures   | 25                             | III.Non-engineered Timber and masonry | 0.2                           | .0017           | No           |
| Point View St. Structures | 15                             | III.Non-engineered Timber and masonry | 0.2                           | 0.003           | No           |

The Project Site is currently developed with a residential structure that contains no significant sources of ground borne vibration, such as heavy equipment or industrial operations. Vehicles traveling to and from the site generate minimal levels of ground borne vibration that are generally below levels of human perception.

During Project operations, there would also be no significant stationary sources of ground-borne vibration, such as heavy equipment or industrial operations. Minimal levels of operational ground-borne vibration in the Project's vicinity would be generated by its related vehicle travel on local roadways, but most vibrations from road vehicles are imperceptible.

As a result, the Project's long-term vibration impacts would be considered less than significant.

**Air Quality:**

The proposed project will produce criteria air emissions during the construction phases of the proposed project.

This air quality impact analysis was performed for Local area significance, using the SCAQMD "Final Localized Significance Threshold Methodology", July 2008. SCAQMD CEQA Handbook (SCAQMD, 1993), construction projects, SCAQMD AQ-17 Air Quality Significance Mass Daily Thresholds, and SCAQMD Significance Threshold Methodology were utilized to identify the appropriate and applicable air pollutant significance thresholds appropriate for the project 0.203-acre project site.

**Local Construction Significance Thresholds**

The proposed project is in the Wilshire Community Plan area of Central Los Angeles area for use in applying the applicable SCAQMD analysis methodology.

The SCAQMD "Final Localized Significance Threshold Methodology", July 2008 was used assuming a 1-acre site (the smallest project size table, since the project size is 0.203 acre), focusing on non-attainment pollutants.

Table 1 presents SCAQMD current non-attainment status for the following California and National ambient air pollutant standards<sup>1</sup>:

<sup>1</sup> <http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/naaqs-caaqs-feb2016.pdf>



**Table 1 SCAQMD Ambient Air Standards for Non-Attainment Pollutants**

| Pollutant                     | Averaging Time         | California Standards                  | National Standards    |
|-------------------------------|------------------------|---------------------------------------|-----------------------|
| Ozone                         | 8 Hour                 | 0.070 ppm<br>(137 µg/m <sup>3</sup> ) | 0.070 ppm             |
|                               | 1 Hour                 | 0.09 ppm<br>(180 µg/m <sup>3</sup> )  | 0.12 ppm              |
| Particulate Matter<br>(PM10)  | Annual Arithmetic Mean | 20 µg/m <sup>3</sup>                  |                       |
|                               | 24 Hour                | 50 µg/m <sup>3</sup>                  | 150 µg/m <sup>3</sup> |
| Particulate Matter<br>(PM2.5) | Annual Arithmetic Mean | 12 µg/m <sup>3</sup>                  | 12 µg/m <sup>3</sup>  |
|                               | 24 Hour                |                                       | 35 µg/m <sup>3</sup>  |

On page I-5 of the “Final Localized Significance Threshold Methodology” cited above, it recommends using the Mass look-up tables for construction projects. The mass rate look-up tables are organized by Sources Receptor Area (by County and Sub-County), project acreage size, receptor distance (meters) from the project site boundary, and by pollutant applicable to the attainment status of the receptor area. The most stringent ambient air pollutant allowable concentration increase for non-attainment pollutants was selected. For example, we utilized the table with a significance threshold of 2.5 mg/m<sup>3</sup> for PM10 and PM2.5. This level of stringency was utilized to demonstrate that the proposed project construction emissions would not exceed ozone, PM10, and PM2.5 ambient air standards within the project localized area.

Table 2 lists the Local Construction Significance Threshold values for construction of a 1-acre project size, located in the Central Los Angeles area, with a receptor distance of 25 meters (most stringent criteria), and for each of the pollutants listed (SCAQMD Non-Attainment Pollutants):

**Table 2 Local Construction Significance Thresholds (1-Acre Site)<sup>2</sup>**

| Pollutant Parameter               | CO        | NOx       | PM <sub>10</sub> (Assume 2.5 mg/m <sup>3</sup> increase limit) | PM <sub>2.5</sub> (Assume 2.5 mg/m <sup>3</sup> increase limit) |
|-----------------------------------|-----------|-----------|--|---|
| Look-up Table No.                 | Table C-2 | Table C-1 | Table C-3  | Table C-5   |
| Receptor Distance (meters)        | 25        | 25        | 25   | 25  |
| Construction Thresholds (lbs/Day) | 680       | 74        | 2.0  | 2.0   |

lbs/day = pounds per day

MT/yr CO<sub>2</sub>eq = metric tons per year of CO<sub>2</sub> equivalent

≥ = greater than or equal to

CO = carbon monoxide

NOx = oxides of nitrogen

PM10 = particulate matter equal to or less than 10 microns in diameter

PM2.5 = particulate matter equal to or less than 2.5 microns in diameter

ROG = reactive organic gases, also referred to as VOC or volatile organic gases

SOx = oxides of sulfur

<sup>2</sup> South Coast Air Quality Management District Construction Project Local Impact Mass Lookup Tables, October 21, 2009

CO<sub>2</sub>e = carbon dioxide equivalents

Table 3 provides a comparison of the proposed project construction emissions, as calculated using CalEEMod, and Table 2 Local Construction Significance Thresholds. A full copy of the model run report for CalEEMod, used to analyze project construction and operation emissions, is attached to this report.

**Table 3 Proposed Project Construction Emissions (Derived from CalEEMod modeling)**

| Pollutant Parameter                            | CO (lbs/day) | NOx (lbs/day) | PM <sub>10</sub> (lbs/day) | PM <sub>2.5</sub> (lbs/day) |
|--|--------------|---------------|----------------------------|-----------------------------|
| <b>Local Construction Thresholds (Table 2)</b> | 680.0        | 74.0          | 2.0                        | 2.0                         |
| <b>Project Emissions (CalEEMod, estimate)</b>  | 0.0851       | 0.0876        | 0.00672                    | 0.00496                     |
| <b>Threshold Exceedance?</b>                   | No           | No            | No                         | No                          |

lbs/day = pounds per day

MT/yr CO<sub>2</sub>e = metric tons per year of CO<sub>2</sub> equivalent

≥ = greater than or equal to

CO = carbon monoxide

NOx = oxides of nitrogen

PM<sub>10</sub> = particulate matter equal to or less than 10 microns in diameter

PM<sub>2.5</sub> = particulate matter equal to or less than 2.5 microns in diameter

ROG = reactive organic gases, also referred to as VOC or volatile organic gases

SOx = oxides of sulfur

CO<sub>2</sub>e = carbon dioxide equivalents

Based upon the above analysis, the proposed 1447 S. Hi Point St. construction project will not exceed Local Area Construction Air Emission Significance Thresholds, and therefore will not have a local air quality impact.

### Regional Construction Significance Thresholds

The SCAQMD provides guidance for regional analysis of project construction emissions within the South Coast Air Quality Management District.<sup>3</sup>

Table 4 provides the most current SCAQMD Air Quality Regional Significance Thresholds, daily mass project emission limits, applicable to the proposed construction project.

**Table 4 Regional Construction Pollutant Significance Thresholds (SCAQMD)**

| Pollutant Parameter            | CO (lbs/day) | NOx (lbs/day) | PM <sub>10</sub> (lbs/day) | PM <sub>2.5</sub> (lbs/day) | ROG (lbs/day) | SOx (lbs/day) |
|--------------------------------|--------------|---------------|----------------------------|-----------------------------|---------------|---------------|
| <b>Construction Thresholds</b> | 550.0        | 100.0         | 150.0                      | 55.0                        | 75.0          | 150.0         |

lbs/day = pounds per day

MT/yr CO<sub>2</sub>e = metric tons per year of CO<sub>2</sub> equivalent

≥ = greater than or equal to

CO = carbon monoxide

NOx = oxides of nitrogen

PM<sub>10</sub> = particulate matter equal to or less than 10 microns in diameter

<sup>3</sup> <http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf>

PM2.5 = particulate matter equal to or less than 2.5 microns in diameter  
 ROG = reactive organic gases, also referred to as VOC or volatile organic gases  
 SOx = oxides of sulfur  
 CO<sub>2</sub>e = carbon dioxide equivalents

Table 5 provides a comparison of Regional Construction Threshold to the proposed project construction emission calculated using CalEEMod.

**Table 5 Proposed Project Construction Emission Comparison to Regional Thresholds**

| Pollutant Parameter                     | CO (lbs/day) | NOx (lbs/day) | PM <sub>10</sub> (lbs/day) | PM <sub>2.5</sub> (lbs/day) | ROG (lbs/day) | SOx (lbs/day) | CO <sub>2</sub> e (MT/year) |
|---|--------------|---------------|----------------------------|-----------------------------|---------------|---------------|-----------------------------|
| <b>Regional Construction Thresholds</b> | 550.0        | 100.0         | 150.0                      | 55.0                        | 75.0          | 150.0         | 3,000                       |
| <b>Project Estimated Emissions</b>      | 0.08512      | 0.08758       | 0.006716                   | 0.004964                    | 0.02060       | 0.000146      | 70.69                       |
| <b>Threshold Exceedance?</b>            | No           | No            | No                         | No                          | No            | No            | No                          |

lbs/day = pounds per day  
 MT/yr CO<sub>2</sub>e = metric tons per year of CO<sub>2</sub> equivalent  
 ≥ = greater than or equal to  
 CO = carbon monoxide  
 NOx = oxides of nitrogen  
 PM<sub>10</sub> = particulate matter equal to or less than 10 microns in diameter  
 PM<sub>2.5</sub> = particulate matter equal to or less than 2.5 microns in diameter  
 ROG = reactive organic gases, also referred to as VOC or volatile organic gases  
 SOx = oxides of sulfur  
 CO<sub>2</sub>e = carbon dioxide equivalents

These are mass daily thresholds derived by SCAQMD rules and the SCAQMD CEQA Handbook (1993). Based upon the above analysis, the proposed 1447 S. Hi Point St. construction project will not exceed Regional Area Construction Air Emission Significance Thresholds, and therefore will not have a Regional air quality impact.

**Greenhouse Gas (GHG) Significance Thresholds**

The SCAQMD provides guidance for regional analysis of project construction emissions within the South Coast Air Quality Management area and basin. Currently SCAQMD has not yet set a greenhouse gas (GHG), significance threshold. SCAQMD has released guidance for construction projects, within the SCAQMD air district, recommending a GHG project emission threshold limit of 3,000 MT CO<sub>2</sub>e/year.

**Table 6 Proposed Project Construction GHG Emission Comparison to Regional Thresholds**

| Pollutant Parameter                     | CO <sub>2</sub> e (MT/year) |
|---|-----------------------------|
| <b>Regional Construction Thresholds</b> | 3,000                       |
| <b>Project Estimated Emissions</b>      | 70.69                       |
| <b>Threshold Exceedance?</b>            | No                          |

CO<sub>2</sub>e = carbon dioxide equivalents

Based upon the above analysis, the proposed 1447 S. Hi Point St. construction project will not exceed greenhouse gas Construction Air Emission Significance Thresholds, and therefore will not have a greenhouse gas air quality impact.

### Volatile Organic Compounds Significance Thresholds

The SCAQMD provides significance threshold levels for volatile organic compounds (also referred to as reactive organic gases or ROG), for regional construction projects.

SCAQMD manage ROG air emissions as precursor compounds to formation of atmospheric, ground-level ozone concentrations. Ozone is a non-attainment pollutant in the local and regional air districts, where the proposed project resides.

Table 7 presents a comparison of proposed project ROG construction emission levels to the SCAQMD Regional Significance Thresholds.

**Table 7 Project Construction Emission Comparison of ROG to Regional Thresholds**

| Pollutant Parameter              | ROG (lbs/day) |
|----------------------------------|---------------|
| Regional Construction Thresholds | 75.0          |
| Project Estimated Emissions      | 0.0206        |
| Threshold Exceedance?            | No            |

lbs/day = pounds per day

ROG = reactive organic gases, also referred to as VOC or volatile organic gases

The proposed project ROG construction emissions do not exceed Regional Significance levels, as established by SCAQMD. (See reference cited in above regional pollutant analysis).

Architectural drawing data, and default CalEEMod settings, were used setting up and running CalEEMod. A copy of the CalEEMod report is attached to this report.

The proposed project is designed to utilize low-VOC and low-odor architectural materials, as required of the industry and best management practices. Odors from the project, will be minimal and expected to be managed within the project site boundary.

### Summary of Air Quality Impact Analysis

The above analysis for local, regional, greenhouse gas, reactive organic gases (ROGs), and odor demonstrate that the proposed project air emissions do not exceed Local and Regional air emission thresholds as compared to the applicable local, regional and national standards and analysis guidelines. Therefore, the proposed project will pose no significant impact to local and regional air quality.

This conclusion is based upon performance of City of Los Angeles required air quality analysis, CEQA guidance for categorical exemption air quality impact analysis, performance of all analysis following local and regional air quality impact analysis guidance for development construction projects less than 1 acre in size.

### Water Quality:

The development of the project would not result in any significant effects relating to water quality. There will be no water or wastewater issues with the proposed project, as all construction water will be managed on site, and wastewater for the completed project will be managed the same as currently available on site, using public utilities. The project will be subject to Regulatory Compliance Measures (RCMs), which require compliance with the City of Los Angeles Noise Ordinance; pollutant discharge, dewatering, storm water mitigations; and Best Management Practices for stormwater runoff. These RCMs will ensure the project will not have significant



impacts on noise and water. Therefore, construction of the project will not create any impact on water quality. Furthermore, the project will comply with the City's storm water management provisions per LAMC 64.70.

***(e): The site can be adequately served by all required utilities and public services.***

The site is currently and adequately served by the City's Department of Water and Power, the City's Bureau of Sanitation, the Southern California (SoCal) Gas Company, the Los Angeles Police Department, the Los Angeles Fire Department, Los Angeles Unified School District, Los Angeles Public Library, and other public services. These utilities and public services have continuously served the neighborhood for many years. In addition, the California Green Code requires new construction to meet stringent efficiency standards for both water and power, such as high-efficiency toilets, dual-flush water closets, minimum irrigation standards, LED lighting, etc. As a result of these new building codes, which are required of all projects, it can be anticipated that the proposed Project will not create any impact on existing utilities and public services.

The Project can be characterized as in-fill development within urban areas, for the purpose of qualifying for Class 32 Categorical Exemption, as a result of meeting the five conditions listed above.

**Exceptions Narrative for Class 32 Categorical Exemption**

There are five (5) Exceptions which must be considered to find a project exempt under Class 32: (a) Cumulative Impacts; (b) Significant Effect; (c) Scenic Highways; (d) Hazardous Waste Sites; and (e) Historical Resources.

**Criterion (a): Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.**

This exception does not apply to the proposed project. The project involves the construction of new residential units at a site currently developed with, and surrounded by, residential uses. The project would not generate a significant number of vehicle trips and would not result in any significant impacts to land use planning, sensitive habitat, traffic, noise, air quality, or water quality. Any contribution of the proposed project to an otherwise significant cumulative impact would not be cumulatively considerable under CEQA. Upon review of available Los Angeles City records, there are two planned development projects within 500 feet of the subject project. 1444 Hi Point is under construction but is expected to be completed by August 2020, well before this project is set to commence. Additionally, 1437 Hi Point St., a 6-unit project, is currently under construction and should be completed by September 2020, well before this project is set to commence. Both are small and well below impact thresholds evaluated above. Even if both projects were to take place at the same timeframe, cumulative effects would be well below all thresholds.

**Criterion (b): Significant Effect. A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.**

As discussed previously in this report, the project would not result in any significant impacts to land use planning, sensitive habitat, traffic, noise, air quality, or water quality. The proposed project is consistent with the existing land use and zoning designations for the project site. The



project involves the construction of new residential units at a site developed with, and surrounded by, residential uses and there are no unusual aspects to the project site. Therefore, there is no reasonable possibility that the project could create a significant effect on the environment due to any unusual circumstances.

**Criterion (c): Scenic Highways. A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.**

The project site is on Hi Point St. which is designated by the City of Los Angeles as a local street. The street is not designated as a scenic highway in the City of Los Angeles General Plan, the Wilshire Community Plan, or the City of Los Angeles Zone Information & Map Access System (ZIMAS). Therefore, no impact would occur.

**Criterion (d): Hazardous Waste Sites. A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.**

The project involves the construction of new residential units at a site currently developed with, and surrounded by, residential uses. The project site is not included on any list of hazardous waste sites compiled pursuant to Section 65962.5 of the Government Code. No impact would occur. Also, according to Envirostor, the State of California's database of Hazardous Waste Sites, neither the subject site, nor any site in the vicinity, is as a hazardous waste site.

**Criterion (e): Historical Resources. A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.** The proposed project will replace the existing single family home at the project site with a newly constructed apartment building. According to ZIMAS, the structure was built in 1946. The structure is not designated as historic on any local, state, or national database. The structure has not been identified or surveyed as part of the City's Survey LA program or on the HistoricPlacesLA website; nor is the structure located within an existing or proposed HPOZ or historic district. No historic cultural monuments are located adjacent to the project site. Therefore, no known historical resources would be adversely damaged by implementation of the proposed project.

## **CONCLUSION**

Based on the analysis presented in this report, the proposed 1447 S. Hi Point St. project meets all criteria for a Class 32 Categorical Exemption pursuant to Section 15332 of the CEQA Guidelines. None of the exclusions identified under Section 15300.2 of the CEQA Guidelines would preclude the project from qualifying for a Class 32 Categorical Exemption.

Sincerely,

A handwritten signature in cursive script that reads "Thomas A. Miller".

Thomas Miller, Sr. Environmental Scientist  
ZMassociates Environmental Corporation  
19800 MacArthur Blvd., Suite 300  
Irvine, CA 92612  
(949) 608-9890



DIR-2020-2067

Gabriel Rabbanian <gabrielrabbanian@gmail.com>

**LADOT Referral Form 1447 Hi Point**

2 messages

**Gabriel Rabbanian** <gabrielrabbanian@gmail.com>

Wed, Mar 4, 2020 at 4:08 PM

To: Wes Pringle <wes.pringle@lacity.org>, Jacob Rabbanian <jacob.rabbanian@gmail.com>, Jonathan Rabbanian <jonathanrabbanian@gmail.com>

Hi Wes,  
Thank you for your time again over the phone today.

Attached is the Department of Transportation Referral Form- Traffic Study Assessment filed out for 1447 S Hi Point .

As we spoke the project is for 20 units (residential only), and per our conversation a traffic study will not be required.

If you can confirm attached document I would really appreciate it.

Thank you in advance,  
Gabriel Rabbanian  
Cell: 213-949-1627

 **ladot referal form.pdf**  
580K

**Wes Pringle** <wes.pringle@lacity.org>

Wed, Mar 4, 2020 at 4:24 PM

To: Gabriel Rabbanian <gabrielrabbanian@gmail.com>

Cc: Jacob Rabbanian <jacob.rabbanian@gmail.com>, Jonathan Rabbanian <jonathanrabbanian@gmail.com>

Hi Gabriel,

A 20 unit multi-family development would not meet the threshold to require a traffic study. The referral form is not necessary.

Wes  
[Quoted text hidden]

**Wes Pringle, P.E.**

Transportation Engineer  
Metro Development Review  
100 S. Main St, 9th Floor  
Los Angeles, CA 90012

Los Angeles Department of Transportation

213.972.8482   



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# INITIAL SUBMISSIONS

The following submissions by the public are in compliance with the Commission Rules and Operating Procedures (ROPs), Rule 4.3a. The Commission's ROPs can be accessed at <http://planning.lacity.org>, by selecting "Commissions, Boards & Hearings" and selecting the specific Commission.

The following submissions are not integrated or addressed in the Staff Report but have been distributed to the Commission.

Material which does not comply with the submission rules is not distributed to the Commission.

ENABLE BOOKMARKS ONLINE:

\*\*If you are using Explorer, you will need to enable the Acrobat toolbar  to see the bookmarks on the left side of the screen.

If you are using Chrome, the bookmarks are on the upper right-side of the screen. If you do not want to use the bookmarks, simply scroll through the file.

If you have any questions, please contact the Commission Office at (213) 978-1300.

# Channel Law Group, LLP

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8200 Wilshire Blvd.  
Suite 300  
Beverly Hills, CA 90211

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Phone: (310) 347-0050  
Fax: (323) 723-3960  
www.channellawgroup.com

JULIAN K. QUATTLEBAUM, III \*  
982-1760  
JAMIE T. HALL \*\*  
jamie.hall@channellawgroup.com  
CHARLES J. McLURKIN

Writer's Direct Line: (310)

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\*ALSO Admitted in Colorado  
\*\*ALSO Admitted in Texas

March 29, 2021

## VIA ELECTRONIC MAIL

Members of the Planning Commission  
City of Los Angeles Department of City Planning  
200 North Spring Street  
Los Angeles, CA 90012

### **RE: Supplemental Justifications of Appeal of Transit Oriented Community Project Located at 1447 South Hi Point Street (DIR-2020-2067-TOC; ENV-2020-2068-CE)**

Dear Members of the Planning Commission:

This firm represents Elaine Johnson (“Appellant”). The City is improperly processing the proposed project using an Exemption from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines, 15332, Article 19 (Class 32 Infill Development). This letter provides supplemental evidence demonstrating 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.

#### **I. CEQA Standard For Use Of A Categorical Exemption**

As indicated in the Director’s Letter of Determination (LOD) for the project dated December 30, 2020<sup>1</sup>, rather than prepare and EIR or MND for the project, the City is improperly processing the project using an Exemption from CEQA pursuant to CEQA Guidelines, Section 15332, Article 19 (Class 32 – In-fill Development Projects), and

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<sup>1</sup> The Letter of Determination is available at:  
<https://planning.lacity.org/pdiscaseinfo/document/MjM4NDAx0/46e6f77e-051c-4e11-ad6d-6ce8558211cd/pdd>

improperly claiming that “there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies.” This letter provides substantial evidence demonstrating 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 meet the following conditions:

**15332. IN-FILL DEVELOPMENT PROJECTS**

Class 32 consists of projects characterized as in-fill development meeting the conditions described in this section.

- (a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.
- (b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.
- (c) The project site has no value as habitat for endangered, rare or threatened species.
- (d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.
- (e) The site can be adequately served by all required utilities and public services.

**Note:** Authority cited: Section 21083, Public Resources Code. Reference: Section 21084, Public Resources Code.

As detailed in **Section III** of the letter, 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, and therefore does not comply with CEQA Guidelines Section 15332(a). In addition, as detailed in **Section IV** and **Section V** of this letter, the proposed project would result in significant construction noise impacts and air quality impacts requiring mitigation, and therefore does not comply with CEQA Guidelines Section 15332(d), which precludes use of a Class 32 Exemption for projects that would result in significant effects relating to traffic, noise, air quality, or water quality. In addition, as explained in **Sections V** of this letter, it is not clear that the site can be adequately served by all required utilities and public services, and thus does not comply with CEQA Guidelines Section 15332(e).

In addition, as detailed in CEQA Guidelines Section 15300.2, there are exceptions to when a Categorical Exemption may be used:

**15300.2. EXCEPTIONS**

- (a) Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located – a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply all instances, except where the project may impact on an environmental resource of hazardous or critical concern where

designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.

- (b) Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.
- (c) Significant Effect. A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.
- (d) Scenic Highways. A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.
- (e) Hazardous Waste Sites. A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.
- (f) Historical Resources. A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.

As detailed in letter, the proposed project is not eligible for a Categorical Exemption pursuant to CEQA Guidelines Sections 15332(b) and 15332(c) due to both impacts associated with unusual circumstances as explained in **Section VI** and the potential for cumulative impacts as explained in **Section VII**. The City cannot act on the project until the appropriate environmental documentation has been prepared for the project.

## **II. The Proposed Project**

The proposed project involves the demolition of one existing single-family home, and the construction of a new (5) five-story, 57-foot-high multi-family residential building with 20 dwelling units over one (1) level of subterranean parking on an approximately 8,839 square foot lot. The project will require the export of 3,100 cubic yards of dirt associated with excavation of the subterranean parking structure. The proposed building will encompass approximately 20,093 square feet in total building area, resulting in a Floor Area Ratio (FAR) of approximately 3.78:1. Of the 20 units proposed, two (2) will be one-bedroom units, 10 will be two-bedroom units, and eight (8) will be three-bedroom units. A total of 2,492 square feet of open space will be provided, divided among balconies, decks, and a fifth-floor garden area. The project is setting aside two (2) units for Extremely Low-Income Households, which equates to 18 percent of the

11 base units permitted through the underlying zoning of the site or 10 percent of the total units.<sup>2</sup> (See **Attachment 1** for a copy of the project plans).

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. As discussed in greater detail in **Section III** of this letter, the proposed project is not consistent with the [Q] designation for the site. 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 includes open space and landscaping requirements. (See **Attachment 2** for a copy of Ordinance 168,193). The proposed project exceeds the allowable height under the ordinance and does not comply with the open space and landscaping requirements mandated in the [Q] conditions. The proposed project is thus not consistent with the zoning for the site.

The Letter of Determination incorrectly claims that the project site is within a Tier 3 Transit Oriented Communities (TOC) Affordable Housing Incentive Area, incorrectly finding that it is located within 750 feet of the intersection of one Rapid Bus Line (Metro Rapid Line 780) and one Regular Bus Line (Local Line 7), when in fact it is located more than 750 feet from this intersection, and is thus instead located in TOC Tier 2.

Because of mistakenly classifying the project as falling within Tier 3, the City has allowed the project to use the wrong base incentives:

- Base Incentives:
  - A 70 percent density increase over the base units allowed by zoning, when Tier 2 only allows for a 60% density increase. It should be noted that the Letter of Determination indicates that the site’s base units are 11<sup>3</sup>, not the 12 used by the project applicant when calculating the allowable density increase. A 60% density increase would allow for 18 rather than 20 units.
  - An increase in FAR to 3.78:1.
- As Additional Incentives, the project is requesting:
  - (1) a maximum 22-foot increase in building height,
  - (2) a maximum reduction of 30 percent in the required width of both side yard setbacks, and

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<sup>2</sup>Letter of Determination page 6-7.

<sup>3</sup> Letter of Determination page 7. Per the City’s guidance, maximum density is not rounded up, whereas the number of bonus units is rounded up. See Density Bonus calculation guidance page 5: [https://planning.lacity.org/Code\\_Studies/Housing/DRAFTUPDATEDAffordHousingGuide.pdf](https://planning.lacity.org/Code_Studies/Housing/DRAFTUPDATEDAffordHousingGuide.pdf)

(3) a maximum reduction of 25 percent in the required amount of open space.

**III. Failure to Meet 15332(a) – Due To Lack of Consistency With General Plan Policies As Well as With Applicable Zoning Designation and Regulations**

The proposed project is not eligible for a Class 32 exemption because it is not consistent with regulations, the applicable zoning designation, and with General Plan and Community Plan policies. It is not consistent with the requirements of the Transit Oriented Communities Affordable Housing Incentive Program and Guidelines, and it is not consistent with the underlying zoning, which was adopted to ensure consistency with the General Plan and Wilshire Community Plan.

On November 11, 2016, voters approved Measure JJJ – which amended Subsection A of Section 12.22 of the Los Angeles Municipal Code (LAMC) to add Subdivision 31 that establishes the Transit Oriented Communities Affordable Housing Incentive Program (TOC)<sup>4</sup> and required the Director of Planning to prepare TOC Guidelines.<sup>5</sup> The City’s TOC Guidelines became effective September 22, 2017 and were revised February 26, 2018. It does not appear that any environmental review was done to assess the potential environmental impacts of the significant City-wide increased density permitted by the TOC Guidelines. As detailed in **Section III.A** of this letter, the proposed project is not fully consistent with the TOC Guidelines.

The project site is zoned [Q]R3-1-O. The proposed project is located in the area generally bounded by Fairfax Avenue, Pickford Street, Crescent Heights, and the alley north of Saturn Street. The underlying zoning for the project site is R3- Height District 1; the R3 zone is restricted a maximum of three stories in Height District 1. This area is also subject to urban design standards specified in the [Q] conditions for this area adopted via Ordinance 168193 at a City Council meeting on August 18, 1992. A copy of the [Q] Ordinance for the area is included in **Attachment 2**. The Ordinance established **permanent** conditions of approval for projects subject to the [Q] designation. The Director’s Determination letter does not contain a detailed evaluation of the project’s consistency with these design guidelines. As detailed in **Section III.B** of this letter, the project as proposed is not consistent with the urban design standards specified in the [Q] conditions for this area, and is thus not consistent with the applicable zoning designation for the project site.

**III.A - Lack of Consistency with Transit Oriented Communities Affordable Housing Incentive Program (LAMC 12.22.A.31) and Guidelines (TOC Program)**

According to page 6 of the Director’s Determination Letter for the project:

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<sup>4</sup> A copy of Measure JJJ is included in **Attachment 3**.

<sup>5</sup> A copy of the TOC Guidelines is available at:  
<https://planning.lacity.org/ordinances/docs/toc/TOCGuidelines.pdf>

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.

According to page 5 of the TOC guidelines, in the case of project located in proximity to one Regular Bus Line and one Rapid Bus Line, like the proposed project, to be in Tier 3 a project site must be located less than 750 feet away, whereas a Tier 2 site is defined as located 750- to 1,499 feet away from the intersection of the two bus lines. The way the distance measurement is to be calculated is also defined on page 5 of the TOC Guidelines as follows:

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.**

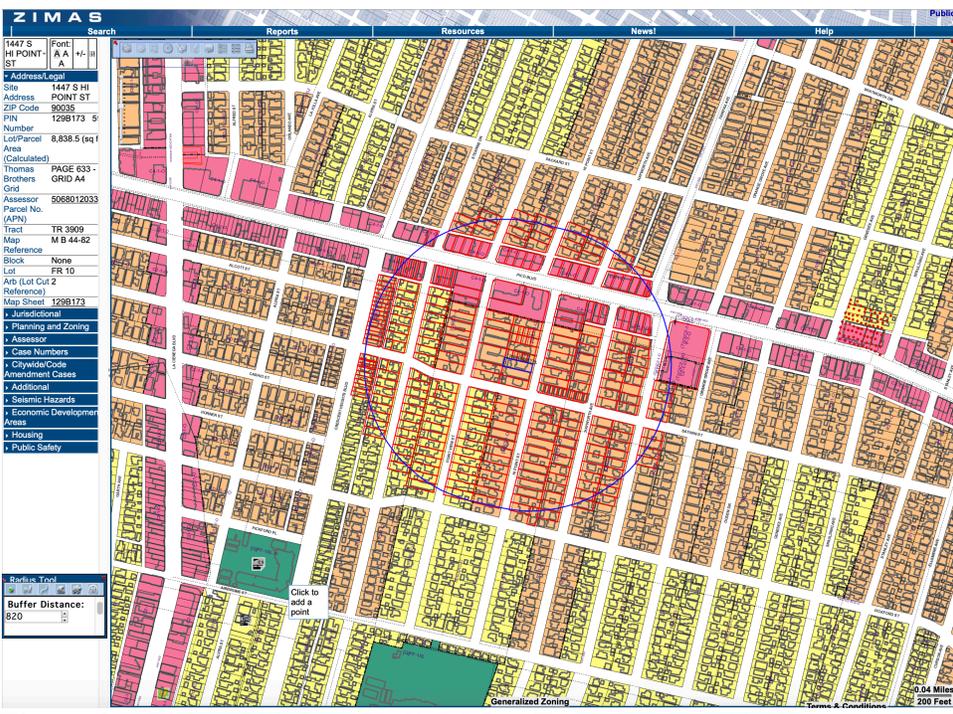
Please see Appendix A for additional information on how to calculate the 15 minute service interval. In the case of a Tier 4 Major Transit Stop, the distance will be measured from the closest point on any lot to the closer of either the entrance of the rail transit station or the bus stop. (Emphasis added).

As detailed in our January 13, 2020 Justification of Appeal letter, incorporated herein by reference, the project site is located approximately 820.5 feet from the intersection of W. Pico Boulevard and S. Fairfax Avenue. The fact that the project site is located further than 750 feet from the middle of the intersection of these two streets is also shown in **Figure 1**, which is the 750-foot radius map from the project site produced by the City's Zimas system. The middle of the intersection of the two streets is clearly outside the 750-foot radius.



**Figure 1 – Zimas 750-Foot Radius Map From Project Site**

**Figure 2**, which is an 820-foot radius map, confirms using the Zimas tool, that the project site is approximately 820 feet from the middle of the intersection of W. Pico Boulevard and S. Fairfax Avenue.



**Figure 2 – Zimas 820-foot Radius Map From Project Site**

According to the TOC Guidelines, location at a distance greater the 750 feet from the intersection, would place the project site in a Tier 2 TOC affordable housing incentive category, rather than a Tier 3 incentive category. Which would mean that the project

would be eligible for Tier 2 (Medium) base incentives rather than Tier 3 incentives. Under Tier 2, the project would only be eligible for a 60% increase in the number of dwelling units from that allowed under the applicable zoning.<sup>6</sup> Under the applicable zoning, the project site is eligible for up to 11 base units. A 60% increase would provide for up to 18 housing units, not 20 units. The proposed project is thus not consistent with the TOC Guidelines.

Even if the proposed project were located in a Tier 3 incentive area, the project is still not consistent with TOC requirements. In addition to the base incentives, the proposed project makes use of three additional incentives: (1) height - two additional stories, up to 22 additional feet; (2) a 25% decrease in required open space; and (3) a maximum reduction of 30 percent in the required width of both side yard setbacks. However, as stated in Section V.4 of the TOC Guidelines:

4. **Design Conformance.** Projects seeking to obtain Additional Incentives shall be subject to any applicable design guidelines, including any Community Plan design guidelines, Specific Plan design guidelines and/or Citywide Design Guidelines and may be subject to conditions to meet design performance. The conditions shall not preclude the ability to construct the building with the residential density permitted by Section VI [i.e. base incentives].

The [Q] designation for the project area provides permanent design standards / design guidelines for the area in the form of [Q] Qualified Permanent Conditions of Approval, including a 35-foot height limitation for the project site, façade articulation requirements, requirements for open space, and landscaping requirements. The [Q] designation for the site thus precludes the project receiving Additional Incentives in conflict with the [Q] designation for the project area. The proposed project is therefore not eligible for (1) a maximum 22-foot increase in building height, a maximum reduction of 25 percent in the required amount of open space, and the associated maximum reduction of 30 percent in the required width of both side yard setbacks. The proposed project is thus not consistent with Section V.4 of the TOC Guidelines.

### **III.B – Lack of Consistency with Zoning - [Q] Designation (LAMC 12.32.G.2)**

The purpose of the City’s adoption of area-specific [Q] Conditions is explained in Los Angeles City Municipal Code (LAMC) Section 12.32.G(2)(a), as follows:

#### **2. Q Qualified Classification.**

- (a) **Purpose.** Except where property is being changed to the RA, RE, RS or R1 Zone, provision may be made in a zoning ordinance that the property not be utilized for all the uses ordinarily permitted in a particular zone classification and/or that the development of the site shall conform to certain specified standards, if the limitations are deemed necessary to:

---

<sup>6</sup> Page 10 of the TOC Guidelines.

- (1) Protect the best interests of and assure a development more compatible with the surrounding property or neighborhood;
- (2) Secure an appropriate development in harmony with the objectives of the General Plan; or
- (3) Prevent or mitigate potential adverse environmental effects of the zone change.

As discussed more fully in **Section III.A** of this letter, the proposed project, because it takes advantage of provisions of the City’s TOC Program, would have a density and height in excess of that allowed by the area’s zoning and [Q] designation, and would have 25% less open space than required by the area’s R-3 zoning. **Table 1** quotes applicable portions of the [Q] conditions for the project site, and addresses the project’s consistency with those requirements:

| <b>TABLE 1<br/>PROJECT’S LACK OF CONSISTENCY WITH [Q] CONDITIONS IN ORDINANCE 168193<br/>(Attachment 1 contains a copy of the project plans; Attachment 2 contains a copy of Ordinance 168194)</b>   |   |
|--|---|
| <b>[Q] Condition</b>   | <b>Project Consistency</b>  |
| Covenant: Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent owners, heirs or assigns. Further, the agreement must be submitted to the Planning Department; for approval before being recorded. After recordation, a copy bearing the Recorder's number and date must be given to the City Planning Department. for attachment to the subject file. | <b>Not Consistent.</b> No such covenant has been required in the Letter of Determination. The Letter of Determination does not indicate whether there is an existing covenant on the property.  |
| Building Heights: No building or structure located on the subject property shall exceed 35 feet in height, as defined by Municipal Code Section 12.03.   | <b>Not Consistent.</b> The proposed project is 57-feet in height.   |
| Building Mass: For any building facade greater than forty (40) feet in length, articulation shall be required for every thirty (30) feet. Minimum depth of modulation of the facade shall be five (5) feet.  | <b>Not Consistent.</b> See project plans in Attachment 1. The building measures approximately 44 feet 6 inches by 100 feet.   |
| Energy conservation: Prior to the construction of any project, the Department of Water and Power and the Southern California Gas Company shall be consulted regarding feasible energy conservation features which can be incorporated into the design of the project.  | The Letter of Determination does not indicate that the project will meet any Leadership in Energy and Environmental Design (LEED) certification levels or green building code requirements beyond those in the 2017 Los Angeles Green Building Code (LAGBC). <sup>7</sup> |
| Open Space: A minimum of 100 square feet of usable open space shall be provided for each   | <b>Not Consistent</b> – The project plans indicate provision of 2,156 sf of open space including: 950   |

<sup>7</sup> Letter of Determination page 17.

**TABLE 1  
PROJECT'S LACK OF CONSISTENCY WITH [Q] CONDITIONS IN ORDINANCE 168193  
(Attachment 1 contains a copy of the project plans; Attachment 2 contains a copy of Ordinance 168194)**

| [Q] Condition   | Project Consistency  |
|---|--|
| <p>dwelling unit. Parking areas, driveways, front yard setback areas and rooftops shall not be included as open space. To be considered as usable open space the project shall meet the following criteria:</p> <p>a. Private Open Space: Patios and yards (located at ground level or the first habitable room level) which are part of a single dwelling unit and are enclosed by solid screen material at least four feet in height may be included as usable open space provided said areas have a horizontal dimension of at least 15 feet in width.</p> <p>b. Common Usable Open Space: Each common usable open space area shall have a total area of at least 400 square feet and Shall have an average width of 20 feet with no width less than 15 feet at any point.</p> <p>Recreation rooms at least. 600 square feet in area may qualify as common Open space, but shall not exceed more than 25 percent of total open space required.</p> <p>Common open space areas shall incorporate recreational amenities such as swimming pools, spas, picnic tables, benches, tot lots, ball courts, barbecue areas, sitting areas, etc. to the satisfaction of the Department of City Planning. (Note: amenities that meet the Department of Recreation and Parks specifications pursuant to Section 17.12F LAMC may be credited against fees required under Section 12.33 of the LAMC).</p> <p>A minimum of 50 percent of the common usable open space areas shall be planted in ground cover / shrubs or trees and shall include at least one 24-inch box tree for every three dwelling units (Trees shall be planted within open space areas). An automatic irrigation system shall be provided for all required landscaped areas. Landscaped areas located on top of a parking garage or deck shall be contained within permanent planters at least 30 inches in depth (12 inches for lawn/ground cover) and properly drained.</p> | <p>sf of private open space (19x50 sf); rear yard 950 sf; and 5<sup>th</sup> floor garden 592 sf.</p> <p>A number of the patios and balconies on the first habitable level do not meet the 15-foot in width requirement. (See Second Floor Level Plan – i.e. first habitable level)</p> <p>The fifth floor “garden” does not appear to meet the requirement for an average width of 20 feet.</p> <p>The common open space areas include only benches and tables. No other recreational amenities appear to be included.</p> <p>The proposed project includes 1,542 sf of common useable open space: rear yard 950 sf and 5<sup>th</sup> floor garden 592 sf. This would require that 771 sf be planted. The site plan shows approximately 512 sf of landscaped area in the rear and side yards: (376+44+50+44). The roof garden on the 5<sup>th</sup> floor appears to include no more than 90 sf of planters. This equates to a total of no more than 602 sf of landscaped common usable open space. Less than required by the [Q] ordinance.</p> |
| <p>Street Trees: Street trees shall be planted at a ratio of at least one for every 500 square feet of lot area not utilized for buildings.</p>   | <p><b>Unclear</b> given that the project is not consistent with Tier 2 and has included a 30% reduction in side yards</p>  |

The proposed project is thus inconsistent with [Q] designation requirements adopted to ensure neighborhood compatibility, consistency with the General Plan and to prevent or mitigate environmental impacts.

Even though the City's TOC Program generally provides for increased density and height above that allowed by the existing zoning designation for the site, and a reduction in open space, that fact does not eliminate the reasons the [Q] designation was adopted for parcels in the project area, nor does it eliminate the potential for land use consistency, aesthetic, shade and shadow, transportation and infrastructure impacts associated with a project design that does not comply with the requirements of a [Q] designation that was specifically adopted to reduce potential environmental impacts in the project area. Because the project is not consistent with [Q] designation requirements, it does not qualify for a Class 32 Exemption. The environmental document for the proposed project must include an analysis of the proposed project's consistency with each of the [Q] Permanent Conditions of Approval and must identify mitigation measures to reduce or eliminate impacts of the project, if it does not fully comply with those conditions.

### **III.C – Lack of General Plan and Wilshire Community Plan Consistency**

The Wilshire Community Plan<sup>8</sup> was last updated in 2001, prior to the passage of Measure JJJ and adoption of the TOC Guidelines which have the effect of substantially up-zoning residential land uses in the plan area. In overturning [Q] Conditions aimed at ensuring appropriate development in harmony with the objectives of the General Plan, the proposed project is not consistent with the General Plan.

#### Wilshire Community Plan

The proposed project is not consistent with the following Community Plan policies and objectives:

***Policy 1-1.1** Protect existing stable single family and low density residential neighborhoods from encroachment by higher density residential uses and other uses that are incompatible as to scale and character, or would otherwise diminish quality of life.*

The [Q] design standards, including height requirements, promote development that better maintains the scale and character of the community. The proposed project is not consistent with the [Q] condition height limitation and would exceed that height limitation by 22 feet, resulting in a project 1.628 times the allowable height under the [Q] Conditions. The project would result in the replacement of a one-story single-family home with a five story multi-family development that is out of scale with adjacent multi-family and single-family units which comply with existing [Q] height limitations.

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<sup>8</sup> The Wilshire Community Plan is available at: [https://planning.lacity.org/odocument/3333424a-21b9-4f7b-86db-064926b9dcb9/Wilshire\\_Community\\_Plan.pdf](https://planning.lacity.org/odocument/3333424a-21b9-4f7b-86db-064926b9dcb9/Wilshire_Community_Plan.pdf)  
<https://planning.lacity.org/plans-policies/community-plan-area/wilshire>

***Objective 1-1.3*** Provide for adequate Multiple Family residential development.

The [Q] design standards promote development that maintains the character and scale of the community without reducing the current allowable R3 density. The proposed project is out of scale with existing developments subject to the [Q] Conditions.

***Objective 1-3*** Preserve and enhance the varied and distinct residential character and integrity of existing residential neighborhoods.

***1-3.1*** Promote architectural compatibility and landscaping for new Multiple Family residential development to protect the character and scale of existing residential neighborhoods.

The [Q] design standards promote development that will enhance the character of the community through landscaping and open space provision while limiting the allowable height. The proposed project would result in a reduction in landscaping and open space from that required by code, and does not appear to comply with landscape and open space-related [Q] Conditions. The proposed project will thus not provide as much protection against localized heat gain from paved surfaces and does not protect the character and scale of the existing residential neighborhood.

***Chapter V, Urban Design*** The Urban Design chapter calls for urban designs standards for multi-family residential development that include, but are not limited to, requiring useable open space for outdoor activities, especially for children; the use of articulation, recesses, surface perforations and/or porticoes to break up long, flat building facades; and the screening of rooftop equipment and building appurtenances from view.

The proposed project does not comply with existing [Q] conditions regarding open space requirements or façade articulation requirements. The proposed project is thus not consistent with the Community Plan.

## ***B. MULTIPLE RESIDENTIAL***

### ***1. SITE PLANNING***

*Where feasible, Multiple Family Residential development of five or more units should be designed around a landscaped focal point or courtyard to serve as an amenity for residents.*

- 1. Provide a pedestrian entrance at the front of each project.*
- 2. Require useable open space for outdoor activities, especially for children.*

## **2. DESIGN**

*The design of all buildings should be of a quality and character that improves community appearance by avoiding excessive variety or monotonous repetition. Achievement of this can be accomplished via the following:*

- 1. Encourage the use of articulations, recesses, surface perforations and/or porticoes to break up long, flat building facades.*
- 2. Utilize complementary building materials on building facades.*
- 3. Incorporate variation in design to provide definition for each floor.*
- 4. Integrate building fixtures, awnings, and security fences and gates, into the design of building(s).*
- 5. Screen all roof-top equipment and building appurtenances from view.*
- 6. Encourage decorative masonry walls to enclose trash areas.*

The proposed project is not designed around a landscaped focal point or courtyard. It lacks the necessary articulation and landscaping to comply with both the [Q] Conditions and the Community Plan, as can be seen from **Figure 3**, the rendering of the project excerpted from the architectural plans for the project in **Attachment 1**.



**Figure 3 – Project Rendering From Architectural Plans (See Attachment 1).**

## General Plan Framework

The General Plan Framework, adopted in December 1996, provides long term guidance on land use issues for the entire City. The subject area is located within an area designated as Medium Residential. The Framework Element establishes guidelines to achieve higher quality multi-family dwellings, by regulating massing, scale, articulation, and open space and landscaping. Photographic examples are presented that encourage new multi-family housing development to incorporate modulated building volumes, articulated facades, and extensive landscape with its principal façade entrances oriented to the street.

***Policy 3.1.8** Consider the formulation of plans that facilitate the local community's identification of precise uses, densities, and design characteristic for development and the public streetscape for neighborhood areas smaller than the community plans, provided that the Framework Element's differentiation and relationship among land use districts are generally maintained, **there is no significant change in the population and employment 'capacity of the neighborhood,** and there is no significant reduction in overall housing capacity.*

The proposed project would increase population by providing for density in excess of that contemplated for the area when the Framework Element was adopted. The proposed project is thus not consistent with Policy 3.1.8.

***Policy 3.7.4** Improve the quality of new multi-family dwelling units based on the standards in Chapter 5 Urban Form and Neighborhood Design Chapter of this Element.*

Reductions in setbacks, increases in height, scale, massing, and reductions in landscaping and open space are not consistent with this policy. The zoning and [Q] standards address these and other issues related to site planning, building design, architectural details, and landscaping aimed at ensuring the development of high-quality multi-family dwellings and the creation of a cohesive neighborhood. The proposed project is not consistent with the [Q] conditions.

***Objective 5.1** Translate the Framework Element's intent with respect to citywide urban form and neighborhood design to the community and neighborhood levels through locally prepared plans that build on each neighborhood's attributes, emphasizes quality of development and provide or advocate "proactive" implementation programs.*

The neighborhoods [Q] Conditions represent a proactive implementation program tailored to the community and to the local context and are designed to meet this objective. The proposed project is not consistent with the [Q] Conditions and thus is not consistent with this General Plan objective.

## General Plan Housing Element<sup>9</sup>

The [Q] designation adheres to Goal 2 of the Livable Communities Issue of the Housing Element by taking steps to preserve, stabilize, and enhance livability/sustainability in single and multi-family housing by utilizing approved design standards. The [Q] Conditions meets this goal while maintaining the current zoning capacity. The proposed project is not consistent with the applicable [Q] Conditions.

***Policy 2.8.1.** Establish individual community visions that retain and enhance community character through the Community Plan Update Program and the Framework Element.*

The [Q] Conditions were developed to specifically address the needs of the area and to enhance the community character. The project is not consistent with the [Q] Conditions and thus is not consistent with this Housing Element policy.

Because the project is not consistent with [Q] designation requirements specifically adopted in order to ensure compliance with these policies and objectives, it is not consistent with these General Plan and Wilshire Community Plan policies and objectives and therefore does not qualify for a Class 32 Exemption, which requires that the project be “consistent with the applicable general plan designation **and all applicable general plan policies as well as with applicable zoning designation and regulations.**” (Emphasis added).

### **IV. Failure to Meet Requirement under CEQA Guidelines Section 15332(d) For Use of a Class 32 Categorical Exemption**

#### **IV.A Potentially Significant Noise Impacts Requiring Mitigation**

As explain in our January 13, 2020 Appeal justification letter, the proposed project requires construction noise mitigation. Page 16 of the Letter of Determination attempts to dismiss the project’s potential to result in construction noise impacts on adjacent residential uses, stating that the project noise study, which has not been made available to the public:

. . .states that standard, industry-wide best practices for construction in urban or otherwise noise-sensitive areas would ensure that construction noise does not exceed the noise limit imposed by LAMC Section 112.05. These could include erecting temporary noise barriers around the project’s perimeter, using mufflers to dampen noise from internal combustion engines, and warming-up or staging equipment away from sensitive receptors. Complete elimination of construction activity noise is technically infeasible; however, incorporation of the best available noise

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<sup>9</sup> Available at: <https://planning.lacity.org/plans-policies/housing-element>

reduction methods will minimize impacts on the residential uses bordering the project site. Compliance with the various local regulatory measure will further minimize any adverse construction noise impact potential.

The measures provided as examples are clearly mitigation measures and not part of the project itself. However, unlike mitigation measures, which “must be fully enforceable through permit conditions, agreements, or other legally binding instruments,”<sup>10</sup> residents are provided with no guarantee that these noise reducing measures will be required and enforced. Since no EIR or MND has been prepared for the project that addresses this significant project impact and identifies the measures required to reduce construction impacts to a level considered less than significant, no Mitigation Monitoring and Reporting Program has been adopted as required by Public Resources Code (PRC) Section 21082.3. There is no guarantee that impacts will be reduced to a level considered less than significant.

Project construction methods are acknowledged to have the potential to result in noise levels in excess of standards established in the City’s General Plan and Municipal Code. Section 112.05 of the Los Angeles Municipal Code (LAMC) limits noise from construction equipment located within 500 feet of a residential zone to 75 dBA Lmax between 7:00 AM and 10:00 PM, as measured at a distance of 50 feet from the source, **unless compliance is technically infeasible**. Construction in close proximity to residences the adjacent multi-family residences has the potential to result in unmitigated construction noise impacts. Typical noise levels for construction equipment are provided in the following table. Much of the necessary construction equipment generates noise in excess of the LAMC’s noise limit of 75 dBA Lmax, as shown in the Table.

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<sup>10</sup> See CEQA Guidelines Section 15126.4(a)(2).

| Construction Equipment                           |                              | NOISE LEVEL (dBA) AT 50 FEET |    |    |    |    |    |    |     |     |  |  |
|--|------------------------------|------------------------------|----|----|----|----|----|----|-----|-----|--|--|
|  |                              | 65                           | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 |  |  |
| Equipment Powered by Internal Combustion Engines | Earth Moving                 | Compactors (Rollers)         |    |    |    |    |    |    |     |     |  |  |
|  |                              | Front Loaders                |    |    |    |    |    |    |     |     |  |  |
|  |                              | Backhoes                     |    |    |    |    |    |    |     |     |  |  |
|  |                              | Tractors                     |    |    |    |    |    |    |     |     |  |  |
|  |                              | Scrapers, Graders            |    |    |    |    |    |    |     |     |  |  |
|  |                              | Pavers                       |    |    |    |    |    |    |     |     |  |  |
|  |                              | Trucks                       |    |    |    |    |    |    |     |     |  |  |
| Equipment Powered by Internal Combustion Engines | Materials Handling           | Concrete Mixers              |    |    |    |    |    |    |     |     |  |  |
|  |                              | Concrete Pumps               |    |    |    |    |    |    |     |     |  |  |
|  |                              | Cranes (Movable)             |    |    |    |    |    |    |     |     |  |  |
|  |                              | Cranes (Derrick)             |    |    |    |    |    |    |     |     |  |  |
| Equipment Powered by Internal Combustion Engines | Stationary                   | Pumps                        |    |    |    |    |    |    |     |     |  |  |
|  |                              | Generators                   |    |    |    |    |    |    |     |     |  |  |
|  |                              | Compressors                  |    |    |    |    |    |    |     |     |  |  |
| Impact Equipment                                 | Pneumatic Wrenches           |                              |    |    |    |    |    |    |     |     |  |  |
|  | Jack Hammers and Rock Drills |                              |    |    |    |    |    |    |     |     |  |  |
|  | Pile Drivers (Peaks)         |                              |    |    |    |    |    |    |     |     |  |  |
| Other  | Vibrator                     |                              |    |    |    |    |    |    |     |     |  |  |
|  | Saws                         |                              |    |    |    |    |    |    |     |     |  |  |

Source: EPA PB 206717, Environmental Protection Agency, Dec. 31, 1971, "Noise from Construction Equipment & Operations".

Section 112.05 – Maximum Noise Level of Powered Equipment or Powered Hand Tools (Amended by Ord. No. 161,574) of the City’s Municipal Code specifies:

Between the hours of 7:00 a.m. and 10:00 p.m., in any residential zone of the City or within 500 feet thereof, no person shall operate or cause to be operated any powered equipment or powered hand tool that produces a maximum noise level exceeding the following noise limits at a distance of 50 feet therefrom:

- (a) 75dB(A) for construction, industrial, and agricultural machinery including crawler-tractors, dozers, rotary drills and augers, loaders, power shovels, cranes, derricks, motor graders, paving machines, off-highway trucks, ditchers, trenchers, compactors, scrapers, wagons, pavement breakers, compressors and pneumatic or other powered equipment;

(b) 75dB(A) for powered equipment of 20 HP or less intended for infrequent use in residential areas, including chain saws, log chippers and powered hand tools;

(c) 65dB(A) for powered equipment intended for repetitive use in residential areas, including lawn mowers, backpack blowers, small lawn and garden tools and riding tractors;

The noise limits for particular equipment listed above in (a), (b) and (c) shall be deemed to be superseded and replaced by noise limits for such equipment from and after their establishment by final regulations adopted by the Federal Environmental Protection Agency and published in the Federal Register.

**Said noise limitations shall not apply where compliance therewith is technically infeasible.** The burden of proving that compliance is technically infeasible shall be upon the person or persons charged with a violation of this section. Technical infeasibility shall mean that said noise limitations cannot be complied with despite the use of mufflers, shields, sound barriers and/or other noise reduction device or techniques during the operation of the equipment. (Emphasis added).

Given the both the nature of project construction which includes demolition of the existing residence, excavation for underground parking, construction of a 5-story building in close proximity to adjacent multi-family developments, the 22-foot increase in allowable building height, the 30 percent reduction in the required width of both side yard setbacks which results in construction in closer proximity to existing multi-family buildings, the 25 percent reduction in the required amount of open space, the likely nature of the construction equipment to be used on the project site and the close proximity of the construction activity to adjacent residences, noise levels are likely to exceed the standards provided for in the Municipal Code. Given the language “unless technically infeasible,” in the municipal code, any requirement to comply with this municipal code section is useless in ensuring that construction noise impacts will be reduced to a level which is less than significant. The potential for significant unmitigated noise impacts remains.

Since mitigation measures are necessary to reduce noise impacts to a level considered less than significant, the project does not comply with CEQA Guidelines Section 15332(d). Use of a Class 32 Exemption is precluded by the fact that, in the absence of mitigation, the project would result in significant construction noise impacts.

#### **IV.B. Potentially Significant Air Quality Impacts**

Despite the fact that the project is in a Methane Zone and methane mitigation is thus required, the Letter of Determination fails to require project compliance with methane plan preparation and approval requirements, and instead assumes such compliance. Given that the project plans contained in **Attachment 1** show no evidence of typical methane

mitigation methods<sup>11</sup> being incorporated into the design, the potential for methane related impacts remains. In the absence of adequate methane mitigation, project residents could experience health impacts due to the presence of methane impacting air quality:

High levels of methane can reduce the amount of oxygen breathed from the air. This can result in mood changes, slurred speech, vision problems, memory loss, nausea, vomiting, facial flushing and headache. In severe cases, there may be changes in breathing and heart rate, balance problems, numbness, and unconsciousness. If exposure is large or continues for a longer period it can kill.<sup>12</sup>

The proposed project would exacerbate the potential for such air quality impacts to occur by substantially increasing the density on the site and including underground parking, without providing appropriate mitigations.

Significantly, in evaluating whether a categorical exemption may apply, the City **may not rely on mitigation measures** as a basis for concluding that a project is categorically exempt, or as a basis for determining that one of the significant effects exceptions does not apply. *Salmon Protection & Watershed Network v. County of Marin* (2004) 125 Cal.App.4th 1098. In the case of both noise and air quality impacts, mitigation measures are required in order to reduce impacts to a level considered less than significant.

**V. Failure to Meet Requirement under CEQA Guidelines Section 15332(e) For Use of a Class 32 Categorical Exemption**

It is unclear that the project site can be adequately served by all required public services and utilities. Water and sewer pipes in the project area are very old and subject to leaks and breaks. The sewer line on the project block was installed in November of 1927. There are similar problems with the age of the water infrastructure. (See also discussion in **Section VI and VII**).

As noted in the LADWP's 2017-2018 Water-Infrastructure Plan,<sup>13</sup> there are "approximately 6,780 miles of mainline throughout the City of Los Angeles. Over 28% (about 1,912 miles) of LADWP's mainlines are over 80 years old, while the average lifespan of an iron water main is about 100 years." The LADWP's current replacement rate of 184,000 feet of water mainline replacements in 2016-17 and 215,000 feet in 2017-2018, anticipated to increase to 266,000 by 2020 is not sufficient to avert system failures. As noted on pages 42-43 of the December 11, 2015 Navigant Consulting, Inc. study for

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<sup>11</sup> Such measures are listed in the City's methane code and the associated ordinance available at: [https://www.ladbs.org/docs/default-source/publications/ordinances/methane-code---ordinance-no-175790.pdf?sfvrsn=d8eeb53\\_10](https://www.ladbs.org/docs/default-source/publications/ordinances/methane-code---ordinance-no-175790.pdf?sfvrsn=d8eeb53_10)

<sup>12</sup> [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/769766/Methane\\_PHE\\_general\\_information\\_070119.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/769766/Methane_PHE_general_information_070119.pdf)

<sup>13</sup> <https://s3-us-west-2.amazonaws.com/ladwp-jtti/wp-content/uploads/sites/3/2018/08/06141812/2017-18-Water-Infrastructure-Plan-Web-final.pdf>

See also the 2018-2019 Water Infrastructure Plan: [https://s3-us-west-2.amazonaws.com/ladwp-jtti/wp-content/uploads/sites/3/2020/02/11170353/Water-Infrastructure-Report-Plan-2018-19\\_FINAL.pdf](https://s3-us-west-2.amazonaws.com/ladwp-jtti/wp-content/uploads/sites/3/2020/02/11170353/Water-Infrastructure-Report-Plan-2018-19_FINAL.pdf)

LADWP entitled “Review of LADWP’s 2015 Power and Water Rate Increase Proposal”:<sup>14</sup>

As discussed in the 2015 IEA Survey, the mainline replacement program is critical to reducing the average mainline life cycle and maintaining system reliability. According to the Water System Rate Action Report, the Water System is planning to increase its mainline renewal rate from approximately 150,000 feet per year to 205,000 feet per year by 2020, which will reduce the System’s replacement rate to 185 years. However, this replacement rate is lower than the 300,000 feet per year (120-year cycle) recommended by WSO’s Asset Management group and outlined by the Water System in its October 2015 mainline replacement proposal.

Given the average mainline life cycle is approximately 100 years, a replacement rate of 205,000 feet per year (185-year cycle) is not enough to maintain system reliability and stop the existing backlog from growing. Navigant analyzed the mainline renewal rate in the 2015 IEA Survey and found that while the 300,000 feet per year replacement rate recommended by the Asset Management group (120-year cycle) will significantly reduce the amount of mainlines that will reach the end of their nominal life in the short-term, it will not be enough to address the challenges that LADWP will face beyond 2020. . . (A)t an annual renewal rate of 300,000 feet, the amount of pipe exceeding its useful life will more than double within 15 years. If the proposed rate were to continue for decades, the amount of pipe exceeding its useful life would increase fivefold to approximately 8 million feet, or 23 percent of the total amount of mainline pipe at its peak. Consequently, the risk of pipe failures and the WSO’s ability to meet reasonable levels of service will be greatly affected. While representing a great improvement, it is clear that a mainline replacement rate of 300,000 feet per year will not be sufficient in the medium to long-term, and that additional investments in mainline replacement programs will be required.

It is thus clear that there is a substantially likelihood of mainline failures within the project area. It is thus far from clear that there is adequate infrastructure to serve project demand.

## **VI. Potential For Significant Effects Due To Unusual Circumstances**

There are unusual circumstances associated with the location and design of the proposed project. These unusual circumstances have the potential to result in significant impacts associated with the proposed project. The unusual circumstances include:

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<sup>14</sup> [http://ens.lacity.org/opa/importantdoc/opaimportantdoc3249100444\\_12112015.pdf](http://ens.lacity.org/opa/importantdoc/opaimportantdoc3249100444_12112015.pdf)

- The project site is subject to a [Q] designation included as part of the zoning for the project site which establishes design guidelines for the area aimed at ensuring neighborhood compatibility, consistency with the General Plan and Wilshire Community Plan, and avoidance of environmental impacts. The proposed project does not comply with the permanent [Q] Conditions for the area.
- The fact that the TOC program was adopted via a ballot measure and no detailed analysis of the environmental impacts of the resulting increase in density on public services and utilities has therefore been conducted.
- The fact that the project site is in a Methane Zone. In 1985 there was a fire in the Fairfax Area of the City of Los Angeles due to high volume of methane gas seepage through cracks in the concrete floor of a building. As a result, the City of Los Angeles adopted an Ordinance, (Ord. No. 161,552, Eff. 8-31-86) which required mitigation for methane gas intrusion into buildings located in the Fairfax area of Los Angeles.<sup>15</sup> The City's Municipal Code requires submittal and approval of a Methane Mitigation Plan for projects in Methane Zones in the City.<sup>16</sup> Section 91.106.4.1 of the Los Angeles Municipal Code requires:

6. The Department shall have the authority to withhold permits on projects located within a Methane Zone or Methane Buffer Zone established under Sections 91.7101 et seq. of this Code. Permits may be issued upon submittal of detailed plans that show adequate protection against flammable gas incursion by providing the installation of suitable **methane mitigation** systems. (Emphasis added).

Despite the fact that the project is in a Methane Zone and methane mitigation is required, the Letter of Determination fails to require project compliance with methane plan preparation and approval requirements. In the absence of adequate methane mitigation, project residents could experience health impacts. In addition, inadequate methane mitigation has the potential to result in an exacerbated risk of explosion and fire which would impact nearby developments.

- The fact that the Wilshire Community Plan<sup>17</sup> identifies the following traffic issues, and the project site is located in a heavily congested area served by residential streets with roadway widths of 36 feet,<sup>18</sup> narrowed by on-street parking:

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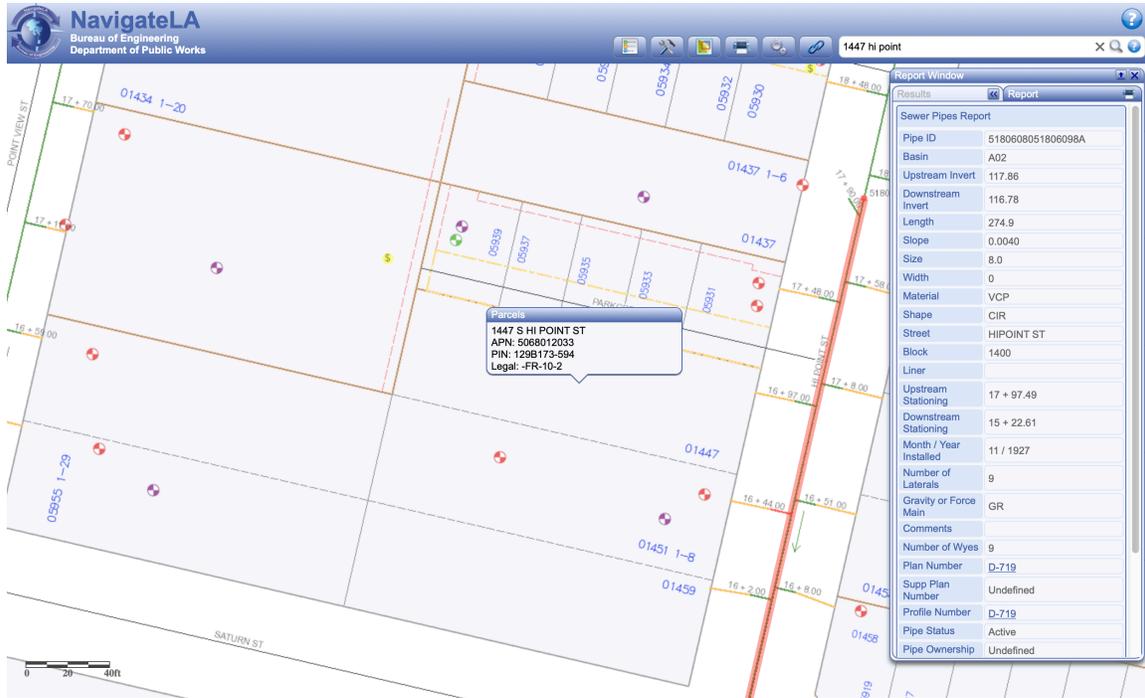
<sup>15</sup>The ordinance is available at: [https://clkrep.lacity.org/onlinedocs/1985/85-0563-S3\\_ORD\\_161552\\_07-18-1986.pdf](https://clkrep.lacity.org/onlinedocs/1985/85-0563-S3_ORD_161552_07-18-1986.pdf)

<sup>16</sup> [https://www.ladbs.org/docs/default-source/publications/ordinances/methane-code---ordinance-no-175790.pdf?sfvrsn=d8eeb53\\_10](https://www.ladbs.org/docs/default-source/publications/ordinances/methane-code---ordinance-no-175790.pdf?sfvrsn=d8eeb53_10)  
[https://www.ladbs.org/docs/default-source/publications/ordinances/methane-code---ordinance-no-180619.pdf?sfvrsn=28eeb53\\_12](https://www.ladbs.org/docs/default-source/publications/ordinances/methane-code---ordinance-no-180619.pdf?sfvrsn=28eeb53_12)  
<https://www.ladbs.org/services/core-services/plan-check-permit/methane-mitigation-standards>

<sup>17</sup> Wilshire Community Plan, pages 1-7 to 1-8

<sup>18</sup> NavigateLA, October 10, 2018.

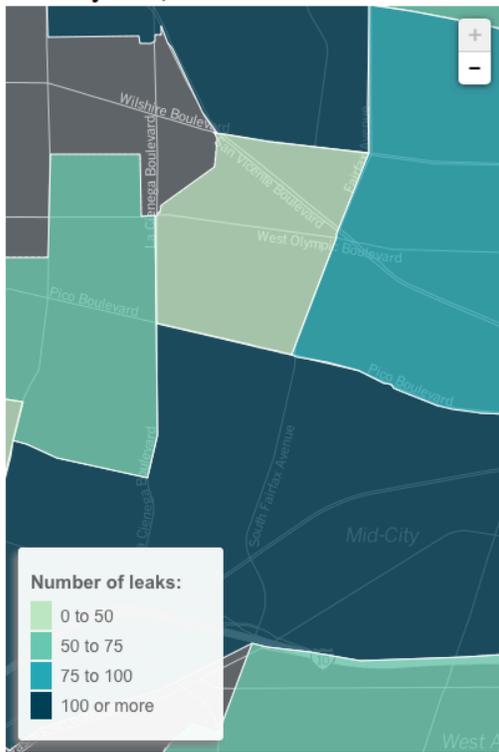
- ? Severe traffic congestion along most major transportation corridors and intersections, with many streets functioning in excess of full capacity.
  - ? Overflow of traffic from congested commercial corridors negatively impacts the quality of life in residential neighborhoods.
  - ? Inadequate transportation linkages exist between residential areas and commercial, retail and recreation facilities.
  - ? Frequent violation of on-street peak-hour parking restrictions which effectively reduces available traffic lanes for automobiles and buses.
  - ? Insufficient off-street parking areas and structures, resulting in spillover parking from commercial areas into adjacent residential areas.
  - ? Due to the existing level of traffic congestion, the impact of new large projects on traffic circulation will continue to be a major concern in the community.
  - ? There is a limited number of north-south Boulevards II which provide continuity through the Plan Area (e.g.).
  - ? Many Collector Streets are lined with fronting residential land uses (single family homes and duplexes) with high volumes of traffic.
  - ? The Plan Area includes some of the most heavily patronized and crowded bus routes in the MTA system.
  - ? Many Avenues and Collector Streets have not been built to current design standards and there is limited potential for widening due to existing development patterns.
- The fact that the project site is located in an area served by aging infrastructure. The sewer line on the project block was installed in November of 1927, as shown in **Figure 4**.



**Figure 4: Age of Sewer Line on Project Street Segment Showing 1927 Installation Date**

- The fact that the project site is in an area that has experiences a high number of water line leaks (100 or more in the project area) as shown in **Figure 5** and many key water lines in the area are between 75 and 100 years old as shown in **Figure 6 and Attachment 4**.

### Leaks by area, 2010 to 2014



Sources: Los Angeles Department of Water and Power, MapBox and OpenStreetMap.

**Figure 5 – Project Located in Area With More Than 100 Water Leaks 2010 -2014**



**Figure 6: Project Site In Area That Experienced Many Water Leaks and Has Aging Pipes (51% between 75 and 100 years old)**

Source: Los Angeles Times: L.A.'s Aging Water Pipes; A \$1-Billion Dilemma, February 16, 2015

These unusual circumstances have the potential to result in a number of potentially significant impacts, including:

- Aesthetic Impacts
- Air Quality Impacts
- Hazards Impacts
- Land Use Impacts
- Noise Impacts
- Infrastructure Impacts
- Cumulative Impacts

The CEQA Guidelines appendices includes an Environmental Checklist Form to assist lead agencies in assessing a project's potential to result in environmental impacts and to meet the requirements for an initial study pursuant to CEQA Guidelines Section 15063. As noted on the Environmental Checklist Form included in Appendix G of the CEQA guidelines, substantial evidence of potential impacts that are not listed on the form must also be considered. This section of this letter makes use of excerpts from the Environmental Checklist Form to identify potentially significant impacts of the proposed project resulting from unusual circumstances. Potentially significant impacts include, but are not limited to:

| <b>I      <u>AESTHETICS</u></b>   | Potentially Significant Impact      | Less Than Significant With Mitigation Incorporation | Less Than Significant Impact | No Impact                |
|---|-------------------------------------|---|------------------------------|--------------------------|
| <i>Would the project:</i>   |                                     |   |                              |                          |
| b) Substantially degrade the existing visual character or quality of the site and its surroundings?                   | <input checked="" type="checkbox"/> | <input type="checkbox"/>                            | <input type="checkbox"/>     | <input type="checkbox"/> |
| c) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? | <input checked="" type="checkbox"/> | <input type="checkbox"/>                            | <input type="checkbox"/>     | <input type="checkbox"/> |

**I.(b). Potentially Significant**

As detailed in Section III of this letter, the proposed project is not in conformance with the [Q] designation that was added to the zoning designation for the project site in order to ensure community character, consistency with the General and Wilshire Community Plans and to avoid environmental impacts including aesthetic impacts.

Public Resources Code Section 21099(d)(1) imposes limitations on the analysis of aesthetic impact impacts for transit-oriented infill projects:

**Chapter 2.7: Modernization of Transportation Analysis for Transit-Oriented Infill Projects  
§ 21099.**

(d) (1) Aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment.

(2) (A) This subdivision does not affect, change, or modify the authority of a lead agency to consider aesthetic impacts pursuant to local design review ordinances or other discretionary powers provided by other laws or policies.

(B) For the purposes of this subdivision, aesthetic impacts do not include impacts on historical or cultural resources.

However, as previously noted, the project site is zoned with a [Q] designation, which provides “design standards” / “urban design regulations”<sup>19</sup> for projects in the zone, to ensure that development is compatible with surrounding properties and the neighborhood, ensure consistency with the objectives of the General Plan, and prevent or mitigate potential adverse environmental effects of a defacto zone change. As explained by the City’s own guidance:<sup>20</sup>

Visual resources, aesthetic character, shade and shadow, light and glare, and scenic vistas or any other aesthetic impact as defined in the City’s CEQA Threshold Guide shall not be considered an impact for infill projects within TPAs (shown in the attached map) pursuant to CEQA. However, this law did not limit the ability of the City to regulate, or study aesthetic related impacts pursuant to other land use regulations found in the Los Angeles Municipal Code (LAMC), or the City’s General Plan, including specific plans. For example, DCP staff would still need to address a project’s shade and shadow impacts if it is expressly required in a specific plan, Community Design Overlays (CDOs), or Historic Preservation Overlay Zones (HPOZs).

The [Q] designation imposes design guidelines on the project site. This is an unusual circumstance that demonstrates the potential of the project to result in significant aesthetic impacts, due its failure to meet the height limitations and aesthetic Conditions of Approval for the [Q] zone in which the project is located. The environmental document for the project must therefore analyze the project’s potential aesthetic impacts, given the [Q] designation for the project site. Impacts clearly have the potential to be significant.

| <b>III     <u>AIR QUALITY</u></b>  | Potentially Significant Impact | Less Than Significant With Mitigation Incorporation | Less Than Significant Impact | No Impact |
|--|--------------------------------|---|------------------------------|-----------|
| <i>Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:</i> |                                |   |                              |           |

<sup>19</sup> See language in Council File No. 08-0324; CPC-2007-540-ZC, pages F1-F3. See **Attachment 2**.

<sup>20</sup> See City of Los Angeles, Department of City Planning Zoning Information File ZI No. 2452 – Transit Priority Areas (TPAs)/Exemptions to Aesthetics and Parking Within TPAs Pursuant to CEQA, available at: <http://zimas.lacity.org/documents/zoneinfo/ZI2452.pdf>

|  |                                     |                          |                          |                          |
|--|-------------------------------------|--------------------------|--------------------------|--------------------------|
| d) Expose sensitive receptors to substantial pollutant concentrations? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--|-------------------------------------|--------------------------|--------------------------|--------------------------|

**III.(d). Potentially Significant**

The proposed project is in a Methane Zone (see discussion under **IV.B. and VI**). In the absence of methane mitigation, the proposed project has the potential to exacerbate the number of individuals on the project site potentially exposed to hazardous levels of methane.

| <b>VIII HAZARDS AND HAZARDOUS MATERIALS</b>   | Potentially Significant Impact      | Less Than Significant With Mitigation Incorporation | Less Than Significant Impact | No Impact                |
|---|-------------------------------------|---|------------------------------|--------------------------|
| <i>Would the project:</i>   |                                     |   |                              |                          |
| b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | <input checked="" type="checkbox"/> | <input type="checkbox"/>                            | <input type="checkbox"/>     | <input type="checkbox"/> |

**VIII(b). Potentially Significant**

As discussed in **Sections IV.B and VI**, the proposed project is in a methane zone. In the absence of mitigation for methane gas intrusion into the building, there is an exacerbated potential for the buildup of this gas on this site resulting from project design and construction, which could affect both the health of potential residents and the likelihood of fire or explosion which could impact adjacent uses and the public.

| <b>X LAND USE AND PLANNING</b>  | Potentially Significant Impact      | Less Than Significant With Mitigation Incorporation | Less Than Significant Impact | No Impact                |
|---|-------------------------------------|---|------------------------------|--------------------------|
| <i>Would the project:</i>   |                                     |   |                              |                          |
| b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? | <input checked="" type="checkbox"/> | <input type="checkbox"/>                            | <input type="checkbox"/>     | <input type="checkbox"/> |

**X(b). Potentially Significant**

As detailed in **Section III** of this letter, the proposed project is not in conformance with the TOC, or the [Q] designation in the zoning for the project site established to ensure community character, consistency with the General and Wilshire Community Plans, and to avoid environmental impacts including aesthetic impacts. The [Q] designation is an unusual circumstance that demonstrates the potential of the project to result in significant land use impacts, due its failure to meet the height limitations and landscaping and open space Conditions of Approval for the [Q] zone in which it is located. The environmental document for the project must therefore analyze the project’s potential land use impacts,

given the [Q] designation for the project site, and provide mitigations to ensure land use plan, policy, zoning and regulation consistency.

| <b>XII NOISE</b>  | Potentially Significant Impact      | Less Than Significant With Mitigation Incorporation | Less Than Significant Impact | No Impact                |
|---|-------------------------------------|---|------------------------------|--------------------------|
| <i>Would the project result in:</i>   |                                     |   |                              |                          |
| a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | <input checked="" type="checkbox"/> | <input type="checkbox"/>                            | <input type="checkbox"/>     | <input type="checkbox"/> |
| d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?  | <input checked="" type="checkbox"/> | <input type="checkbox"/>                            | <input type="checkbox"/>     | <input type="checkbox"/> |

**X(a) & (b). Potentially Significant**

See discussion under **IV.A and VI** of this comment letter. Section 112.05 of the Los Angeles Municipal Code (LAMC) limits noise from construction equipment located within 500 feet of a residential zone to 75 dBA Lmax between 7:00 AM and 10:00 PM, as measured at a distance of 50 feet from the source, **unless compliance is technically infeasible**. Much of the equipment required for project construction generates noise in excess of the 75 dBA standard. Technical Infeasibility means that Municipal Code noise limitations are not sufficient to ensure that construction noise impacts will be less than significant. Construction in close proximity to residences thus has the potential to result in unmitigated construction noise impacts. In the absence of specific mitigation requirements, such as the use of mufflers, shields, sound barriers and/or other noise reduction devices or techniques during construction equipment which can be demonstrated to reduce construction noise levels to acceptable levels, the potential for impacts remains. This is particularly true given that the project includes a reduction in side yard setbacks and an increase in density and height from what would be allowed by zoning and the [Q] Conditions for the site.

| <b>XVIV MANDATORY FINDINGS OF SIGNIFICANCE</b>  | Potentially Significant Impact      | Less Than Significant With Mitigation Incorporation | Less Than Significant Impact | No Impact                |
|---|-------------------------------------|---|------------------------------|--------------------------|
| <i>Does the project:</i>  |                                     |   |                              |                          |
| c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? | <input checked="" type="checkbox"/> | <input type="checkbox"/>                            | <input type="checkbox"/>     | <input type="checkbox"/> |

**XVIV(c). Potentially Significant**

As detailed above, in the absence of adequate and appropriate mitigation, the project has the potential for result in aesthetic, air quality, hazards, land use, and noise impacts to humans either directly or indirectly. An MND or EIR needs to be prepared for the proposed project.

**VII. Potential For Cumulative Impacts**

| <b>XVIV <u>MANDATORY FINDINGS OF SIGNIFICANCE</u></b>  | Potentially Significant Impact      | Less Than Significant With Mitigation Incorporation | Less Than Significant Impact | No Impact                |
|--|-------------------------------------|---|------------------------------|--------------------------|
| <i>Does the project:</i>   |                                     |   |                              |                          |
| b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.) | <input checked="" type="checkbox"/> | <input type="checkbox"/>                            | <input type="checkbox"/>     | <input type="checkbox"/> |

**XVIV(b). Potentially Significant**

The proposed project in combination with past, present and reasonably foreseeable project in the area has the potential to result in impacts that are cumulatively considerable. The Letter of Determination for the project identifies only two cumulative projects:

- 1444 Hi Point Street** – ZA-2017-1189-ZV; VTT-74364-SL. Letter of Determination June 6, 2018.<sup>21</sup> According to the Letter of Determination: “The project site is comprised of one (1) rectangular interior parcel that measures 8,501 square feet of lot area with a frontage of 50 feet along Hi Point Street. The subject site is zoned [QJR3-1-0. The project site is located in the Wilshire Community Plan which designates the property for Medium Residential land uses corresponding to the R3 Zone. The site is currently improved with two (2) one-story single-family residences that was built in 1921 and 1926 and an associated garage, therefore demolition of the existing buildings is proposed. The project site has not been determined to be eligible for listing in the National Register of Historic Places, California Register of Historical Resources, the Los Angeles Historic-Cultural Monuments Register, and/or any local register. Surrounding land uses consist of single-and multi-family residential, and commercial, uses in the [QJR3-1-0, R1R3-RG-O, and C4-1-0 Zones. Abutting the project site to the north is improved with a three-story multi-family use in the [QJR3-1-0 zone. The abutting property to the south is improved with a two-story multi-family use in the [QJR3-1-0 Zone. The property to the east is improved with a two-story multi-family residential use in the [QJR3-1-0 Zone. The property to the west across Hi Point Street is improved with a one-story single-family residential use in the or liquefaction area; however, the site is located in a Methane Zone. Surrounding land uses consist of single-and multi-family residential, and commercial, uses in the [QJR3-1-0, R1R3-RG-O, and C4-1-0 Zones. Abutting the project site to the north is improved with a three-story multi-family use in the [QJR3-1-0 zone. The abutting property to the south is improved with a two-story multi-family use in the [QJR3-1-0 Zone. The property to the east is improved with a two-story multi-family residential use in the [QJR3-1-0 Zone. The property to the west across Hi

<sup>21</sup> <https://planning.lacity.org/pdiscaseinfo/document/MTkzOTEz0/03b6cd7a-61f3-4d27-8bc5-9bb6e20119bc/pdd>

Point Street is improved with a one-story single-family residential use in the [QJR3-1-0 Zone. The applicant is requesting a variance to permit 255 square-feet of the rooftop open space to be counted towards the required open space as otherwise prohibited by Ordinance No. 168,193, and, a Variance to permit a 39-foot building height in lieu of the otherwise 35 feet as permitted by Ordinance No. 168,193. The applicant is also requesting a Vesting Tentative Tract Map to allow for the subdivision of one (1) lot into five (5) Small Lots as per the related case VTT-74364-SL.”

- 1437 Hi Point Street – No description of this cumulative project is included in the Letter of Determination and we have been unable to find a project description for this cumulative project identified in the Letter of Determination.

The Letter of Determination for the project dismisses the potential for cumulative impacts from these two projects because “both are expected to be completed by 2020-2021, well before this project is set to commence.”<sup>22</sup> This ignores the definition of a cumulative project under CEQA as including **past** and present projects as well as those projects that are reasonably foreseeable.<sup>23</sup> It also assumes that the only potential cumulative impacts would be construction-related impacts.

In addition, the Letter of Determination limits its identification of cumulative projects to those within 500 feet of the proposed project. Just expanding the radius of projects to 1000 feet results in the identification of the following additional projects:

- **1507 and 1511 S. Hi Point** – DIR-2018-3378-TOC; ENV-2018-3379-CE. Letter of Determination issued December 10, 2018.<sup>24</sup> According to the Letter of Determination: “The project site, located midblock on Hi Point Street between Saturn Street to the north and Pickford Street to the south, consists of two existing contiguous lots encompassing approximately 17,678 square feet of lot area. The subject property is rectangular-shaped and has a street frontage of approximately 91 feet along the western side of Hi Point Street. The subject property is located within the Wilshire Community Plan and is zoned [Q]R3-1-O with a corresponding land use designation of Medium Residential. “The subject property

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<sup>22</sup> Letter of Determination, page 19.

<sup>23</sup> See CEQA Guidelines Section 15355 which explains that: “Cumulative impacts” refers to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.

(a) The individual effects may be changes resulting from a single project or a number of separate projects.

(b) The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related **past**, present, and reasonably foreseeable probable future projects. **Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.**

<sup>24</sup> <https://planning.lacity.org/pdiscaseinfo/document/MjAzNzQy0/46e6f77e-051c-4e11-ad6d-6ce8558211cd/pdd>

is currently developed with two existing single-family residences and two accessory structures. The proposed project involves the demolition of all of the existing structures and the construction of a new five-story, 57 foot-high apartment building with 40 units. The proposed building will front Hi Point Street and will encompass approximately 50,517 square feet in total building area, resulting in a Floor Area Ratio (FAR) of approximately 3.84. Of the 40 units proposed, 23 will be two-bedroom units, and 17 will be three-bedroom units. The project proposes to provide 70 automobile parking spaces in two subterranean levels beneath the building. The project will also provide 50 long-term bicycle parking spaces and four short-term bicycle parking spaces. A total of 4,444 square feet of open space will be provided, divided between an outdoor rear common area on the ground floor, a rooftop space, and private balconies. The project will maintain a 15-foot front yard (as required by the build-to line on the subject property), a seven-foot south side yard and a six-foot north side yard, and a 20-foot rear yard.” The project includes base incentives and three additional incentives.

- **1529 S. Hi Point** – DIR-2019-1679-TOC; ENV-2019-1680-CE. Letter of Determination issued May 28, 2020.<sup>25</sup> According to the Letter of Determination: “The project site consists of a rectangular lot with 50 feet of street frontage along the westerly side of Hi Point Street and uniform depth of 170 feet, for a total lot size of about approximately 8,499 gross square feet. The project site is located within the Wilshire Community Plan and is designated for Medium Residential land uses. The site is zoned [Q]R3-1-O with permanent “Q” Qualified Conditions per Ordinance No. 168,193 and is subject to a 15-foot building line along the west side of Hi Point Street pursuant to Ordinance No. 125,356. The project site is located within a Methane Zone and Urban Agriculture Incentive Zone . . . The project site is developed in 1908 with a one-story single-family dwelling and detached garage. The abutting properties to the north and south are zoned [Q]R3-1-O and are each improved with a three-story multifamily residential building. The adjacent property to the east across from Hi Point Street is zoned [Q]R3-1-O and is developed with a two-story multi-family residential building. The abutting property to the west is zoned R1R3-RG-O and improved with a one-story, two-unit residential building. The proposed project is for the demolition of an existing single family dwelling and removal of four non-protected trees for the construction, use, and maintenance of a five-story multi-family residential structure over one level of subterranean parking garage. The project proposes a total of 14 units, including two (2) units reserved for a Very Low Income households and 12 market- rate units. The unit mix will consist of one (1) one-bedroom unit, three (3) two-bedroom units, and ten (10) three-bedroom units. The building will be a maximum of 57 feet in height in lieu of the 35-foot height restriction per Qualified Condition No. 2 per Ordinance No. 168,193, and the height is as measured from grade to the top of the parapet. The proposed building will contain 25,200 square feet of residential floor area with a floor area ratio

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<sup>25</sup> <https://planning.lacity.org/pdiscaseinfo/document/MjMwNTM00/46e6f77e-051c-4e11-ad6d-6ce8558211cd/pdd>

(FAR) of 4.13:1. The project proposes to provide 15 vehicular parking spaces and 14 long-term bicycle parking spaces below grade. The project will also provide two (2) short-term bicycle parking spaces on the ground floor. The project will provide a maximum total of 1,677 square feet of open space, in lieu of the 2,225 square feet as otherwise required according to LAMC Section 12.21.G. The 1,677 square feet of open space includes a 960-square square-foot rear yard, of which 468 square feet is landscaped and a total of 300 square feet of private balconies. Through the Transit Oriented Communities Compliance Review, the applicant has requested three (3) On-menu Menu Incentives: (1) a 22-foot height increase to allow a 57-foot-tall building in lieu of the 35-foot limitation of per the “Q” Condition; (2) a 30-percent reduction in the two northerly and southerly side yards; and (3) a 25-percent reduction in the minimum open space required for the proposed building to allow a minimum of 1,669 square feet of open space in lieu of 2,225 square feet as otherwise required per LAMC Section 12.21 G. Per LAMC Section 12.21 G, new construction projects for six (6) or more residential projects are required to provide usable open space of 125 square feet per unit for units containing three (3) habitable rooms and 175 square feet per unit for units containing more than three (3) habitable rooms.”

- **1543 and 1547 S. Hi Point** – VTT-82553-SL. Letter of Determination April 15, 2020.<sup>26</sup> According to the Letter of Determination: “The project site is located within the Wilshire Community Plan, which designates the site with a Medium Residential land use designation. The land use designation lists the R3 Zone as the corresponding zone. The project site is zoned [Q]R3-1-O, which is consistent with the land use designation. The project site has approximately 17,006 net square feet of lot area, which would permit a maximum of 20 dwelling units. As shown on the Vesting Tentative Tract Map No. 82553, the project proposes to subdivide the project site into ten small lots, pursuant to LAMC Section 12.22 C,27, which is consistent with the density permitted by the zone.”
- **1537 S. Hayworth Ave** – DIR-2020-5017-TOC-HCA. Case filed on August 25, 2020.<sup>27</sup> Project is described as: “demo (e) sfd to construct new 13,850 sf 4-story, 16-unit apartment with 1-studio, 8-1 bedrooms, 7-2 bedrooms including 2-ELI units, 13-parking spaces and 1,289 sf open space in the [Q] R3-1-O zone.”

These projects paint a picture of [Q] Conditions ignored, development inconsistent with the zoning and Wilshire Community Plan, up-zoning, and dramatic changes in the character of the immediate project neighborhood occurring in just a few short years. There is clearly the potential for cumulative aesthetic, air quality, hazards, land use, noise and infrastructure impacts.

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<sup>26</sup> <https://planning.lacity.org/pdiscaseinfo/document/MjI5MDg40/46e6f77e-051c-4e11-ad6d-6ce8558211cd/pdd>

<sup>27</sup> <https://planning.lacity.org/pdiscaseinfo/search/encoded/MjQwMDMw0>  
<https://planning.lacity.org/pdiscaseinfo/search/encoded/MjQwMDMx0>

In addition, there is the potential for significant traffic impacts in the form of neighborhood intrusion impacts as a result of cumulative development. According to the City's Complete Threshold Guide, Section L4 – Neighborhood Intrusion Impacts:

This issue involves impacts of traffic generated by the project, and/or traffic diverted or shifted due to the project, on local streets in residential neighborhoods. Such impacts may result from increased traffic volumes on neighborhood streets or increased delays for vehicles exiting the neighborhood. Traffic conditions are typically expressed in terms of daily volume of traffic. . .

### **C. Screening Criteria**

Would the proposed project:

- Generate more than 120 daily vehicle trips to a local residential street?

A "yes" response to the preceding question indicates that further study in an expanded Initial Study, Negative Declaration, Mitigated Negative Declaration, or EIR may be required. Refer to the Significance Threshold for Neighborhood Intrusion Impacts, and review the associated Methodology to Determine Significance, as appropriate. A "no" response to the preceding question indicates that there would normally be no significant impact on Neighborhood Intrusion from the proposed project.

The proposed project and cumulative projects on Hi Point would result in a net increase of more than 70 units. Based on the height of the proposed apartment complexes they qualify as mid-rise apartments per the Institute of Transportation Engineers (ITE). The ITE trip generation rate for mid-rise apartments (Use 221) is 5.44 daily trips per unit. Based on this rate, approximately 380 new daily trips would be generated by the proposed project and the cumulative projects on just these two blocks of Hi Point. The project in combination with cumulative development thus has the potential to result in the generation of more than 120 daily trips to a local residential street. The potential for significant cumulative neighborhood intrusion impacts, given the unusually heavy traffic congestion and limited residential street capacity in the area, needs to be evaluated in the environmental document for the proposed project.

Furthermore, the list of cumulative projects should include all TOC projects within the City and Community Plan area that have been proposed since the passage of Measure JJJ, since no environmental analysis of the impact of this increased densification has yet to be conducted by the City. Given the aging infrastructure in the area, additional construction and the additional densification in the area which is likely to result from the TOC program, has the potential to impact local infrastructure, both as a result of the nature and magnitude of construction activity and as a result of the additional demand generated by the significant up-zoning that is part of the TOC program on aging and fragile infrastructure.

Cumulative development has the potential to result in land use, traffic, noise, infrastructure and other impacts. These potential impacts have not been assessed in an environmental document for the Wilshire Community Plan area or the TOC program. The Wilshire Community Plan and its environmental review<sup>28</sup> were based on the existing zoning, not the substantial up-zoning that is allowed under the TOC program. The potential for cumulative infrastructure and other impacts therefore exists. The project would contribute to these potentially significant cumulative infrastructure impacts.

### **VIII. Significant Unmitigated Impacts**

As detailed in **Sections III, IV, V, VI and VII**, there is the potential for this project to result in a number of significant environmental impacts. In the absence of appropriate mitigation, these impacts will occur. No mitigation has been provided for potentially significant impacts, other than the “recommended” construction noise measures. No Mitigation Monitoring and Reporting Program has been prepared for the proposed project. The potential for the proposed project to result in significant unmitigated impacts and to contribute to significant cumulative impacts remains.

### **IX. Use Of A Categorical Exemption Is Not Appropriate For The Proposed Project; Additional CEQA Review Is Required**

As detailed in **Section III** of the letter, 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, and therefore does not comply with CEQA Guidelines Section 15332(a). In addition, as detailed in **Section IV and Section V** of this letter, the proposed project would result in significant construction noise impacts and air quality impacts requiring mitigation, and therefore does not comply with CEQA Guidelines Section 15332(d), which precludes use of a Class 32 Exemption for projects that would result in significant effects relating to traffic<sup>29</sup>, noise, air quality, or water quality. Furthermore, the proposed project has the potential to impact the aging water and sewer pipeline infrastructure in the project vicinity both through potential construction-related impacts and additional demand in excess of that anticipated when these facilities were constructed 50-100 years ago, and therefore does not comply with CEQA Guidelines Section 15332(e).

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<sup>28</sup> Wilshire Community Plan Update EIR, SCH# 1997081033, 1/10/2001.

<sup>29</sup> See also discussion in Section VI regarding the project’s potential to result in neighborhood traffic impacts.

In addition, as detailed in this letter, the proposed project is not eligible for a Categorical Exemption pursuant to CEQA Guidelines Sections 15332(b) and 15332(c) due to both impacts associated with unusual circumstances and the potential for cumulative impacts as detailed in **Sections VI and VII**. The City cannot act on the project until the appropriate environmental documentation has been prepared for the project.

Sincerely,

A handwritten signature in black ink, appearing to read 'Jamie T. Hall', written in a cursive style.

Jamie T. Hall

#### ATTACHMENTS

1. Project Plans
2. [Q] Ordinance 168,193
3. Measure JJJ
4. L.A.'s Aging Water Pipes; a \$1-billion dilemma, Los Angeles Times, February 16, 2015
5. Zimas Record for Project Site

# **Attachment 1**

# GENERAL NOTES

## A. GENERAL

- ALL WORK SHALL BE EXECUTED IN ACCORDANCE WITH THE 2017 EDITION OF THE LOS ANGELES BUILDING CODES AND ORDINANCES OF THE STATE OF CALIFORNIA.
- ALL DIMENSIONS AND CONDITIONS SHALL BE CHECKED AND VERIFIED ON THE JOB SITE BY EACH SUBCONTRACTOR BEFORE HE BEGINS HIS WORK. ANY ERRORS, OMISSIONS, OR DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF THE GENERAL CONTRACTOR BEFORE CONSTRUCTION BEGINS.
- ALL DIMENSIONS TAKE PRECEDENCE OVER SCALE. NOTE THAT DIMENSIONS ARE TO CENTER LINE OR FACE OF FINISH MATERIAL.
- THE BUILDINGS REQUIRE FIRE PROTECTION AS FOLLOWS (SEE CODE ANALYSIS):
  - FIRE EXTINGUISHERS PORTABLE TYPE 2A SHALL BE PROVIDED. DISTANCE FROM APARTMENT ENTRY DOOR TO FIRE EXTINGUISHER SHALL BE 75 MAXIMUM PROVIDE FIRE EXTINGUISHERS AS REQUIRED BY THE FIRE DEPARTMENT FIRE INSPECTOR.
  - PROVIDE FIRE EXTINGUISHER WITH A RATING OF 10BC FOR GARAGE.
- MECHANICAL VENTILATION: ALL BATHROOMS, TOILET ROOMS, POWDER ROOMS AND LAUNDRY ROOMS SHALL BE VENTILATED TO PROVIDE A COMPLETE CHANGE OF AIR 5 TIMES PER HOUR. SUCH MECHANICALLY OPERATED EXHAUST SYSTEM SHALL BE CONNECTED DIRECTLY TO THE OUTSIDE. FAN SHALL BE OPERATED FROM A LIGHT SWITCH THE POINT OF SWITCHING SHALL BE AT LEAST 3 FEET FROM ANY OPENING THAT ALLOWS AIR ENTRY INTO OCCUPIED PORTIONS OF THE BUILDING.
- LEGAL EXITS SHALL BE OPENABLE FROM THE INSIDE WITHOUT USE OF KEY, SPECIAL KNOWLEDGE OR EFFORT. ALL EXIT HARDWARE SHALL BE OF AN APPROVED TYPE. DEAD OR FLUSH BOLTS (THUMBS OPERATED) AND SIMILAR DEVICES ARE PROHIBITED.
- EXIT 2-HOUR CONSTRUCTION BEHIND ALL TUBS LOCATED ADJACENT TO 2-HOUR FIRE DIVISION WALLS.
- EXIT/ENTRANCE DOOR MUST OPEN OVER A LANDING NOT MORE THAN 1/2' BELOW THE THRESHOLD AND HAVE A LENGTH NOT LESS THAN (84/42/60/72/90/108) INCHES. PROVIDE ULTRA LOW FLUSH WATER CLOSETS (1.6 GAL./FLUSH MAX) AND LOW FLOW SHOWER HEADS WITH A PRESSURE BALANCE OR THERMOSTATIC MIXING VALVE FOR ALL NEW CONSTRUCTION. EXISTING SHOWER HEADS AND TOILETS MUST BE ADAPTED FOR LOW WATER CONSUMPTION.
- TRENCHES OR EXCAVATIONS OF 9" OR MORE IN DEPTH INTO WHICH A PERSON IS REQUIRED TO DESCEND SHALL OBTAIN THE NECESSARY PERMIT FROM THE STATE OF CALIFORNIA DIVISION OF INDUSTRIAL SAFETY.
- A PERMIT FROM THE DEPARTMENT OF PUBLIC WORKS IS REQUIRED FOR A PROTECTION FENCE OR CANYON ON OR OVER ANY STREET OR PUBLIC SPACE.
- NO MEDICINE CABINETS, ELECTRIC PANELS, VENTS, OR WALL HEATERS SHALL PERCEDE 2-HOUR DIVISION WALLS.
- PROVIDE APPROVED STUCCO WEEP SCREENS AT SILL PLATE OF ALL STUCCO WALLS. STUCCO FINISH SHALL NOT EXTEND BELOW FINISH GRADE.
- BATHROOM FLOORS OVER WOOD SHALL HAVE WATER-PROOF PROTECTION. PROVIDE RESILIENT FLOORING OVER 1/2" FELT BONDED TO PLYWOOD SUBFLOOR.
- "AN APPROVED SEISMIC GAS SHUT-OFF VALVE WILL BE INSTALLED ON THE FUEL GAS LINE ON THE DOWN STREAM SIDE OF THE UTILITY METER AND BE RIGIDLY CONNECTED TO THE EXTERIOR OF THE BUILDING OR STRUCTURE CONTAINING THE FUEL GAS PIPING."
- ALL EXTERIOR OPENINGS EXPOSED TO THE WEATHER SHALL BE FLASHED IN SUCH A MANNER AS TO MAKE THEM WATERPROOF. ALL FLASHING, COUNTER FLASHING AND COPING WHEN OF METAL SHALL BE 28 GA. G.I. MINIMUM.
- ALL FLOOR ROOF AND FLOOR SHEATHINGS SHALL BE INSPECTED AND APPROVED BY BUILDING INSPECTOR BEFORE COVERING.

- FIRE BLOCK AT MID-HEIGHT WALLS OVER 8'-0" HIGH.
- COMFORT HEATING WILL BE PROVIDED TO EVERY DWELLING UNIT AS REQUIRED BY CODE.
- PROVIDE HIGH NONABSORBENT WALL ADJACENT TO SHOWER AND APPROVED WATER RESISTANT MATERIAL FOR SHOWER ENCLOSURE AND WINDOWS WITHIN 9" OF FLOOR OF SHOWER OR BATHUB FLOOR.
- CONDUCT ALL ROOF DRAINAGE UNDER SIDEWALK TO STREET BY MEANS OF AN APPROVED NONSERVICIOUS DEVICE.
- BATHUB AND SHOWER UNITS, INCLUDING BACKING, SHALL BE OF TYPE APPROVED BY THE PLUMBING DEPARTMENT.
- TELEVISION ANTENNA SHALL BE LOCATED 7' ABOVE FLAT ROOFS.
- ALL STAIRS SHALL HAVE 8" MAXIMUM RISE AND 9" MINIMUM TREAD (7" RISE AND 11" TREADS AT PUBLIC STAIRS).
- PROVIDE U.L. APPROVED SMOKE AND FIRE DETECTORS WITHIN 12" OF CEILING AND WERE SHOWN ON PLANS. HARD WIRED WITH BATTERY BACKUP.
- PROVIDE SMALL APPLIANCE CIRCUITS IN KITCHEN - 12 OUTLET MAX ON 20 AMP SERVICE - 9 OUTLETS MAX ON 15 AMP CIRCUIT.
- ANTI-GRAFFITI COATING BY GENESIS COATINGS, INC. (LA RR#25042-T) FOR LOWER 9'-0" OF BUILDING.
- TOILET ROOM FLOORS SHALL HAVE A SMOOTH, HARD NON-ABSORBENT SURFACE SUCH AS PORTLAND CEMENT, CERAMIC TILE OR OTHER APPROVED MATERIAL THAT EXTENDS UPWARD ONTO THE WALLS AT LEAST 8 INCHES.
- AN ATO CERTIFICATE OF INSPECTION FOR ALL GULLED LAMINATED TIMBER SHALL BE SUBMITTED TO A BUILDING AND SAFETY DIVISION INSPECTOR PRIOR TO ERECTION.

- NON-REMOVABLE THUMB TURN WHICH IS INDEPENDENT OF THE DEADLOCKING LATCH AND WHICH MUST BE SEPARATELY OPERATED. SHALL NOT BE CONSIDERED AS A SYSTEM WHICH REQUIRES SPECIAL KNOWLEDGE OR EFFORT WHEN USED IN DWELLING UNITS. THE DOOR KNOB AND THE THUMB TURN WHICH OPERATES THE DEADBOLTS SHALL NOT BE SEPARATED BY MORE THAN 8 INCHES.
- WOOD PANEL TYPE DOORS MUST HAVE PANELS AT LEAST 9/16 IN. THICK WITH SHAPED PORTIONS NOT LESS THAN 1/4 IN. THICK AND INDIVIDUAL THUMBS MUST BE NO MORE THAN 300 SQ. IN. IN AREA. MILLIONS SHALL BE CONSIDERED A PART OF ADJACENT PANELS EXCEPT MILLIONS NOT OVER 8 INCHES LONG MAY HAVE AN OVERALL WIDTH OF NOT LESS THAN 2 INCHES. STILES AND RAILS SHALL BE OF SOLID LUMBER IN THICKNESS WITH OVERALL DIMENSIONS OF NOT LESS THAN 1 3/8 INCHES AND 2 INCHES IN WIDTH. SLIDING DOORS SHALL BE PROVIDED WITH A DEVICE TO PREVENT THE UPPER CHANNEL OF THE MOVING PANEL TO PROHIBIT RAISING AND REMOVING OF THE MOVING PANEL IN THE CLOSED OR PARTIALLY OPEN POSITION.
- SLIDING GLASS DOORS SHALL BE EQUIPPED WITH LOCKING DEVICES AND SHALL BE SO CONSTRUCTED AND INSTALLED THAT THEY REMAIN INTACT AND ENGAGED WHEN SUBJECTED TO THE TESTS SPECIFIED IN SECTION 917.1.
- METAL OR WOODEN OVERHEAD OR SLIDING DOORS SHALL BE SECURED WITH A CYLINDER LOCK. PADLOCK WITH A MIN. 9/32" DIAMETER HARDENED STEEL SHACKLE AND BLOTTED, HARDENED STEEL HASPS. METAL SLIDE BOARD, BOLT OR EQUIVALENT DEVICE UNLESS SECURED BY EQUIVALENT OPERATED.
- PROVIDE METAL GUIDES AT TOP AND BOTTOM OF METAL ACCORDION GRATE OR GRILLE TYPE DOORS AND CYLINDER LOCKS OR PADLOCKS. CYLINDER GUARDS SHALL BE INSTALLED ON ALL CYLINDER LOCKS UNLESS THE CYLINDER PROJECTS BEYOND THE FACE OF THE DOOR OR IS OTHERWISE ACCESSIBLE TO GRIPPING TOOLS.
- GLAZING:
  - IN B.F. AND S OCCUPANCIES, PANES OF GLAZING WITH AT LEAST ONE DIMENSION GREATER THAN 5 IN. BUT LESS THAN 48 IN. SHALL BE CONSTRUCTED OF TEMPERED OR APPROVED BURGULARY-RESISTANT MATERIAL OR PROTECTED WITH METAL BARS OR GRILLES.
  - GLAZED OPENINGS WITHIN 4' OF THE DOOR LOCK WHEN THE DOOR IS IN THE CLOSED POSITION, SHALL BE FULLY TEMPERED GLASS OR APPROVED BURGULARY RESISTANT MATERIAL, OR SHALL BE PROTECTED BY METAL BARS, SCREENS OR GRILLES HAVING A MAXIMUM OPENING OF 2". THE PROVISIONS OF THIS SECTION SHALL NOT APPLY TO VIEW PORTS OR WINDOWS WHICH DO NOT EXCEED 2' IN THEIR GREATEST DIMENSIONS.
- LOWERED WINDOWS SHALL BE PROTECTED BY METAL BARS OR GRILLES WITH OPENINGS THAT HAVE AT LEAST ON DIMENSION OF 9" OR LESS, WHICH ARE CONSTRUCTED TO PRECLUDE HUMAN ENTRY.
- OTHER OPENABLE WINDOWS SHALL BE PROVIDED WITH SUBSTANTIAL LOCKING DEVICES. IN B.F. AND S OCCUPANCIES, SUCH DEVICES SHALL BE GUARDED STEEL SHACKLES AND BOLTED, HARDENED STEEL HASPS.
- SLIDING WINDOWS SHALL BE PROVIDED WITH A DEVICE IN THE UPPER CHANNEL OF THE MOVING PANEL TO PROHIBIT RAISING AND REMOVING OF THE MOVING PANEL IN THE CLOSED OR PARTIALLY OPEN POSITION.
- SLIDING WINDOWS SHALL BE EQUIPPED WITH LOCKING DEVICES AND SHALL BE SO CONSTRUCTED AND INSTALLED THAT THEY REMAIN INTACT AND ENGAGED WHEN SUBJECTED TO THE TESTS SPECIFIED IN 917.1.2.
- ANY RELEASE FOR METAL BARS, GRILLES, GRATES OR SIMILAR DEVICES CONSTRUCTED TO PRECLUDE HUMAN ENTRY THAT ARE INSTALLED SHALL BE LOCATED ON THE INSIDE OF THE ADJACENT ROOM AND AT LEAST 24 INCHES FROM THE CLOSEST OPENING THROUGH SUCH METAL BARS, GRILLES.

- GRATES OR SIMILAR DEVICES THAT EXCEEDS TWO INCHES IN ANY DIMENSION OTHER THAN DOORS OR GLAZED OPENINGS.
- ALL OTHER OPENINGS MUST BE PROTECTED BY METAL BARS OR GRILLES WITH OPENINGS OF NOT LESS THAN 6 INCHES IN ONE DIMENSION.
- PROVIDE SECURITY LIGHTING FOR GARAGE AND/OR EXTERIOR PARKING AREA SERVING DWELLING UNITS OR GUESTROOMS AND FOR RECEPTION ROOM, SERVICE ROOMS ACCESSORY TO APARTMENT HOUSES, AND AT EVERY DOOR IN A SECURITY OPENING. SECURITY LIGHTING SHALL HAVE A SURFACE ILLUMINATION OF 0.2 FOOT-CANDELS AT THE FLOOR LEVEL.
- WINDOWS IN CORRIDOR WALLS SHALL BE PROTECTED BY FIXED GLASS OF 3/4" RATING IN STEEL FRAMES. TOTAL AREA OF WINDOW IN A CORRIDOR SHALL NOT EXCEED 25% OF THE AREA OF A COMMON WALL WITH ANY ROOM.

- THE BUILDING DESIGN MEETS THE REQUIREMENTS OF TITLE 24, PART 2, CHAPTER 2-5.3.
- INSULATION INSTALLER SHALL POST IN A CONSPICUOUS LOCATION IN THE BUILDING A CERTIFICATE SIGNED BY THE INSTALLER AND BUILDER STATING THAT THE INSULATION CONFORMS WITH THE REQUIREMENTS OF TITLE 24, CHAPTER 2-5.3 AND THAT THE MATERIALS INSTALLED CONFORM WITH THE REQUIREMENTS OF TITLE 20, CHAPTER 2, SUB CHAPTER 4, ARTICLE 3.
- ALL INSULATION MATERIALS SHALL BE CERTIFIED BY THE MANUFACTURER AS COMPLYING WITH THE CALIFORNIA QUALITY STANDARDS FOR INSULATING MATERIAL.
- DOORS AND WINDOWS BETWEEN CONDITIONED SPACES AND OUTSIDE OR UNCONDITIONED SPACES SUCH AS GARAGES AND COMPARTMENTS FOR CENTRAL AIR GAS FURNACES SHALL BE FULLY WEATHERSTRIPPED.
- MANUFACTURED DOORS AND WINDOWS SHALL BE CERTIFIED AND LABELED IN COMPLIANCE WITH THE APPROPRIATE INFLTRATION STANDARDS LISTED IN TABLE 2-5.3.9 FOR THE ENERGY REGULATIONS.
- ALL FAN SYSTEMS EXHAUSTING AIR FROM THE BUILDING SHALL BE PROVIDED WITH BACK DRAFT DAMPERS.
- CAULK AROUND ALL PLUMBING AND ELECTRICAL PENETRATIONS INTO THE BUILDING ENVELOPE.
- CAULK AND SEAL AROUND ALL WINDOW AND DOOR FRAMES AND BETWEEN WALL SOLE PLATES AND FLOORS AND BETWEEN EXTERIOR WALL PANELS.
- DUCTS SHALL BE CONSTRUCTED, INSTALLED AND INSULATED ACCORDING TO CHAPTER 10 OF THE 1997 CITY OF LOS ANGELES MECHANICAL CODE. ALL JOINTS OF THE DUCT SYSTEM SHALL BE TIGHTLY SEALED WITH MASTIC OR TAPE.
- STORAGE TYPE WATER HEATERS AND STORAGE TANKS FOR SOLAR WATER HEATING SYSTEMS SHALL BE EXTERNALLY WRAPPED WITH INSULATION OF R-12 OR GREATER, UNLESS SO INTERNALLY INSULATED.
- PROVIDE MINIMUM R-13 INSULATION ON WATER HEATER INLET AND OUTLET PIPE FOR FIRST FIVE FEET IN UNCONDITIONED SPACE.
- INSULATE RECIRCULATING HOT WATER PIPING IN UNHEATED SPACES.
- GAS FIRED HOUSEHOLD HEATING AND COOLING APPLIANCES, SHOWER HEADS AND FAUCETS SHALL COMPLY WITH THE APPLIANCE EFFICIENCY STANDARDS.
- GENERAL LIGHTING IN KITCHENS AND BATHROOMS SHALL HAVE AN EFFICIENCY OF NOT LESS THAN 25 LUMENS / WATTS. (SPECIFY FLUORESCENT LIGHTING).

- DOORS TO UNIT FROM INTERIOR CORRIDORS AND FIRE-RATED SHAFT ENCLOSURES ARE REQUIRED TO HAVE A MIN. STC RATING OF 26. LAMINATED 1 3/4" SOLID CORE DOORS WITH RESILIENT STOPS AND GASKETS MEET THIS REQUIREMENT. DOORS MUST BE SELF-AUTO-CLOSING UPON SMOKE DETECTION.
- ELECTRICAL OUTLET BOXES IN OPPOSITE FACES OF SEPARATION WALLS SHALL BE SEPARATED HORIZONTALLY BY 24" AND NOTE THAT BACK AND SIDES OF BOXES WILL BE SEALED WITH 1/4" RESILIENT SEALANT AND BACKED WITH 2" MINIMUM MINERAL FIBER INSULATION, (TV, TELEPHONE, AND INTERCOM OUTLETS MUST BE INSTALLED IN BOXES INCLUDING).
- CARPETS OR SIMILAR SURFACE MATERIALS WHICH ARE PART OF THE FLOOR-CEILING ASSEMBLY MUST BE INSTALLED AND INSPECTED BEFORE THE CERTIFICATE OF OCCUPANCY IS ISSUED AND MAY BE REPLACED ONLY BY OTHER FLOOR COVERING THAT PROVIDES THE REQUIRED IMPACT SOUND INSULATION.
- AN APPROVED PERMANENT RESILIENT ACOUSTICAL SEALANT SHALL BE PROVIDED ALONG THE JOINT BETWEEN THE FLOOR AND THE SEPARATION WALLS.
- FLOOR-CEILING ASSEMBLIES SHALL BE SEALED, LINED OR INSULATED.
- ALL PENETRATIONS INTO SOUND RATED PARTITIONS OF FLOOR, CEILING ASSEMBLIES SHALL BE SEALED WITH APPROVED PERMANENT RESILIENT SEALANT.
- ALL RIGID CONDUIT, DUCTS, PLUMBING PIPES, APPLIANCE VENTS LOCATED IN SOUND ASSEMBLIES SHALL BE ISOLATED FROM THE BUILDING CONSTRUCTION BY MEANS OF RESILIENT SLEEVES, MOUNTS OR MINIMUM 1/4" THICK APPROVED RESILIENT MATERIAL.
- VENTS LOCATED IN SOUND ASSEMBLIES SHALL BE ISOLATED FROM THE BUILDING CONSTRUCTION BY MEANS OF RESILIENT SLEEVES. MOUNTS OR MINIMUM 1/4" THICK APPROVED RESILIENT MATERIAL.
- METAL VENTILATING AND CONDITIONED AIR DUCTS LOCATED IN SOUND ASSEMBLIES SHALL BE LINED. (EXCEPTION: DUCTS SERVING ONLY EXISTING KITCHEN COOKING FACILITIES, AND BATH ROOMS NEED NOT BE LINED.)
- MINERAL FIBER INSULATION SHALL BE INSTALLED IN JOIST SPACES TO A POINT 12" BEYOND THE PIPE OR DUCT, WHENEVER A PLUMBING PIPE OR DUCT PENETRATES A FLOOR ASSEMBLY OR WHERE SUCH UNIT PENETRES THROUGH THE PLANE OF THE FLOOR ASSEMBLY FROM WITHIN A WALL. THIS REQUIREMENT IS NOT APPLICABLE TO FIRE PIPE, GAS LINE OR ELECTRICAL CONDUIT.
- WALL MOUNTED LAVATORIES AND TOILETS ARE NOT PERMITTED ON SOUND RATED PARTITIONS.

- EXIT PATH LIGHTING SHALL BE PROVIDED FOR STAIRWAY, HALLWAY, EXIT PASSAGEWAY AND EGRESS TO A PUBLIC WAY ANY TIME THE BUILDING IS OCCUPIED.
- PROVIDE A PORTABLE FIRE EXTINGUISHER WITH A RATING OF NOT LESS THAN 2-A OR 10BC WITHIN 15' TRAVEL DISTANCE TO ALL PORTIONS OF THE BUILDING ON EACH FLOOR, ALSO DURING CONSTRUCTION.
- ROOF OBSTRUCTION SUCH AS TELEVISION ANTENNA, GUY WIRES, SOLAR PANELS, AND RAZOR RIBBON SHALL NOT PREVENT FIRE DEPARTMENT ACCESS OR EGRESS.
- PROVIDE COLLISION BARRIERS ADEQUATE TO PROTECT CONTROL METERS, REGULATORS, AND PIPING FOR HAZARDOUS MATERIALS THAT ARE EXPOSED TO VEHICULAR DAMAGE.
- INTERIOR WALL AND CEILING FINISHES FOR EXIT CORRIDORS SHALL NOT EXCEED A FLOOR-SPEAD CLASSIFICATION OF 75 (CLASS 1).
- INTERIOR WALL AND CEILING FINISHES FOR ENCLOSED STAIR WELLS SHALL NOT EXCEED A FLAME-SPREAD CLASSIFICATION OF 25 (CLASS 1).
- EXIT CORRIDORS AND EXTERIOR EXIT BALCONIES SHALL BE A MINIMUM OF 44" WIDE, (TITLE 24).
- AN EXIT WALKWAY WITH A MINIMUM WIDTH OF 44" SHALL BE MAINTAINED CONTINUOUSLY TO A PUBLIC WAY.
- ALL EXITS MUST BE CONTINUOUS AND TERMINATE IN A PUBLIC WAY OR EXIT COURT LEADING TO A PUBLIC WAY OR AN APPROVED REFUGE AREA. (TITLE 24, C.A.C.)
- THE CONSTRUCTION SHALL NOT RESTRICT A FIVE-FOOT CLEAR AND UNOBSTRUCTED ACCESS TO ANY WATER OR POWER DISTRIBUTION FACILITIES (POWER POLES, PULL BOXES, TRANSFORMERS, VALVES, PUMPS, VALVES, METERS, APPLIANCES, ETC) OR TO THE LOCATION OF THE HOOKUP. THE CONSTRUCTION SHALL NOT BE WITHIN TEN FEET OF ANY POWER LINES WHETHER OR NOT THE LINES ARE LOCATED ON THE PROPERTY. FAILURE TO COMPLY MAY CAUSE CONSTRUCTION DELAYS AND ADDITIONAL COSTS.
- A FIRE ALARM SYSTEM IS REQUIRED FOR THIS STRUCTURE. PLANS FOR THE FIRE ALARM SYSTEM MUST BE SUBMITTED TO THE FIRE DEPARTMENT FOR APPROVAL PRIOR TO INSTALLATION.
- SMOKE DETECTORS SHALL RECEIVE THEIR PRIMARY POWER SOURCE FROM THE BUILDING WIRING AND SHALL BE EQUIPPED WITH BATTERY BACK UP AND LOW BATTERY SIGNAL.
- PROVIDE APPROVED SPARK ARRESTER, AS PER LAMC 57.02.02 FOR THE CHIMNEY OF A FIREPLACE, STOVE, OR BARBEQUE DEVICE WHICH USES FUEL BURNING MATERIALS.

NOTE: 1-TWO-WAY RADIO COMMUNICATION SYSTEM TO BE PROVIDED PER AFCS10.

| DATE | ISSUED FOR | DATE | REVISIONS |
|------|------------|------|-----------|
|      |            |      |           |
|      |            |      |           |
|      |            |      |           |

LICENSED ARCHITECT  
 GIOVANNI URU  
 C-7487  
 EXP. 10/31/21  
 STATE OF CALIFORNIA

**URIU & ASSOCIATES**  
 ARCHITECTURE, PLANNING  
 800 S. GLENDALE AVENUE  
 GLENDALE, CA 91205

# 1447 S HI POINT ST.

## CODE ANALYSIS

| PROJECT SUMMARY   |                                      |
|---|--------------------------------------|
| ZONE  | (O)R3-1-O - TIER 3                   |
| LOT AREA (52X170)   | 8,838.5 SF                           |
| ALLOW. DENSITY (8,838.5/800)  | 12 UNITS                             |
| DENSITY BONUS (12X1.7)  | 21 UNITS                             |
| INCENTIVES  |                                      |
| 30% REDUCTION IN SIDE YARDS   | 915 SF                               |
| 25% REDUCTION IN OPEN SPACE   | 3,618 SF                             |
| 21 FT INCREASE IN HEIGHT  | 4,285 SF                             |
| PROPOSED DEVELOPMENT  |                                      |
| 1 UNIT 101 - 2 BR / 2 BA UNITS @ 915 SF                                   | 915 SF                               |
| 3 UNIT 201, 301, & 401 - 3 BR / 3 BA UNITS @ 1,206 SF                     | 3,618 SF                             |
| 1 UNIT PH-1 - 1 BR / 1 BA UNITS @ 570 SF                                  | 570 SF                               |
| 5 UNIT 102, 202, 302, 402, & PH-2 - 2 BR / 2 BA UNITS @ 857 SF            | 4,285 SF                             |
| 5 UNIT 103, 203, 303, 403, & PH-3 - 2 BR / 2 BA UNITS @ 943 SF            | 4,715 SF                             |
| 5 UNIT 104, 204, 304, 404, & PH-4 - 3 BR / 3 BA UNITS @ 1,269 SF          | 6,345 SF                             |
| 20 UNITS TOTAL ( 8-3BR/3BA + 11-2BR/2BA + 1-1BR/1BA )                     | 20,448 SF                            |
| BICYCLE PARKING REQUIRED/PROVIDED: 22 SPACES - 20 LONG/2 SHORT TERM       |                                      |
| PARKING PROVIDED: 24 SPACES @ STD/1/4 COMP/1 ADA                          |                                      |
| GARAGE AREA: 7,766 SF/ 200 = 38 OCCUP.                                    |                                      |
| OPEN SPACE REQUIRED (8X175 + 11X125 + 1X100) = 2,875 X 0.75 = 2,156.25 SF |                                      |
| OPEN SPACE PROVIDED   |                                      |
| PRIVATE OPEN SPACE (19 X 50 SF)   | 950 SF                               |
| REAR YARD   | 950 SF                               |
| 5TH FLOOR GARDEN  | 592 SF                               |
| TOTAL   | 2,492 SF                             |
| ALLOW AREA (42 X 140 X 3) X 1.5 = 26,460 SF                               |                                      |
| FLOOR AREA PROVIDED   |                                      |
| ZONING AREA   | 20,322 SF                            |
| BUILDING AREA   | 31,808 SF (R-24,042 SF + S-2,766 SF) |
| SCHOOL FEE AREA   | 21,457 SF                            |

## SHEET INDEX

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| A2.1 | FAR & OPEN SPACE DIAGRAM |
| A3   | GARAGE PLAN              |
| A4   | 1ST & 2ND FLOOR PLAN     |
| A5   | 3RD & 4TH FLOOR PLAN     |
| A6   | 5TH FLOOR PLAN           |
| A7   | ELEVATIONS               |
| A8   | ELEVATIONS               |
| A9   | SECTIONS                 |
| A10  | SECTIONS                 |

## ABBREVIATIONS

|        |                   |        |                    |        |                   |        |                  |
|--------|-------------------|--------|--------------------|--------|-------------------|--------|------------------|
| A.C.   | ASPHALT CONCRETE  | DWG.   | DRAWING            | H.W.   | HOT WATER         | RES.   | RESAWN           |
| AC.    | ACOUSTIC TILE     | DWR.   | DRAWER             | HWD.   | HARDWOOD          | R.V.   | ROOF VENT        |
| ADJ.   | ADJUSTABLE        | E.J.   | EXPANSION JOINT    | I.D.   | INSIDE DIMENSION  | RWD.   | REDWOOD          |
| ALUM.  | ALUMINUM          | ELEV.  | ELEVATION          | INT.   | INTERIOR          | S.     | SINK             |
| A.T.   | ASPHALT TILE      | ELEC.  | ELECTRIC           | JAN.   | JANITOR           | S.B.   | SPLASH BLOCK     |
| BD.    | BOARD             | EL.    | ELEVATOR           | LAV.   | LAVATORY          | SH.    | SHELF            |
| BLDG.  | BUILDING          | EQUIP. | EQUIPMENT          | L.P.   | LOW POINT         | SHT.   | SHEET            |
| BLKG.  | BLOCKING          | EXIST. | EXISTING           | L.V.   | LOUVER VENT       | SHTG.  | SHEATHING        |
| B.M.   | BENCH MARK        | EXT.   | EXTERIOR           | LT.    | LIGHT             | SHTG.  | SHEATHING        |
| BOT.   | BOTTOM            | F.D.   | FLOOR DRAIN        | MAX.   | MAXIMUM           | S.S.   | SERVICE SINK     |
| BR.    | BRICK             | F.E.   | FIRE EXTINGUISHER  | M.C.   | MEDICINE CABINET  | SECT.  | SECTION          |
| CAB.   | CABINET           | F.G.   | FINISH GRADE       | M.C.B. | METAL CORNER BEAD | STD.   | STANDARD         |
| C.B.   | CATCH BASIN       | F.H.C. | FIRE HOUSE CABINET | M.H.   | MANHOLE           | STL.   | STEEL            |
| CEM.   | CEMENT            | F.J.   | FLOOR JOIST        | MET.   | METAL             | STPG.  | STRIPPING        |
| C.I.   | CAST IRON         | FIN.   | FINISH             | MFR.   | MANUFACTURER      | SQ.    | SQUARE           |
| CLR.   | CLEAR             | FLR.   | FLOOR              | MIN.   | MINIMUM           | T.C.   | TOP OF CURB      |
| C.J.   | CEILING JOIST     | F.L.   | FLOW LINE          | M.     | MIRROR            | T & G  | TONGUE & GROOVED |
| CLG.   | CEILING           | F.O.C. | FACE OR CONCRETE   | MISC.  | MISCELLANEOUS     | TH.    | THICK            |
| COL.   | COLUMN            | F.O.M. | FACE OF MASONRY    | M.O.   | MASONRY OPENING   | THRES. | THRESHOLD        |
| COMPO. | COMPOSITION       | F.O.S. | FACE OF STUDS      | N.I.C. | NOT IN CONTRACT   | TEL.   | TELEPHONE        |
| CONC.  | CONCRETE          | FS.    | FLOOR SINK         | OB.    | OBSCURE           | T.PL.  | TOP OF PLATE     |
| CONT.  | CONTINUOUS        | F.T.   | FOOT               | O.C.   | ON CENTERS        | TR.    | TRANSOM          |
| CORR.  | CORRUGATED        | FUR.   | FURRING            | O.F.   | OVER FLOW         | TRANS. | TRANSFORMER      |
| CSK.   | COUNTERSUNK       | GA.    | GAUGE              | OPNG.  | OPENING           | T.O.W. | TOP OF WALL      |
| C.W.   | COLD WATER        | GALV.  | GALVANIZED         | PART.  | PARTITION         | TYP.   | TYPICAL          |
| DET.   | DETAIL            | G.I.   | GALVANIZED IRON    | PL.    | PLATE             | V.     | VENT             |
| D.F.   | DRINKING FOUNTAIN | GL.    | GLASS GLAZING      | PLAS.  | PLASTER           | VERT.  | VERTICAL         |
| DIAM.  | DIAMETER          | GR.    | GRADE              | PLY.   | PLYWOOD           | W.C.   | WATER CLOSET     |
| DIM.   | DIMENSION         | GYP.   | GYPSPUM BOARD      | P.P.   | POWER POLE        | WD.    | WOOD             |
| DIV.   | DIVISION          | H.B.   | HOSE BRIBE         | R.     | RISER-RADIUS      | WARD.  | WARDROBE         |
| DN.    | DOWN              | HDW.   | HARDWARE           | R.D.   | ROOF DRAIN        | W.H.   | WATER HEATER     |
| DR.    | DOOR              | HORIZ. | HORIZONTAL         | REINF. | REINFORCING       | W.I.   | WROUGHT IRON     |
| DS.    | DOWNSPOUT         | H.P.   | HIGH POINT         | R.J.   | ROOF JOIST        | W.M.   | WIRE MESH        |
| D.W.   | DISHWASHER        | HT.    | HEIGHT             | ROS.   | ROUGH SAWN        | WT.    | WEIGHT           |

## SYMBOLS

- ELEVATION LETTER
- SHEET WHERE DRAWN
- PLAN SECTION OR DETAIL NUMBER
- SHEET WHERE DRAWN
- DOOR TYPE
- WINDOW TYPE
- SECURITY OPENING
- WOOD STUD PARTITION
- 1-HOUR FIRE RESISTIVE CONSTRUCTION
- HARD WIRED STATE FIRE MARSHALL APPROVED SMOKE DETECTOR W/ BATTERY BACKUP, LOW BATTERY SIGNAL, AND WITH APPROVED CARBON MONOXIDE ALARM.
- DOUBLE RECEPTICAL @ +12" U.O.N.
- DOUBLE RECEPTICAL - 1/2 HOT
- DOUBLE RECEPTICAL - GFI
- WALL MOUNTED LT. FIXT.
- FLUOR. FIXT.
- CEILING MOUNTED LT. FIXT.
- RECESSED WALL LT. FIXT.
- TELEPHONE JACK
- EXHAUST FAN - SEE NOTE 5A/1A
- TV OUTLET
- EXIT SIGN - SEE NOTES F13&14/A1

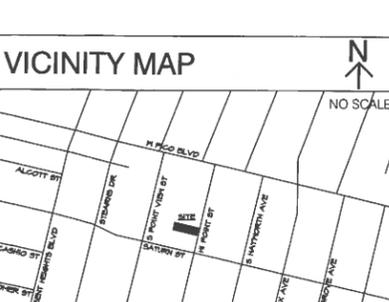
## LEGAL DESCRIPTION

FR OF LOT 10, ARB 2 OF TRACT 3909, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN MB 44, PAGE 82 OF MISC. RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

APN: 5068 012 033  
 PIN: 129B173 594

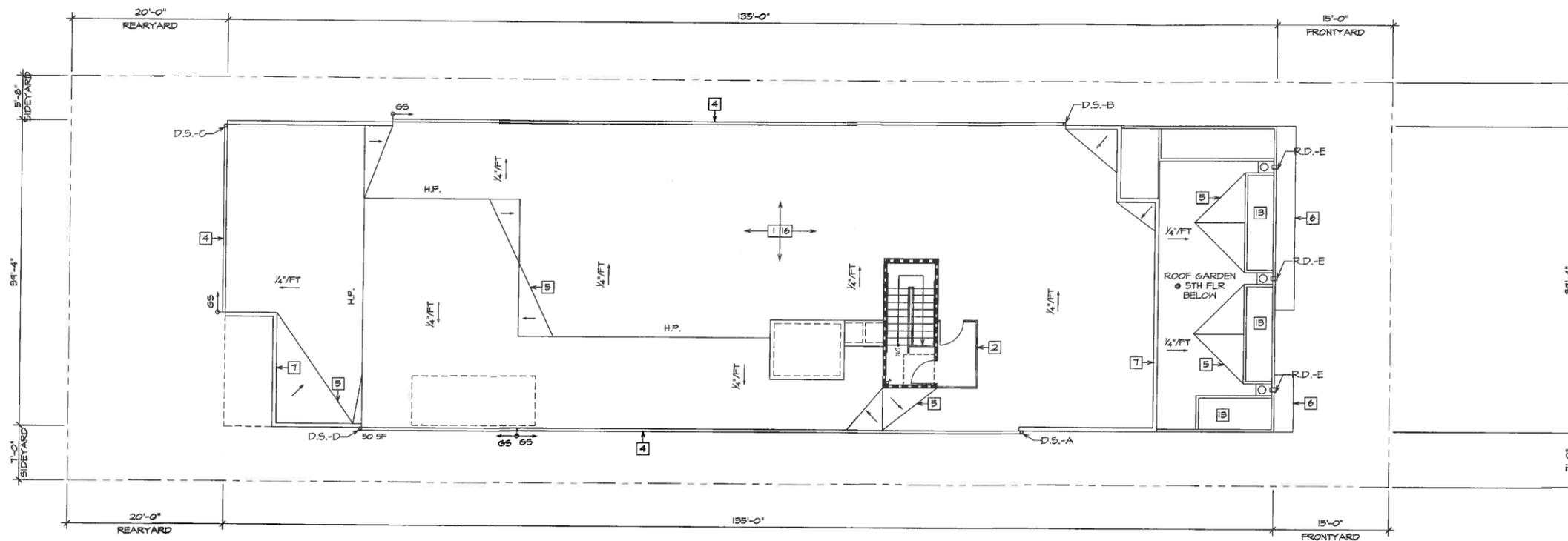
ADDRESS: 1447 S HI POINT ST.  
 LOS ANGELES, CA 90035

OWNER:  
 TOY TRUST  
 550 SOUTH HILL STREET, SUITE 1420  
 LOS ANGELES, CA 90013  
 310 866 8321



**EXHIBIT "A"**  
 Page No. 1 of 15  
 Case No. DIR-2020-2667-100

SHEET TITLE  
 GENERAL INFORMATION  
 JOB TITLE  
 1447 S HI POINT ST  
 LOS ANGELES, CA 90035  
 DRAWN  
 CHECKED  
 JOB  
 1947  
 SHEET  
 A1



**ROOF REFERENCE NOTES:**

- 1 BUILT-UP ROOF-CLASS 'A' - 1B ROOF SYSTEMS ICC-ES # ESR 2052 SEE SHEET 3/A15
- 2 42" H.I. GUARDRAIL & GATE WHERE OCCURS
- 3 WARNING STRIPE & HANDRAIL EXTENSIONS AS PER 11A-6A/D4r
- 4 G.I. GUTTER
- 5 CRICKET
- 6 BALCONY BELOW
- 7 PARAPET WALL
- 8 AREA FOR FUTURE SOLAR POWER SYSTEM - SEE CALCS. SOLAR PANEL LOCATIONS TO BE APPROVED UNDER SEPARATE PERMIT.
- 9 1"Ø METAL CONDUIT CONNECT TO METERING EQUIPMENT / INVERTER
- 10 PATHWAY FROM SOLAR ZONE TO METERING EQUIP.
- 11 ROUTING OF PLUMBING FROM WATER HTR TO SOLAR ZONE
- 12 CONNECT TO WATER HEATING SYSTEM
- 13 PLANTER, SEE 3/A2.1
- 14 BENCH, TYP., SEE 5/A2.1
- 15 TABLE, TYP., SEE 4/A2.1
- 16 MAGOAT DECK SYSTEM RR# 25483

**LEGEND**

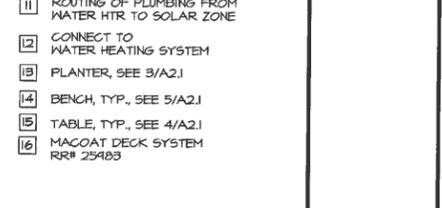
- 1-HR WALL
- 2-HR WALL
- CLASS 1 - 4" STANDPIPE W/ 2 1/2" OUTLET
- EXIT SIGN - SEE NOTES F13414/A1
- WATER CURTAIN
- EXIST. GRADE
- FINISHED GRADE
- WEATHER BASED IRRIGATION CONTROLLER SEE SHEET A19
- G.S.---GUTTER SLOPE
- D.S.---DOWN SPOUT
- RD---ROOF DRAIN
- CLASS 1 - 4" STANDPIPE W/ 2 1/2" OUTLET

**SITE REFERENCE NOTES:**

- 1 ADA PATH OF TRAVEL
- 2 NON-FILTRATION PLANTER
- 3 CONCRETE STAIRS/STEPS - SEE D4r
- 4 WARNING STRIPE & HANDRAIL EXTENSIONS AS PER 11A-6A/D4r
- 5 LINE OF BALCONY ABOVE
- 6 6'-0" HIGH H.I. GATE & FENCE
- 7 42" HIGH WROUGHT IRON RAILING
- 8 STORMWATER/FILTRATION PLANTER
- 9 6'-0" HIGH CMU WALL & PROPERTY LINE
- 10 SHORT TERM BICYCLE PARKING
- 11 100% OF HARDSCAPE TO BE UNCOLORED CONCRETE W/ SMOOTH CEMENT FINISH and w/ SOLAR REFLECTANCE OF AT LEAST 0.30 AS DETERMINED PER ASTM E418 or ASTM C1544.
- 12 MAILBOXES.
- 13 WEATHER BASED IRRIGATION CONTROLLER
- 14 FIRE DEPARTMENT CONNECTION
- 15 2'-6"x4' MIN. WHEEL CHAIR REFUGE. THIS AREA TO BE IN ACCORDANCE w/ SECTION 1007.1.3 THRU 1007.1.6
- 16 PROVIDE INSTRUCTIONS AND TWO-WAY COMMUNICATION PER SECTIONS 1007.6.3 & 1007.6.4
- 17 INVERTER & METERING EQUIPMENT FOR SOLAR POWER SYSTEM
- 18 EXIST. CURB BREAK TO BE REMOVED -INSTALL NEW CURB, GUTTER AND SIDEWALK
- 19 NEW XX'-0" CURB BREAK

**GRADE PLANE**  
 PLANNING LOWEST POINT EL. 129.50  
 BUILDING (129.38+129.41+130.30+129.34) / 4 = 129.62

| DATE | REVISIONS |
|------|-----------|
|      |           |
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|      |           |



**URIU & ASSOCIATES**  
 ARCHITECTURE, PLANNING  
 850 S. GLENDALE AVENUE GLENDALE, CA 91205  
 (818) 247-2330

**SHEET TITLE**  
 SITE PLAN & ROOF PLAN  
**JOB TITLE**  
 1447 S HI POINT ST  
 LOS ANGELES, CA 90035

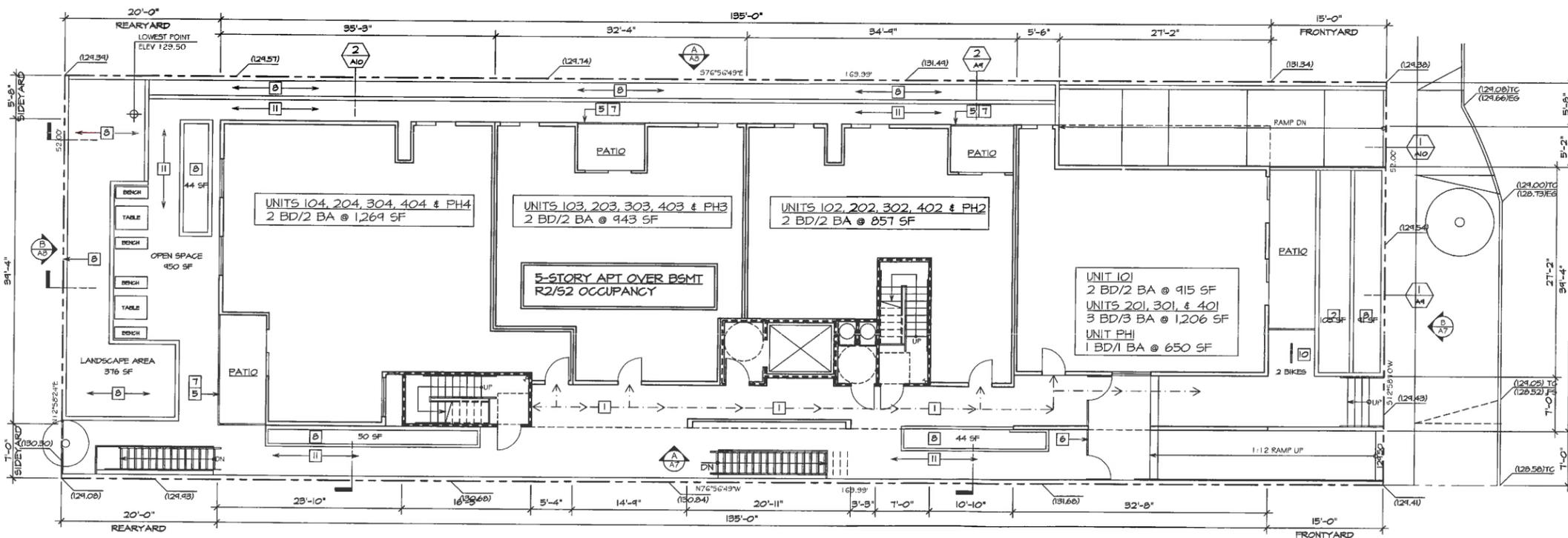
**DRAWN**  
**CHECKED**  
**JOB** 1947  
**SHEET**

**A2**

**EXHIBIT "A"**  
 Page No. 2 of 15  
 Case No. DIR-2024-02067 - TUC

**2 ROOF PLAN**  
 1/8"=1'-0"

NOTE:  
 1. ALL ROOF DRAINS & DOWNSPOUTS TO FLOW TO STORMWATER FILTRATION PLANTERS (LID). SEE SHEETS 62-69.1



**1 SITE PLAN**  
 1/8"=1'-0"

**ZONING FLOOR AREA**  
 (NET FLOOR AREA W/ BALCONIES LESS ELEVATOR, STAIRS, ENCLOSED SHAFTS & OPEN TO SKY OPEN SPACE)

|                             |                  |
|-----------------------------|------------------|
| 1ST FLR (4,866 SF - 473 SF) | 3,243 SF         |
| 2ND FLR (4,928 SF - 744 SF) | 4,184 SF         |
| 3RD FLR (4,928 SF - 744 SF) | 4,184 SF         |
| 4TH FLR (4,928 SF - 744 SF) | 4,184 SF         |
| 5TH FLR (4,392 SF - 744 SF) | 3,648 SF         |
| <b>TOTAL</b>                | <b>20,043 SF</b> |

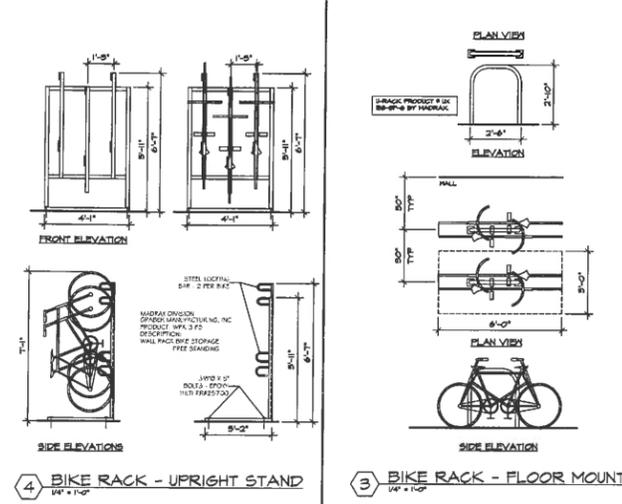
**BUILDING FLOOR AREA**  
 (NET FLOOR AREA INCL. BALCONIES, ELEV., STAIRS & ENCLOSED SHAFTS LESS OPEN TO SKY OPEN SPACE)

|                             |                  |                   |
|-----------------------------|------------------|-------------------|
| 1ST FLR (4,866 SF - 518 SF) | 4,288 SF         | 1200=34 OCCUP.    |
| 2ND FLR (4,928 SF - 344 SF) | 4,574 SF         | 1200=23 OCCUP.    |
| 3RD FLR (4,928 SF - 344 SF) | 4,574 SF         | 1200=23 OCCUP.    |
| 4TH FLR (4,928 SF - 344 SF) | 4,574 SF         | 1200=23 OCCUP.    |
| 5TH FLR (4,392 SF - 344 SF) | 4,043 SF         | 1200=20 OCCUP.    |
| <b>TOTAL</b>                | <b>24,034 SF</b> | <b>149 OCCUP.</b> |

**SCHOOL FEE FLOOR AREA**  
 (GROSS FLOOR AREA W/ BALCONIES LESS ELEVATOR, STAIRS, ENCLOSED SHAFTS & OPEN TO SKY OPEN SPACE)

|                             |                  |
|-----------------------------|------------------|
| 1ST FLR (5,041 SF - 473 SF) | 4,124 SF         |
| 2ND FLR (5,154 SF - 744 SF) | 4,415 SF         |
| 3RD FLR (5,154 SF - 744 SF) | 4,415 SF         |
| 4TH FLR (5,154 SF - 744 SF) | 4,415 SF         |
| 5TH FLR (4,603 SF - 744 SF) | 3,854 SF         |
| <b>TOTAL</b>                | <b>21,228 SF</b> |

1. ELECTRICAL SYSTEM SHALL HAVE SUFFICIENT CAPACITY TO SIMULTANEOUSLY CHARGE ALL DESIGNATED "EV" SPACES AT FULL RATED AMPERAGE BASED ON LEVEL 2 EVSE. A SEPARATE ELECTRICAL PERMIT IS REQUIRED.
2. A LABEL STATING "EV CAPABLE" SHALL BE POSTED IN A CONSPICUOUS PLACE AT THE SERVICE PANEL OR SUBPANEL AND THE "EV" CHARGING SPACE.
3. WHERE ONLY A SINGLE CHARGING SPACE IS REQUIRED INSTALL A MIN. 1-INCH (INSIDE DIAMETER) RACEWAY TO ACCOMMODATE A DEDICATED 208/240 VOLT BRANCH CIRCUIT. RACEWAY SHALL ORIGINATE AT THE MAIN SERVICE OR SUBPANEL & TERMINATE IN CLOSE PROXIMITY TO THE PROPOSED LOCATION OF THE CHARGING SYSTEM INTO A LISTED CABINET, BOX OR ENCLOSURE.
4. WHERE MULTIPLE CHARGING SPACES ARE REQUIRED, SHOW LOCATION & TYPE OF EVSE, RACEWAY METHOD, ONLY UNDERGROUND RACEWAY & RELATED UNDERGROUND EQUIPMENT ARE REQUIRED TO BE INSTALLED AT THE TIME OF CONSTRUCTION. ELECTRIC CALCULATIONS SHALL VERIFY THAT THE SYSTEM HAS SUFFICIENT CAPACITY TO SIMULTANEOUSLY CHARGE ALL DESIGNATED "EV" SPACES AT FULL RATED AMPERAGE BASED ON LEVEL 2 EVSE.
5. THE SERVICE PANEL OR SUBPANEL CIRCUIT DIRECTORY SHALL IDENTIFY THE OVERCURRENT PROTECTIVE DEVICE SPACE(S) RESERVED FOR FUTURE EV CHARGING PURPOSES AS EV CAPABLE IN ACCORDANCE WITH THE LOS ANGELES ELECTRICAL CODE.
6. THE MAIN SERVICE PANEL SHALL HAVE A MIN BUSBAR RATING OF 200 AMPS.
7. THE MINIMUM LENGTH OF EACH EVCS SHALL BE 18 FEET. THE MINIMUM WIDTH OF EACH EVCS SHALL BE 4 FEET. ONE IN EVERY 25 EVCS, BUT NOT LESS THAN ONE, SHALL ALSO COMPLY WITH THE FF:
  - 8 FT. WIDE AISLE NEXT TO A 4 FT EVCS OR A 5 FT WIDE AISLE NEXT TO A 12 FT WIDE EVCS.
  - THE SURFACE SLOPE FOR THIS EVCS AND THE AISLE SHALL NOT EXCEED ONE UNIT VERTICAL IN 40 UNITS HORIZONTAL (2.083 PERCENT SLOPE) ON ANY DIRECTION.
8. THE EV SPACE SHALL EITHER BE LOCATED ADJACENT TO AN ACCESSIBLE PARKING SPACE MEETING THE REQUIREMENTS OF LABC CHAPTER 11A TO ALLOW THE USE OF EV CHARGER FROM ACCESSIBLE PARKING SPACE, OR BE LOCATED ON AN ACCESSIBLE ROUTE TO THE BUILDING AS DEFINED IN CHAPTER 2 OF THE LABC.

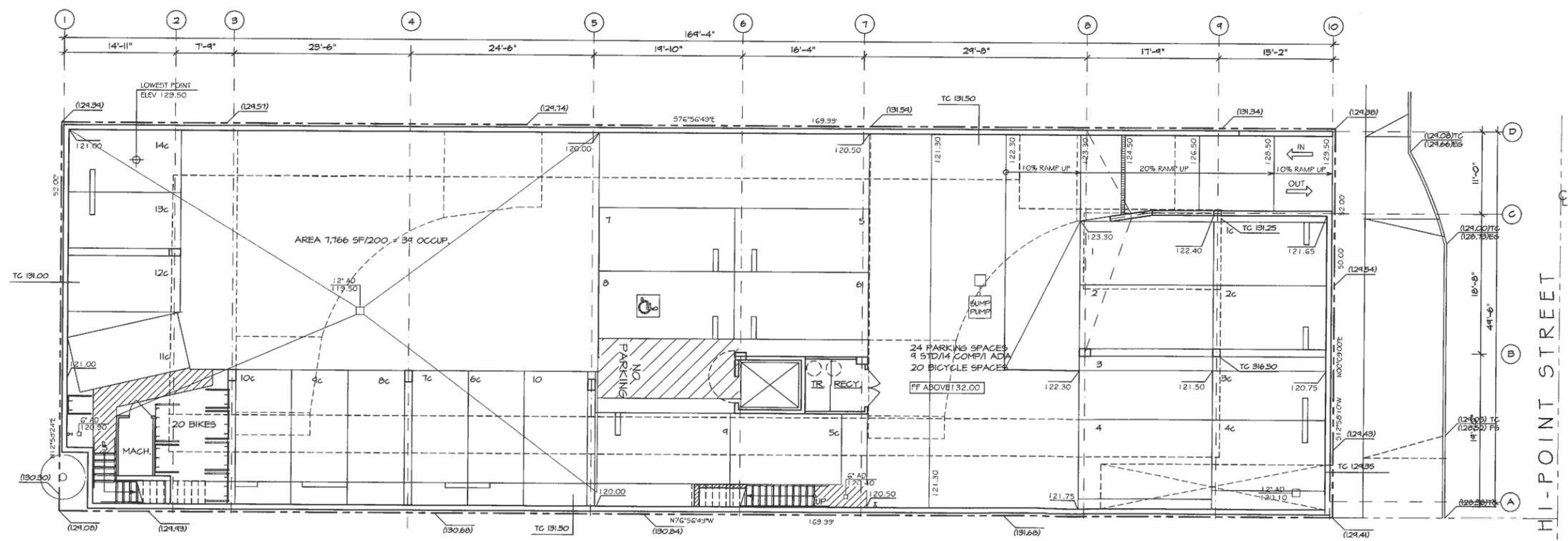


2 EVCS / EVSE NOTES

GARAGE PLAN REFERENCE NOTES:

- 1 ADA PATH OF TRAVEL
- 2 CONCRETE STAIR/STEPS - SEE D4r
- 3 WARNING STRIPE & HANDRAIL EXTENSIONS AS PER 11A-6A/D4r
- 4 LINE OF BUILDING ABOVE
- 5 LONG TERM BIKE RACK WALL MOUNT
- 6 LONG TERM BIKE RACK FLOOR MOUNT
- 7 CONCRETE WHEEL STOP, TYP
- 8 PAINTED PARKING STRIPES, TYP.
- 9 12" HIGH PAINTED WHITE LETTERS
- 10 MAINTAIN 8'-2" CLEAR HEIGHT
- 11 1/2-HR SELF-CLOSING DOORS- W/ SMOKE SEAL 5/AIS
- 12 ACC SIGN AS PER SECT. 1109A.8.B/D1
- 13 5% OF 24 SPACES=1 OUTLETS REQUIRED/ 1 PROVIDED. FOR FUTURE INSTALLATION OF ELECTRIC VEHICLE SUPPLY EQUIPMENT (EVSE) IN EACH ONE
- 14 FOR FUTURE INSTALLATION OF ELECTRIC VEHICLE SUPPLY EQUIPMENT (EVSE) IN EACH ONE - SEE GREEN BLDGS. NOTES ON A10
- 15 INVERTER & METERING EQUIPMENT
- 16 100 SF BIKE MAINTENANCE
- 17 6" CURB
- 18 2 1/2" METAL STUDS W/ 2-LAYERS
- 19 5/8" GYP. DVL TYPE X - 2HR

- LEGEND
- CONC. WALL - 2-HR. RATED
  - CONC. BLK WALL-2-HR RATED
  - CLASS 1 - 4" STANDPIPE W/ 2 1/2" OUTLET
  - EXIT SIGN - SEE NOTES FB314/A1
  - AUTOMATIC SPRINKLER PROVIDED AT TOP OF CHUTE AND IN TERMINAL ROOM
  - 208/240V/40 AMP GROUNDED AC OUTLET, TYP. 5% OF 19 SPACES= 1 OUTLETS REQUIRED/1 PROVIDED
  - ELECTRIC VEHICLE
  - EXIST. GRADE
  - FINISHED GRADE



1 GARAGE PLAN 1/8"=1'-0"

GRADE PLANE  
 PLANNING LOWEST POINT EL. 129.50  
 BUILDING  
 (129.38+129.41+130.30+129.34) / 4 = 129.62

**EXHIBIT "A"**  
 Page No. 3 of 15  
 Case No. DR-2020-2067-TUC

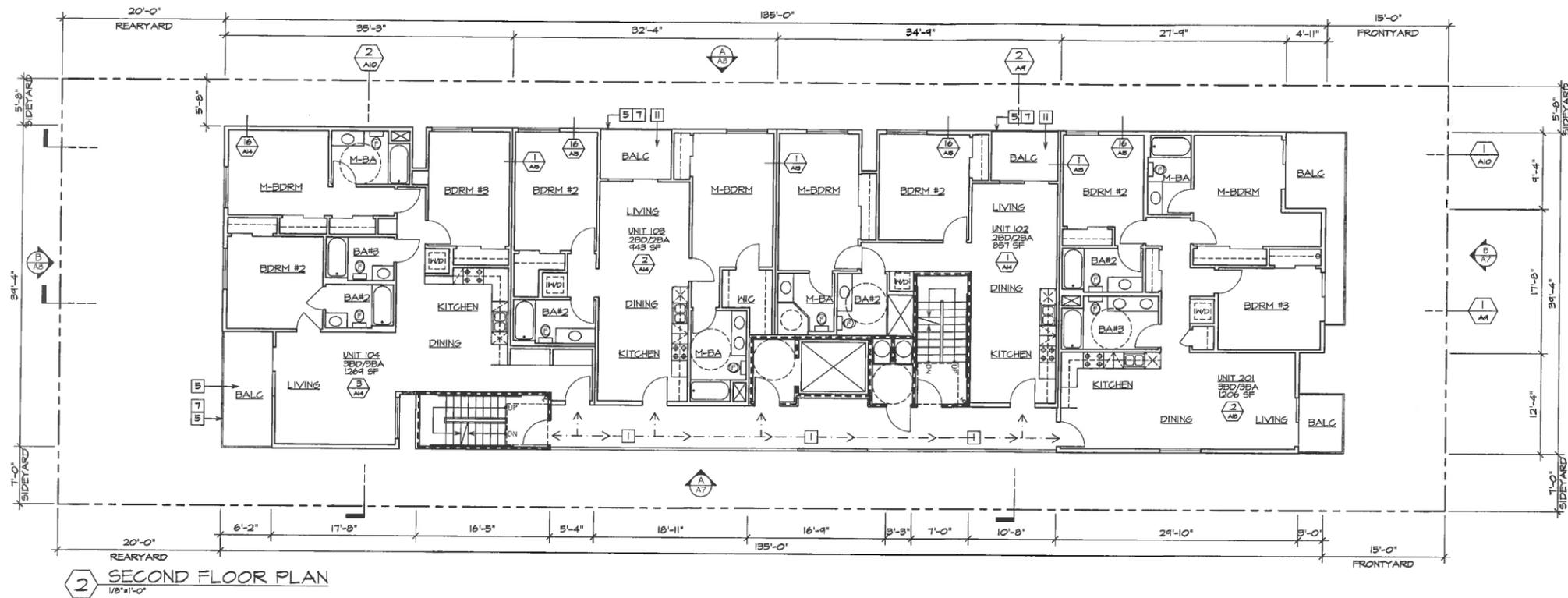
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ARCHITECT: GIOVANNI LURU  
 C-7487  
 EXP 12/31/21  
 STATE OF CALIFORNIA

**URIU & ASSOCIATES**  
 ARCHITECTURE, PLANNING  
 800 S. GLENDALE AVENUE  
 GLENDALE, CA 91208  
 (818) 242-2330

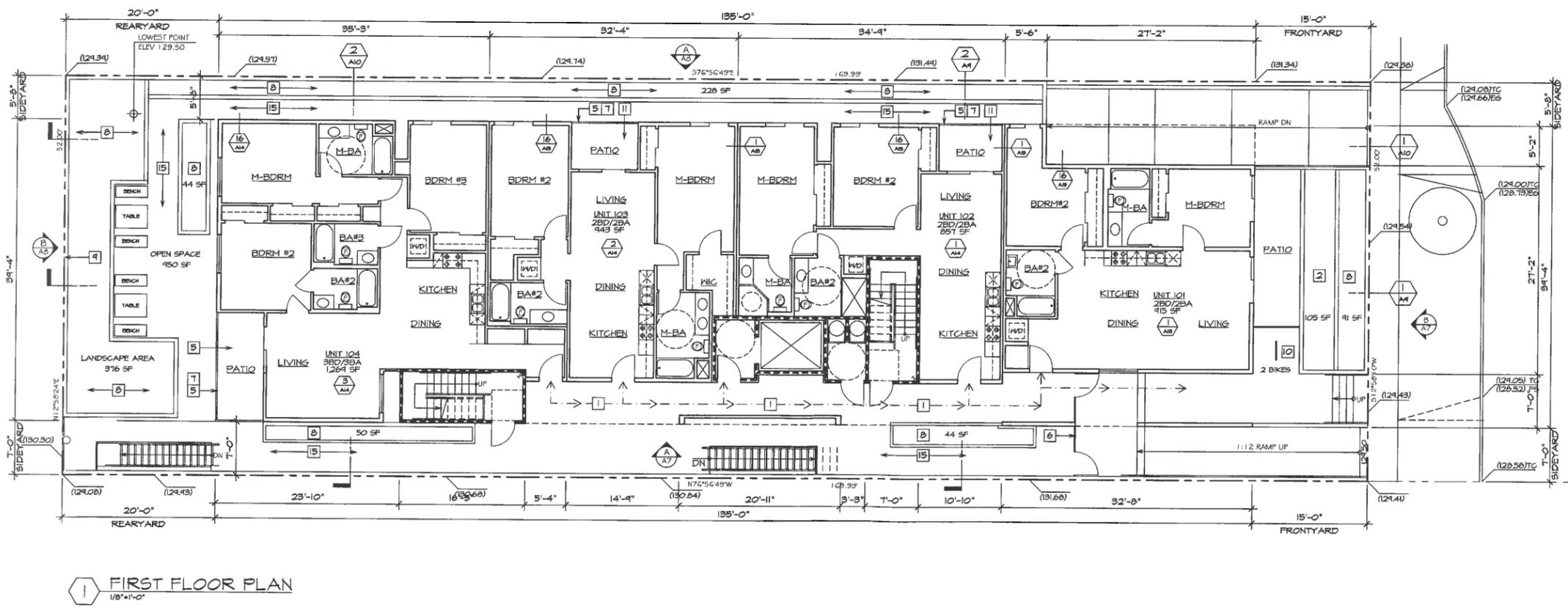
SHEET TITLE: BASEMENT GARAGE PLAN  
 JOB TITLE: 1447 S HI POINT ST  
 LOS ANGELES, CA 90035

DRAWN: [Signature]  
 CHECKED: [Signature]  
 JOB: 1947  
 SHEET: A3



- LEGEND**
- 1-HR WALL
  - 2-HR WALL
  - PLUMBING WALL
  - CLASS 1 - 4" STANDPIPE W/ 2 1/2" OUTLET
  - EXIT SIGN - SEE NOTES F13&14/A1
  - WATER CURTAIN, SEE 4/A3, TYP
  - 100.00 EXIST. GRADE
  - 100.00 FINISHED GRADE

- REFERENCE NOTES:**
- 1 ADA PATH OF TRAVEL
  - 2 NON-FILTRATION PLANTER
  - 3 CONCRETE STAIRS/STEPS - SEE D-4r
  - 4 WARNING STRIPE & HANDRAIL EXTENSIONS AS PER IIA-6A/D-4r
  - 5 LINE OF BALCONY ABOVE
  - 6 6'-0" HIGH W/L. GATE & FENCE, SEE 3/A3
  - 7 42" HIGH WROUGHT IRON RAILING
  - 8 STORMWATER/FILTRATION PLANTER
  - 9 6'-0" HIGH CMU WALL @ PROPERTY LINE
  - 10 SHORT TERM BICYCLE PARKING - SEE 6/A3
  - 11 MACOAT DECK SYSTEM RR #25483
  - 12 CLASS 1 STANDPIPE - SEE LEGEND
  - 13 LINE OF BUILDING ABOVE
  - 14 100% OF HARDSCAPE TO BE UNCOLORED CONCRETE W/ SMOOTH CEMENT FINISH & W/ SOLAR REFLECTANCE OF AT LEAST 0.30 AS DETERMINED PER ASTM E410 OR ASTM C1549.



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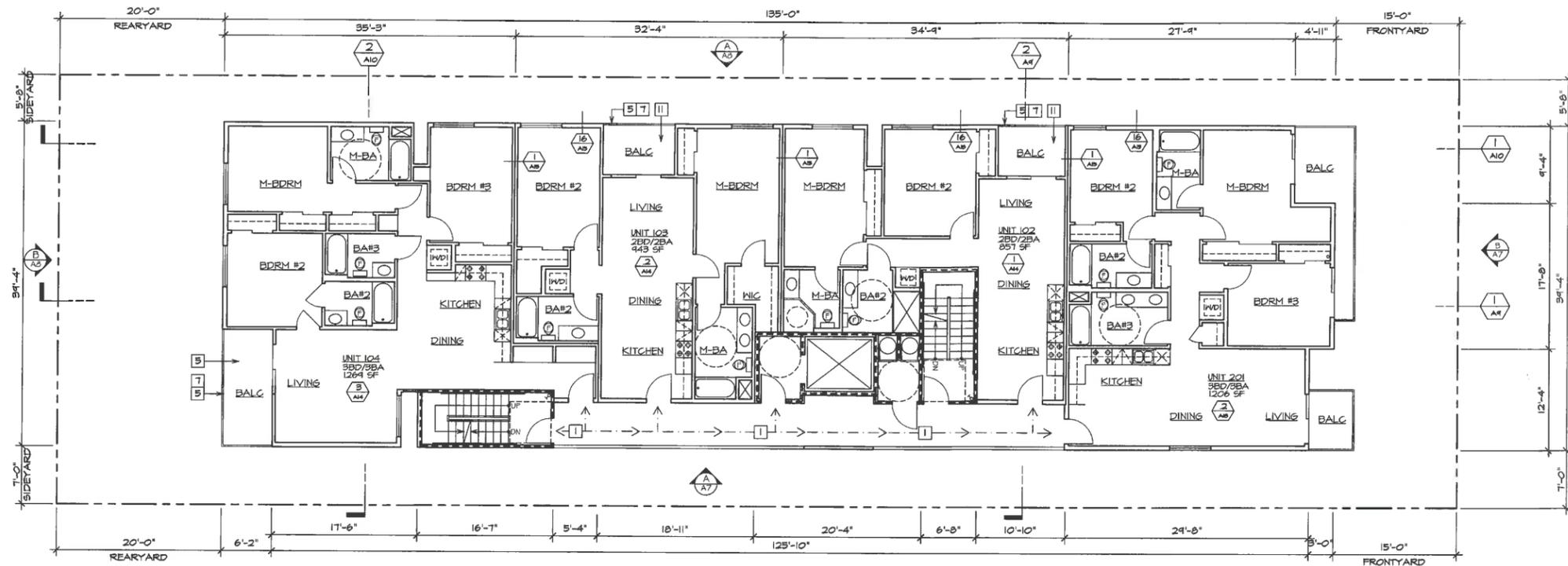
ARCHITECT: GIOVANNI URU  
C-7487  
EXP. 1/31/21  
LICENSED ARCHITECT STATE OF CALIFORNIA

**URIU & ASSOCIATES**  
ARCHITECTURE, PLANNING  
830 S. GLENDALE AVENUE  
GLENDALE, CA 91205  
(818) 247-2830

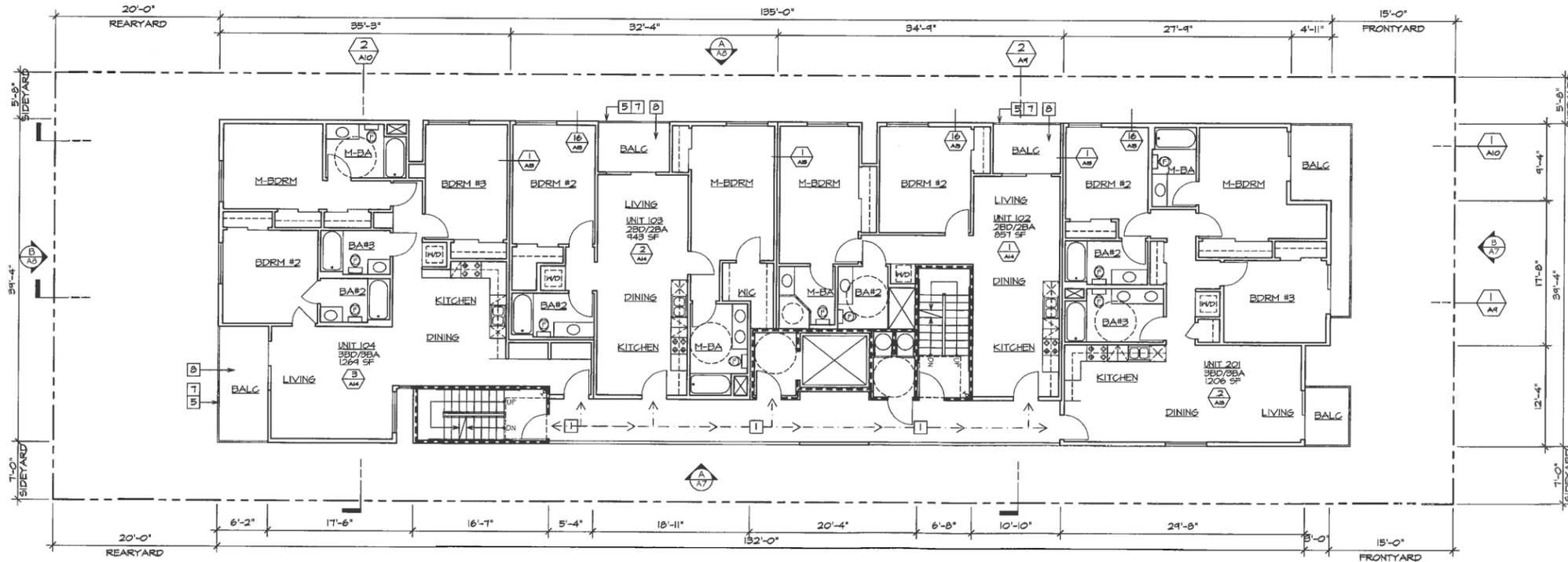
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JOB TITLE: 1447 S HI POINT ST  
LOS ANGELES, CA 90035

DRAWN: [Signature]  
CHECKED: [Signature]  
JOB: 1947  
SHEET: A4

**EXHIBIT "A"**  
Page No. 4 of 15  
Case No. DIR. 2020-2067-WC



2 FOURTH FLOOR PLAN  
1/8"=1'-0"



1 THIRD FLOOR PLAN  
1/8"=1'-0"

- LEGEND**
- 1-HR WALL
  - 2-HR WALL
  - PLUMBING WALL
  - CLASS 1 - 4" STANDPIPE W/ 2 1/2" OUTLET
  - EXIT SIGN - SEE NOTES F13414/A1
  - WATER CURTAIN SEE 4/A3, TYP
  - 100.00 EXIST. GRADE
  - 100.00 FINISHED GRADE

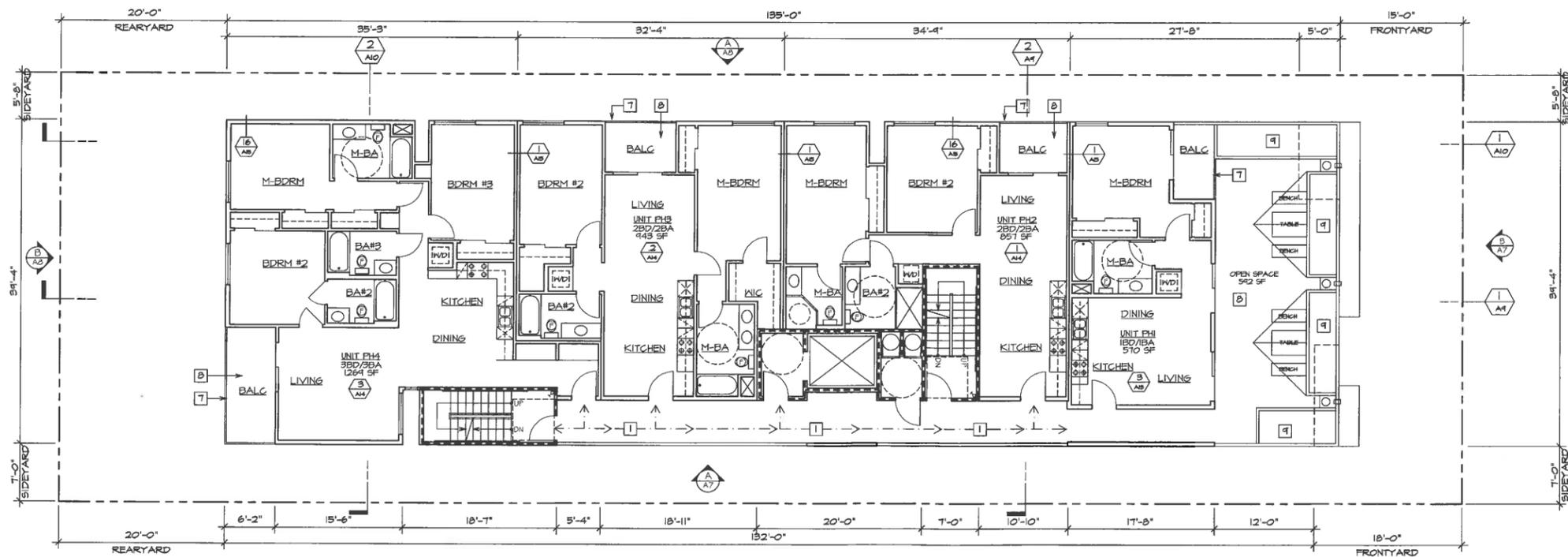
- REFERENCE NOTES:**
- 1 ADA PATH OF TRAVEL
  - 2 NON-FILTRATION PLANTER
  - 3 CONCRETE STAIRS/STEPS - SEE D4r
  - 4 WARNING STRIPE & HANDRAIL EXTENSIONS AS PER IIA-6A/D4r
  - 5 LINE OF BALCONY ABOVE
  - 6 6'-0" HIGH W/ GATE & FENCE, SEE 3/A3
  - 7 42" HIGH WROUGHT IRON RAILING
  - 8 MACOAT DECK SYSTEM RR #25983

| DATE | ISSUED FOR | DATE | REVISIONS |
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|---|--|
|   |  |
| <b>URIU &amp; ASSOCIATES</b><br>ARCHITECTURE, PLANNING<br>800 S. GLENDALE AVENUE<br>GLENDALE, CA 91205<br>(818) 247-2330<br>C-7487<br>EXP 10/1/21 |  |
| SHEET TITLE<br>3RD FLOOR PLAN & 4TH FLOOR PLAN  | JOB TITLE<br>1447 S HI POINT ST<br>LOS ANGELES, CA 90035 |
| DRAWN   |  |
| CHECKED   |  |
| JOB<br>1947   |  |
| SHEET<br>A5   |  |

**EXHIBIT "A"**  
 Page No. 5 of 15  
 Case No. DIP-2020-2167-TSC



1 FIFTH FLOOR PLAN  
1/8" = 1'-0"

- LEGEND**
- 1-HR WALL
  - 2-HR WALL
  - PLUMBING WALL
  - CLASS 1 - 4" STANDPIPE W/ 2 1/2" OUTLET
  - EXIT SIGN - SEE NOTES F13#14/A1
  - WATER CURTAIN, SEE 4/A3, TYP
  - 100.000 EXIST. GRADE
  - 100.000 FINISHED GRADE

- REFERENCE NOTES:**
- 1 ADA PATH OF TRAVEL
  - 2 NON-FILTRATION PLANTER
  - 3 CONCRETE STAIRS/STEPS - SEE D4r
  - 4 WARNING STRIPE & HANDRAIL EXTENSIONS AS PER IIA-6A/D4r
  - 5 LINE OF BALCONY ABOVE
  - 6 6'-0" HIGH WU. GATE & FENCE, SEE 3/A3
  - 7 42" HIGH WROUGHT IRON RAILING
  - 8 MAGOAT DECK SYSTEM RR #25483
  - 9 PLANTER

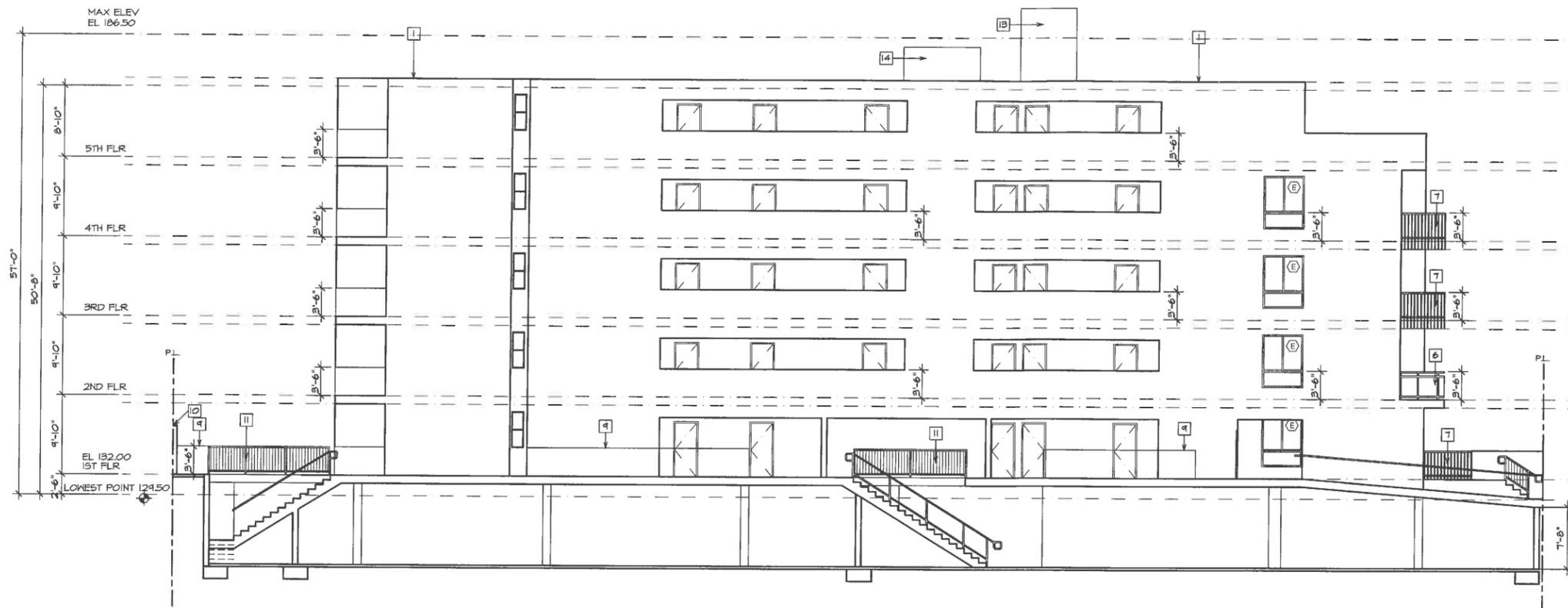
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**URIU & ASSOCIATES**  
ARCHITECTURE, PLANNING  
830 S. GLENDALE AVENUE GLENDALE, CA 91205  
(818) 247-2330

|                                 |  |
|---------------------------------|--|
| SHEET TITLE<br>FIFTH FLOOR PLAN | JOB TITLE<br>1447 S HI POINT ST<br>LOS ANGELES, CA 90035 |
| DRAWN                           |  |
| CHECKED                         |  |
| JOB<br>1947                     |  |
| SHEET<br>A6                     |  |

EXHIBIT "A"

Page No. 6 of 15  
Case No. DIP-2620-2061-706



**A SOUTH ELEVATION**  
1/8"=1'-0"  
LEFT SIDE



**B EAST ELEVATION**  
1/8"=1'-0"  
FRONT

**ELEVATION LEGEND:**

- 1 BUILT-UP ROOF-GLASS 'A'
- 2 EXTERIOR STUCCO OVER MET. LATH.  
PAINT - FRAZEE - SMOKED SALMON CL 3143W
- 3 PAINT - FRAZEE MUDDY WATERS CL 3155D
- 4 PAINT - FRAZEE HELIUM CL 3161W
- 5 DAL TILE - WALNUT TP85
- 6 42" HIGH GLASS RAILING
- 7 42" HIGH METAL RAILING
- 8 LINE OF NATURAL GRADE
- 9 PLANTER
- 10 6' HIGH CMU WALL
- 11 42" HIGH METAL GUARDRAIL &  
GATE WHERE OCCURS. SEE 2/A2
- 12 6' HIGH W.I. FENCE & GATE 4/A3
- 13 STAIR TOWER
- 14 ELEVATOR TOWER
- 15 ROLL-UP DOOR
- 16 CONCRETE SLAB ON GRADE
- 17 CONCRETE DECK (3HR)
- 18 RETAINING WALL
- 19 STRUCTURAL FOAM - INSULFOAM ASTM  
D1621 & ICC ER ERS 1770
- 20 METAL AWNING
- 21 BUILDING ADDRESS PROVIDED  
AT ENTRANCE OF BUILDING IN  
ACCORDANCE TO LAMC 51.09.11.
- 22 ROOF PLANTER. SEE 2/A2
- 23 NEW CONC. SIDEWALK PER CITY STD.
- 24 FIRE DEPARTMENT CONNECTION
- 25 G.I. GUTTER
- 26 DOWN SPOUT

| WINDOW SCHEDULE |       |        |          |
|-----------------|-------|--------|----------|
| TYPE            | WIDTH | HEIGHT | S.F.     |
| A               | 4'-0" | 4'-6"  | 18 SF    |
| B               | 5'-0" | 4'-6"  | 22.5 SF  |
| C               | 8'-0" | 4'-6"  | 27 SF    |
| D               | 4'-0" | 6'-6"  | 26 SF    |
| E               | 5'-0" | 6'-6"  | 32.5 SF  |
| F               | 6'-0" | 6'-6"  | 39 SF    |
| G               | 2'-0" | 4'-6"  | 9 SF     |
| H               | 3'-0" | 4'-6"  | 13.5 SF  |
| K               | 2'-6" | 4'-6"  | 11.25 SF |
| L               | 3'-0" | 2'-0"  | 6 SF     |

| DOOR SCHEDULE |       |        |       |
|---------------|-------|--------|-------|
| TYPE          | WIDTH | HEIGHT | S.F.  |
| 12            | 5'-0" | 8'-0"  | 40 SF |
| 13            | 6'-0" | 8'-0"  | 48 SF |
| 14            | 7'-0" | 8'-0"  | 56 SF |

NOTE:  
1. ALL ROOF DRAINS & DOWNSPOUTS TO FLOW  
TO STORMWATER FILTRATION PLANTERS (LID).  
SEE SHEETS 62-63.

| DATE | ISSUED FOR | DATE | REVISIONS |
|------|------------|------|-----------|
|      |            |      |           |
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**URIU & ASSOCIATES**  
ARCHITECTURE, PLANNING  
800 S. GLENDALE AVENUE  
GLENDALE, CA 91206

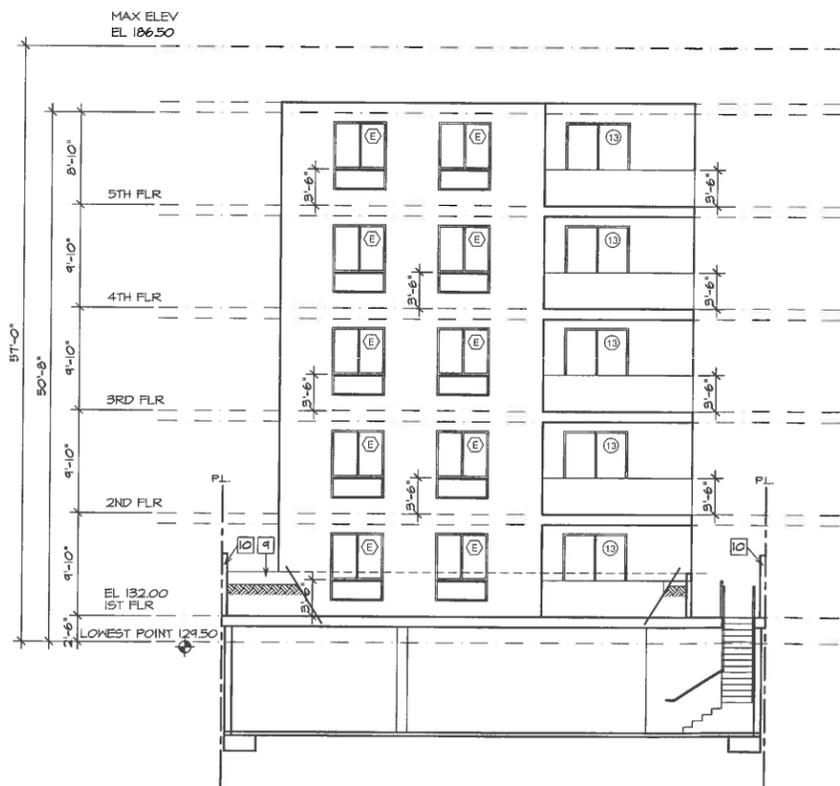
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| JOB TITLE   | 1447 S HI POINT ST<br>LOS ANGELES, CA 90035 |
| DRAWN       |   |
| CHECKED     |   |
| JOB         | 1947  |
| SHEET       | A7  |

**EXHIBIT "A"**

Page No. 7 of 15  
Case No. DR-2020-2067-TDC



**A** NORTH ELEVATION  
1/8"=1'-0"  
RIGHT SIDE



**B** WEST ELEVATION  
1/8"=1'-0"  
REAR

ALLOW AREA OF UNPROTECTED OPNG  
20 FT FROM P.L. - 75%

- W.A. 39'-6"X9'-10" = 388.4 SF  
A. OF OPNGS 65 SF(W)+48 SF(D) = 113 SF/29.1%
- W.A. 39'-6"X9'-10" = 388.4 SF  
A. OF OPNGS 65 SF(W)+48 SF(D) = 113 SF/29.1%
- W.A. 39'-6"X9'-10" = 388.4 SF  
A. OF OPNGS 65 SF(W)+48 SF(D) = 113 SF/29.1%
- W.A. 39'-6"X9'-10" = 388.4 SF  
A. OF OPNGS 65 SF(W)+48 SF(D) = 113 SF/29.1%

**ELEVATION LEGEND:**

- 1 BUILT-UP ROOF-GLASS 'A'
- 2 EXTERIOR STUCCO OVER MET. LATH. PAINT - FRAZEE - SMOKED SALMON CL 3143W
- 3 PAINT - FRAZEE MUDDY WATERS CL 3155D
- 4 PAINT - FRAZEE HELIUM CL 3161W
- 5 DAL TILE - WALNUT TP85
- 6 42" HIGH GLASS RAILING
- 7 42" HIGH METAL RAILING
- 8 LINE OF NATURAL GRADE
- 9 PLANTER
- 10 6' HIGH CMU WALL
- 11 42" HIGH METAL GUARDRAIL & GATE WHERE OCCURS. SEE 2/A2
- 12 6' HIGH W.I. FENCE & GATE 4/A3
- 13 STAIR TOWER
- 14 ELEVATOR TOWER
- 15 ROLL-UP DOOR
- 16 CONCRETE SLAB ON GRADE
- 17 CONCRETE DECK (3HR)
- 18 RETAINING WALL
- 19 STRUCTURAL FOAM - INSULFOAM ASTM D1621 & ICC ERS 1770
- 20 METAL AWNING
- 21 BUILDING ADDRESS PROVIDED AT ENTRANCE OF BUILDING IN ACCORDANCE TO LAMC 51.0911.
- 22 ROOF PLANTER. SEE 2/A2
- 23 NEW CONC. SIDENWALK PER CITY STD.
- 24 FIRE DEPARTMENT CONNECTION
- 25 G.I. GUTTER
- 26 DOWN SPOUT

| WINDOW SCHEDULE |       |        |          |
|-----------------|-------|--------|----------|
| TYPE            | WIDTH | HEIGHT | S.F.     |
| A               | 4'-0" | 4'-6"  | 18 SF    |
| B               | 5'-0" | 4'-6"  | 22.5 SF  |
| C               | 6'-0" | 4'-6"  | 27 SF    |
| D               | 4'-0" | 6'-6"  | 26 SF    |
| E               | 5'-0" | 6'-6"  | 32.5 SF  |
| F               | 6'-0" | 6'-6"  | 39 SF    |
| G               | 2'-0" | 4'-6"  | 9 SF     |
| H               | 3'-0" | 4'-6"  | 13.5 SF  |
| K               | 2'-6" | 4'-6"  | 11.25 SF |
| L               | 3'-0" | 2'-0"  | 6 SF     |

| DOOR SCHEDULE |       |        |       |
|---------------|-------|--------|-------|
| TYPE          | WIDTH | HEIGHT | S.F.  |
| I             | 5'-0" | 8'-0"  | 40 SF |
| J             | 6'-0" | 8'-0"  | 48 SF |
| L             | 7'-0" | 8'-0"  | 56 SF |

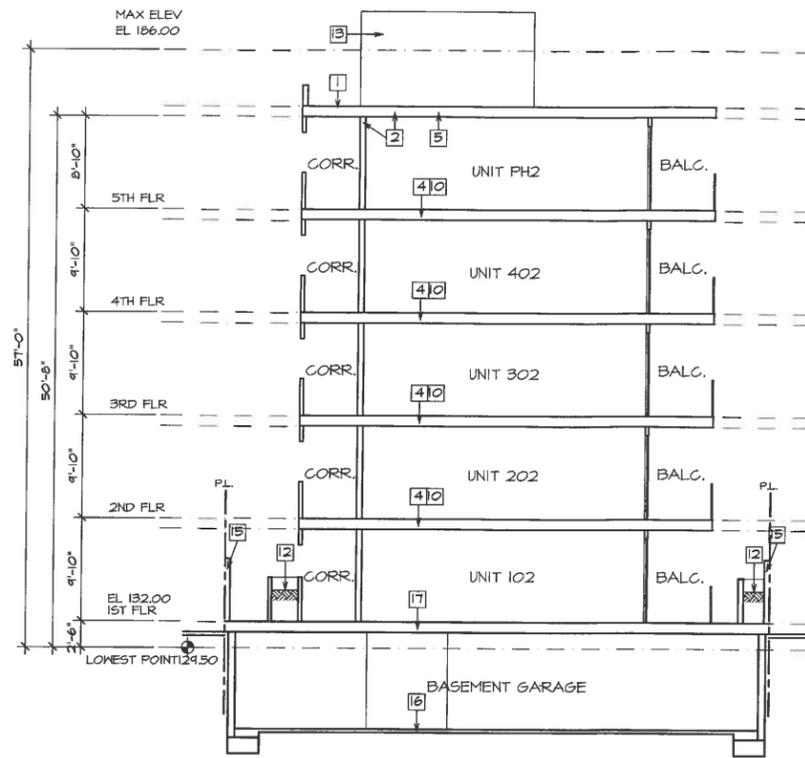
NOTE:  
1. ALL ROOF DRAINS & DOWNSPOUTS TO FLOW TO STORMWATER FILTRATION PLANTERS (LID). SEE SHEETS 62-63.

**EXHIBIT "A"**  
Page No. 8 of 15  
Case No. D18-2020-2067-Tol

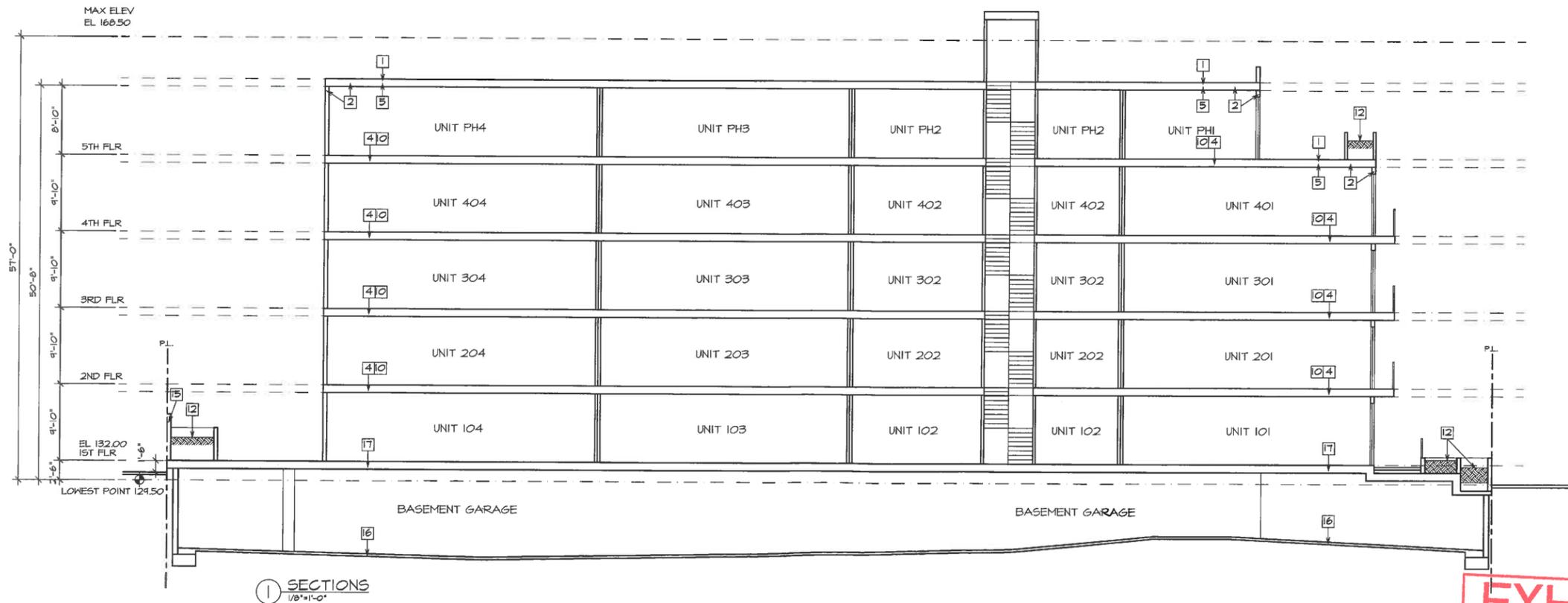
| DATE | ISSUED FOR | DATE | REVISIONS |
|------|------------|------|-----------|
|      |            |      |           |
|      |            |      |           |

**URIU & ASSOCIATES**  
ARCHITECTURE, PLANNING  
800 S. GLENDALE AVENUE  
GLENDALE, CA 91205  
TEL: (818) 247-2830

|                           |  |
|---------------------------|--|
| SHEET TITLE<br>ELEVATIONS | JOB TITLE<br>1447 S HI POINT ST<br>LOS ANGELES, CA 90035 |
| DRAWN                     | JOB<br>1947  |
| CHECKED                   | SHEET<br>A8  |



② SECTIONS  
1/8"=1'-0"



① SECTIONS  
1/8"=1'-0"

SECTION REFERENCE NOTES:

- 1 BUILT-UP ROOF - CLASS 'A'
- 2 5/8" GYP. D.M. TYPE 'X' - TYP
- 3 R-13 INSULATION - TYP
- 4 R-19 INSULATION - TYP
- 5 R-30 INSULATION - TYP
- 6 MACOAT DECK SYSTEM RR# 25403
- 7 42" HIGH AL. RAILING
- 8 EXIST. GRADE
- 9 STRUCTURAL FOAM - INSULFOAM ASTM D1621 & ICC ER ERS 1T18
- 10 1 1/2" LT. WT. CONC
- 11 2 - 5/8" PLYWOOD SUBFLOOR WITH 15# FELT BETWEEN
- 12 PLANTER
- 13 STAIR TOWER BEYOND
- 14 ELEVATOR TOWER BEYOND
- 15 6' HIGH CMU WALL
- 16 CONCRETE SLAB ON GRADE
- 17 CONCRETE DECK

ELEVATION LEGEND

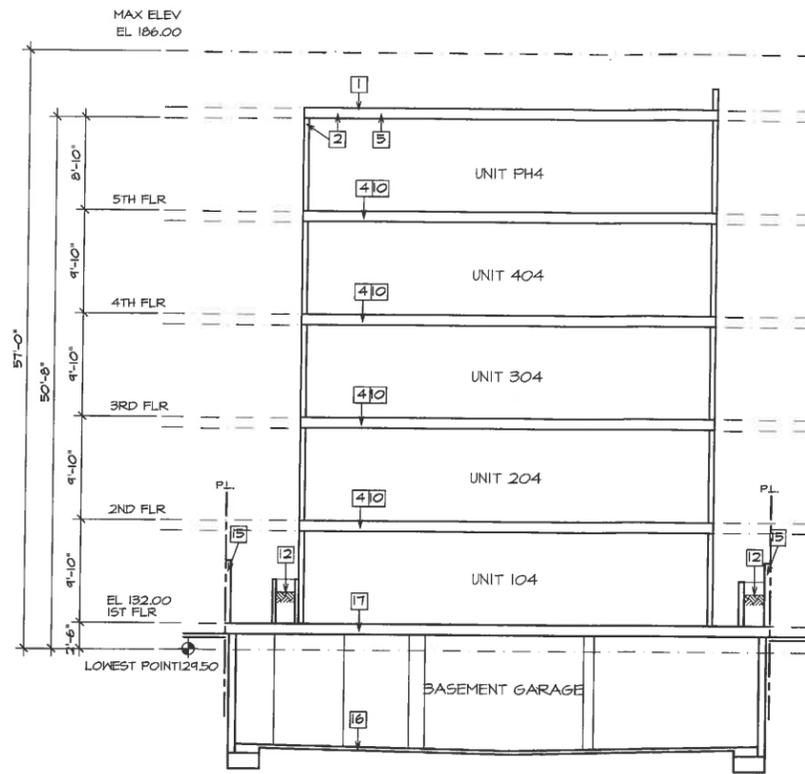
- (0.00) EXISTING GRADE ELEVATION
- (0.00) NEW GRADE ELEVATION

| DATE | ISSUED FOR | DATE | REVISIONS |
|------|------------|------|-----------|
|      |            |      |           |
|      |            |      |           |
|      |            |      |           |

|  |
|--|
|  |
| <b>URIU &amp; ASSOCIATES</b><br>ARCHITECTURE, PLANNING<br>800 S. GLENDALE AVENUE<br>GLENDALE, CA 91208<br>(818) 247-2331 |
| SHEET TITLE<br>SECTIONS<br>JOB TITLE<br>1447 S HI POINT ST<br>LOS ANGELES, CA 90035                                      |
| DRAWN<br>CHECKED<br>JOB<br>1947<br>SHEET<br>A9   |

**EXHIBIT "A"**  
 Page No. 9 of 15  
 Case No. 017-2020-2667- Tol



② SECTIONS  
1/8"=1'-0"

SECTION REFERENCE NOTES:

- 1 BUILT-UP ROOF - CLASS 'A'
  - 2 5/8" GYP. DJL TYPE 'X' - TYP
  - 3 R-13 INSULATION - TYP
  - 4 R-19 INSULATION - TYP
  - 5 R-30 INSULATION - TYP
  - 6 MACOAT DECK SYSTEM RR# 25483
  - 7 42" HIGH W/L RAILING
  - 8 EXIST. GRADE
  - 9 STRUCTURAL FOAM - INSULFOAM ASTM D1621 & ICG ERR ERS 1778
  - 10 1 1/2" LT. WT. CONC
  - 11 2 - 5/8" PLYWOOD SUBFLOOR WITH 15# FELT BETWEEN
  - 12 PLANTER
  - 13 STAIR TOWER BEYOND
  - 14 ELEVATOR TOWER BEYOND
  - 15 6' HIGH CMU WALL
  - 16 CONCRETE SLAB ON GRADE
  - 17 CONCRETE DECK
- ELEVATION LEGEND  
 (0.00) EXISTING GRADE ELEVATION  
 0.00 NEW GRADE ELEVATION

| DATE | ISSUED FOR | DATE | REVISIONS |
|------|------------|------|-----------|
|      |            |      |           |
|      |            |      |           |
|      |            |      |           |



**URIU & ASSOCIATES**  
 ARCHITECTURE, PLANNING  
 638 & GLENDALE AVENUE  
 GLENDALE, CA 91205  
 (818) 247-2330

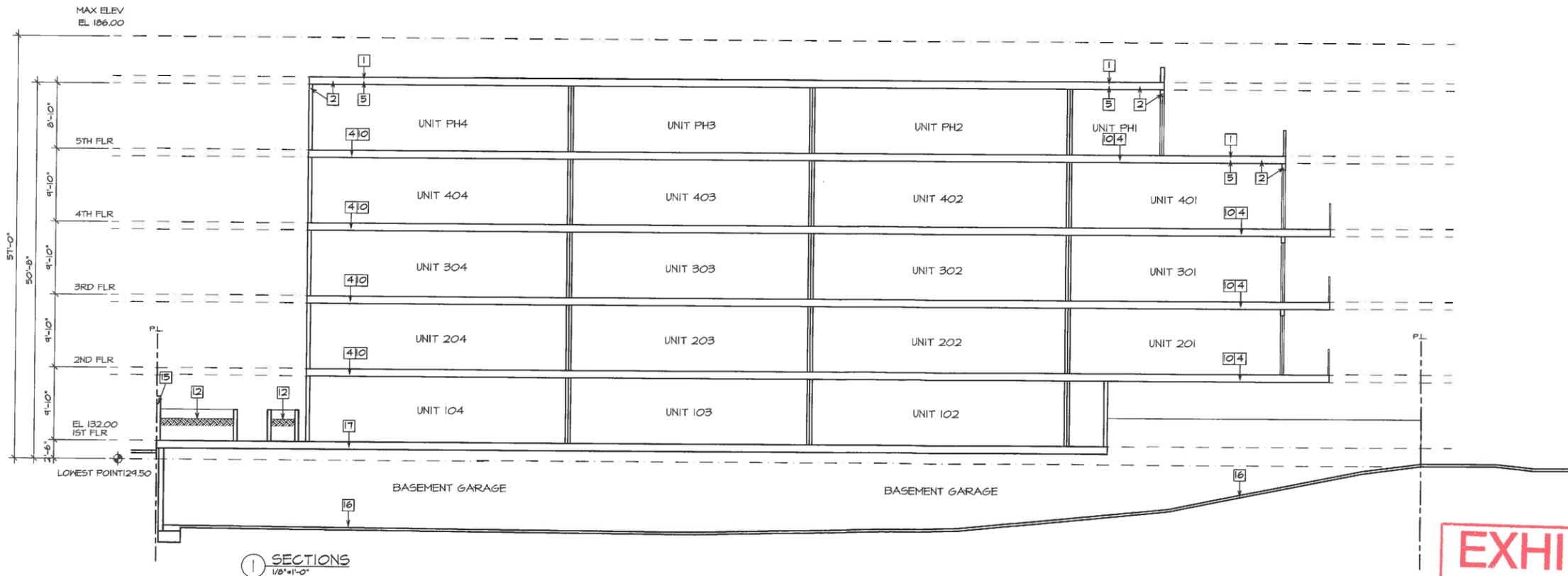


SHEET TITLE  
 SECTIONS  
 JOB TITLE  
 1447 S HI POINT ST  
 LOS ANGELES, CA 90035



DRAWN  
 CHECKED  
 JOB 1947  
 SHEET

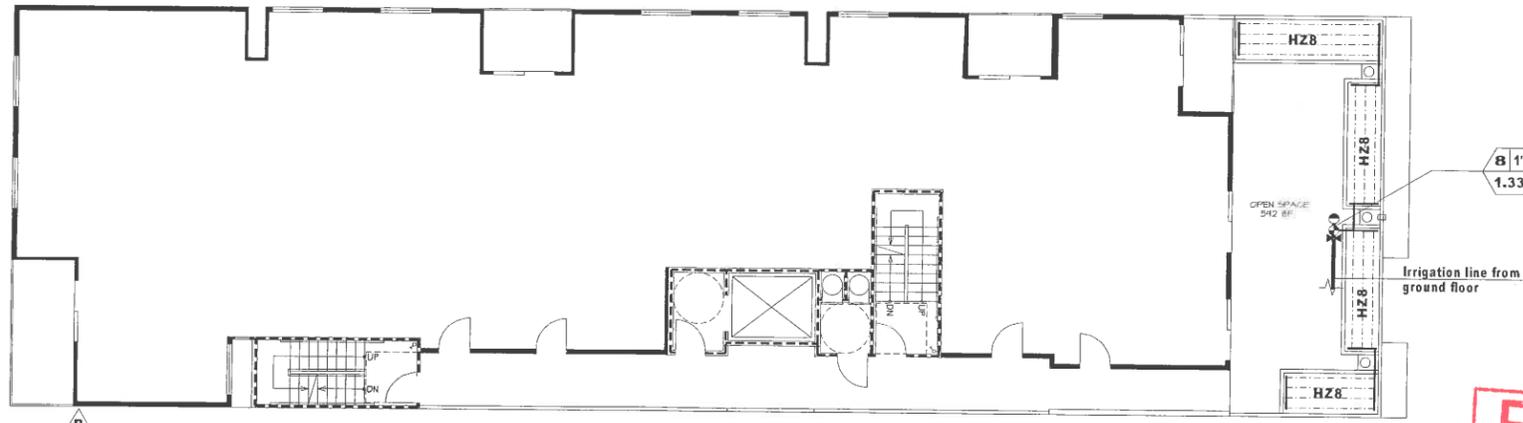
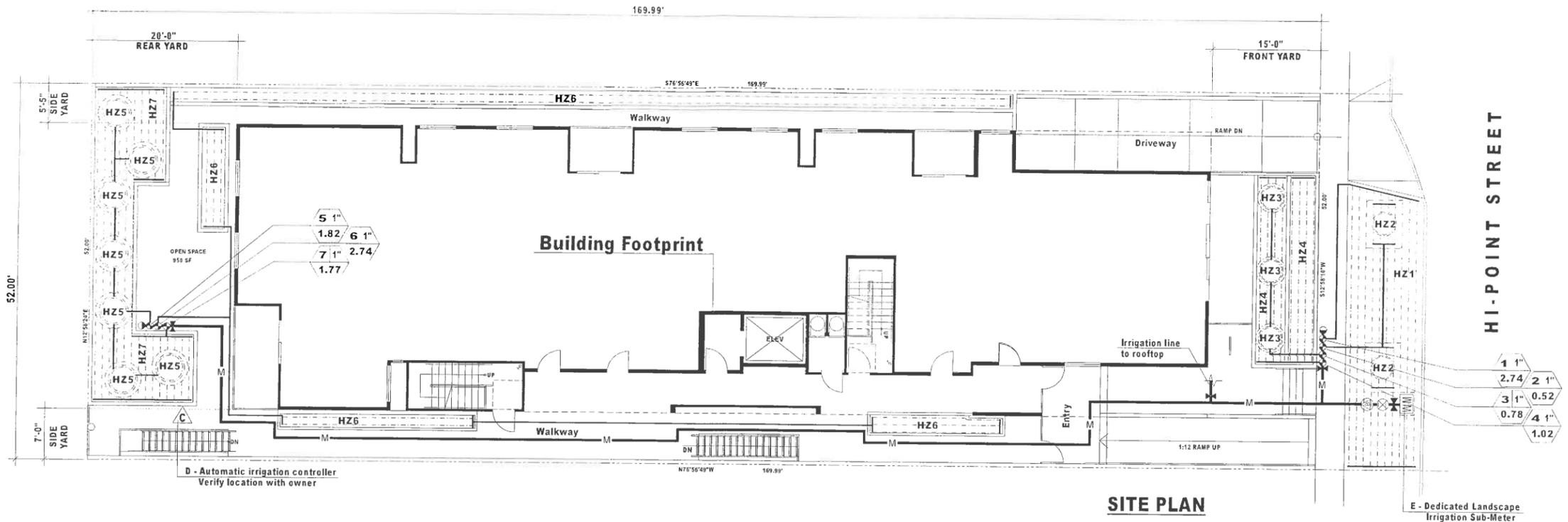
A10



① SECTIONS  
1/8"=1'-0"

**EXHIBIT "A"**  
 Page No. 6 of 13  
 Case No. DIR 2020-2067-100





1) AUTOMATIC CONTROLLERS SHALL BE SET TO WATER BETWEEN 5 PM AND 10 AM TO REDUCE EVAPORATION.  
 2) A MINIMUM OF PVC SCHEDULE 40 OR EQUIVALENT SHALL BE USED FOR MAIN LINES AND UNDER DRIVEWAY AREAS, AND A MINIMUM OF PVC SCHEDULE 30 OR EQUIVALENT SHALL BE USED FOR LATERAL LINES.  
 3) THE IRRIGATION SYSTEM MUST COMPLY WITH ALL LOCAL, STATE AND FEDERAL LAWS AND REGULATIONS.  
 4) CONTRACTOR SHALL PROVIDE THE OWNER WITH A SET OF "AS-BUILT" PLANS.  
 5) IT IS THE INTENT OF THE DRAWINGS TO SHOW A COMPLETE AND OPERATIONAL IRRIGATION SYSTEM. THE SYSTEM WAS DESIGNED BASED ON LANDSCAPE AND GRADING DRAWING IN EFFECT AT THIS TIME. ANY OMISSIONS, ERRORS, ETC., OR ON-SITE CHANGES DOES NOT RELIEVE THE IRRIGATION INSTALLER OF HIS RESPONSIBILITY TO PROVIDE A COMPLETE AND OPERATIONAL SYSTEM.  
 6) IRRIGATION LINES, VALVES AND OTHER EQUIPMENT SHOWN IN PAVED OR PUBLIC AREAS ARE SCHEMATIC AND ARE FOR DIAGNOSTIC PURPOSES ONLY. LINES, VALVES, AND OTHER EQUIPMENT SHOWN IN PAVED OR PUBLIC AREAS ARE INTENDED TO BE LOCATED IN ADJACENT PLANTING AREAS.  
 7) ALL LINES TRAVELING THROUGH HARDSCAPE TO BE PLACED IN CONDUIT UNDER PAVING.

**WITHIN THE PUBLIC RIGHT OF WAY**  
 a. All irrigation mainline shall be Schedule 40 PVC, and all laterals/sleeves shall be Schedule 40 PVC. Sleeves shall be 2x the size of the pipe being sleeved. All irrigation mainline and laterals shall be a minimum of 1/2" size.  
 b. Contractor shall pay for all permits and construction costs for the Department of Water and Power (DWP) to conduct any street work (trenching), mainline/sleeve installation in the street and sub-water meter installation and reduced pressure backflow preventer review. A billing address must be provided when applying for installation of the sub-water meters. Contractor must file the application prior to start of construction. Contractor to contact the City in order to establish utility service and billing addresses. Utility service must be established prior to tree/shrub installations.  
 c. The Reduced Pressure Principle Backflow Preventer, related equipment and irrigation controller shall be installed on private property.  
 d. All irrigation equipment (for both concrete and landscape areas) shall be installed in traffic-rated concrete valve boxes with hinged metal lids. Irrigation equipment includes remote control valves, flush valves, air-relief valves, quick couplers, etc.  
 e. All irrigation mainlines within the public right of way shall be 24" below finish grade. All irrigation laterals within the public right of way shall be 12" below finish grade. Below vehicular access areas, irrigation mainlines within the public right of way shall be 36" below finish grade, sleeves.  
 f. All irrigation shall be pop-up spray/bubbler heads and/or sub-surface drip irrigation. No fixed risers are allowed within the public right of way.  
 g. Direct burial wire shall be #14 gauge and shall be placed at 24" below grade taped to mainline where applicable.  
 h. All drip irrigation shall be direct burial type, a minimum of 2" to 4" below finish grade.

**Green Building Notes**  
**Performance Approach**

**NOTES:**  
 1. Pressure-regulating devices are required if water pressure is below or exceeds the recommended pressure of the specified irrigation devices.  
 2. Check valves or anti-drain valves are required on all sprinkler heads where low-point drainage could occur.  
 3. Recirculating water systems shall be used for water features.  
 4. Locks shall be installed on all publicly accessible exterior faucets and hose bibs.  
 5. Plumbing contractor to install stub line for rooftop and upper floor irrigation.

A diagram of the irrigation plan showing hydrazones shall be kept with the irrigation controller for subsequent management purposes.  
 An irrigation audit report shall be completed at the time of final inspection.  
 I have complied with the criteria of the ordinance and applied them for the efficient use of water in the landscape design plans.  
 A Certificate of Completion shall be filled out and certified by either the designer of the landscape plans, irrigation plans, or the licensed landscape contractor for the project.  
 For projects that include landscape work, the Landscape Certification, Form GRN 12, shall be completed prior to final inspection approval.  
 (State Assembly Bill No. 1881, S.304.1)

WATER DURING PLANT ESTABLISHMENT:  
 SHRUB AND GROUNDCOVER SYSTEMS:  
 10 MIN., 1X PER DAY, FOR FIRST 10 DAYS

SPRING WATERING AFTER PLANT ESTABLISHMENT:  
 TREE, SHRUB AND GROUNDCOVER SYSTEMS:  
 6 MIN., 3X PER WEEK

SUMMER WATERING AFTER PLANT ESTABLISHMENT:  
 TREE, SHRUB AND GROUNDCOVER SYSTEMS:  
 10 MIN., 3X PER WEEK

FALL WATERING AFTER PLANT ESTABLISHMENT:  
 TREE, SHRUB AND GROUNDCOVER SYSTEMS:  
 6 MIN., 3X PER WEEK

WINTER WATERING AFTER PLANT ESTABLISHMENT:  
 SHRUB AND GROUNDCOVER SYSTEMS:  
 10 MIN., 2X PER WEEK

ALL IRRIGATION SYSTEMS TO BE OPERATED IN EARLY MORNING OR IN THE EVENING.

| IRRIGATION LEGEND |      |                         |           |          |      |            |     |         |          |           |
|-------------------|------|-------------------------|-----------|----------|------|------------|-----|---------|----------|-----------|
| VALVE NO.         | SYM. | DESCRIPTION             | PART NO   | PRESSURE | GPM  | APP. IN/HR | QTY | SPACING | SUBTOTAL | TOTAL GPM |
| 1                 |      | HUNTER P/LD DRIP TUBING | PLD-06-12 | 30       | 0.01 | 0.72       | 274 | 16"     | 2.74     | 2.74      |
| 2                 |      | HUNTER P/LD DRIP TUBING | PLD-06-12 | 30       | 0.01 | 0.72       | 52  | 16"     | 0.52     | 0.52      |
| 3                 |      | HUNTER P/LD DRIP TUBING | PLD-06-12 | 30       | 0.01 | 0.72       | 78  | 16"     | 0.78     | 0.78      |
| 4                 |      | HUNTER P/LD DRIP TUBING | PLD-06-12 | 30       | 0.01 | 0.72       | 102 | 16"     | 1.02     | 1.02      |
| 5                 |      | HUNTER P/LD DRIP TUBING | PLD-06-12 | 30       | 0.01 | 0.72       | 182 | 16"     | 1.82     | 1.82      |
| 6                 |      | HUNTER P/LD DRIP TUBING | PLD-06-12 | 30       | 0.01 | 0.72       | 274 | 16"     | 2.74     | 2.74      |
| 7                 |      | HUNTER P/LD DRIP TUBING | PLD-06-12 | 30       | 0.01 | 0.72       | 177 | 16"     | 1.77     | 1.77      |
| 8                 |      | HUNTER P/LD DRIP TUBING | PLD-06-12 | 30       | 0.01 | 0.72       | 133 | 16"     | 1.33     | 1.33      |

Zone No. 5 1" Valve size  
 Flow rate in GPM 4.00

STATIC PRESSURE AT METER: 110-94 PSI PER ELIA SUN, LADWP (213) 367-0973

| IRRIGATION LEGEND |  |   |
|-------------------|--|---|
| SYMBOL            | DESCRIPTION                              | PART NO   |
| WM                | DEDICATED LANDSCAPE IRRIGATION SUB-METER | 1"  |
| ⊗                 | FEBCO BACKFLOW PREVENTER                 | MODEL 825Y                                      |
| ⊗                 | WILKINS PRESSURE REDUCING VALVE          | 600   |
| ⊗                 | HUNTER CONTROL ZONE VALVE KIT            | PCZ-10-25                                       |
| ⊗                 | HUNTER RAIN SENSOR, CONDUIT MOUNT        | SOLAR-SYNC                                      |
| ⊗                 | HUNTER I-CORE CONTROLLER                 | IC-600-M, six station w/one ICM-600 exp. module |
| ⊗                 | HOSE BIB - OWNER TO SELECT LOCATION      |   |
| ⊗                 | NIBCO GATE VALVE                         | SIZE PER LINE                                   |
| ⊗                 | SCHED. 40 PVC LATERAL LINE               | 3/4"  |
| ⊗                 | SCHED. 40 PVC MAIN LINE                  |   |

I agree to comply with the requirements of the water efficient landscape ordinance and submit a complete Landscape Documentation Package.

**LEGAL DESCRIPTION:**  
 APN: 5068-012-033  
 PIN: 1298173 594  
 TRACT: TR 3909  
 BLOCK: None, LOT: FR 10  
 MAP REF: M B 44-82

Signed: \_\_\_\_\_  
 Date: 03/27/2020



Harmony Gardens, Inc.  
 Shelley Sparks, RLA #2896  
 12224 Addison Street  
 Valley Village, CA 91607  
 (818) 505-9783  
 Shelley@harmonygardens.net

REVISION LOG:

SUBMITTAL NO: \_\_\_\_\_ DATE: \_\_\_\_\_

PROJECT ADDRESS:  
 1447 S. Hi Point Street  
 Los Angeles, CA 90035

OWNER ADDRESS:  
 TOV TRUST  
 550 S. Hill Street, Ste. 1420  
 Los Angeles, CA 90013  
 (310) 866-8321

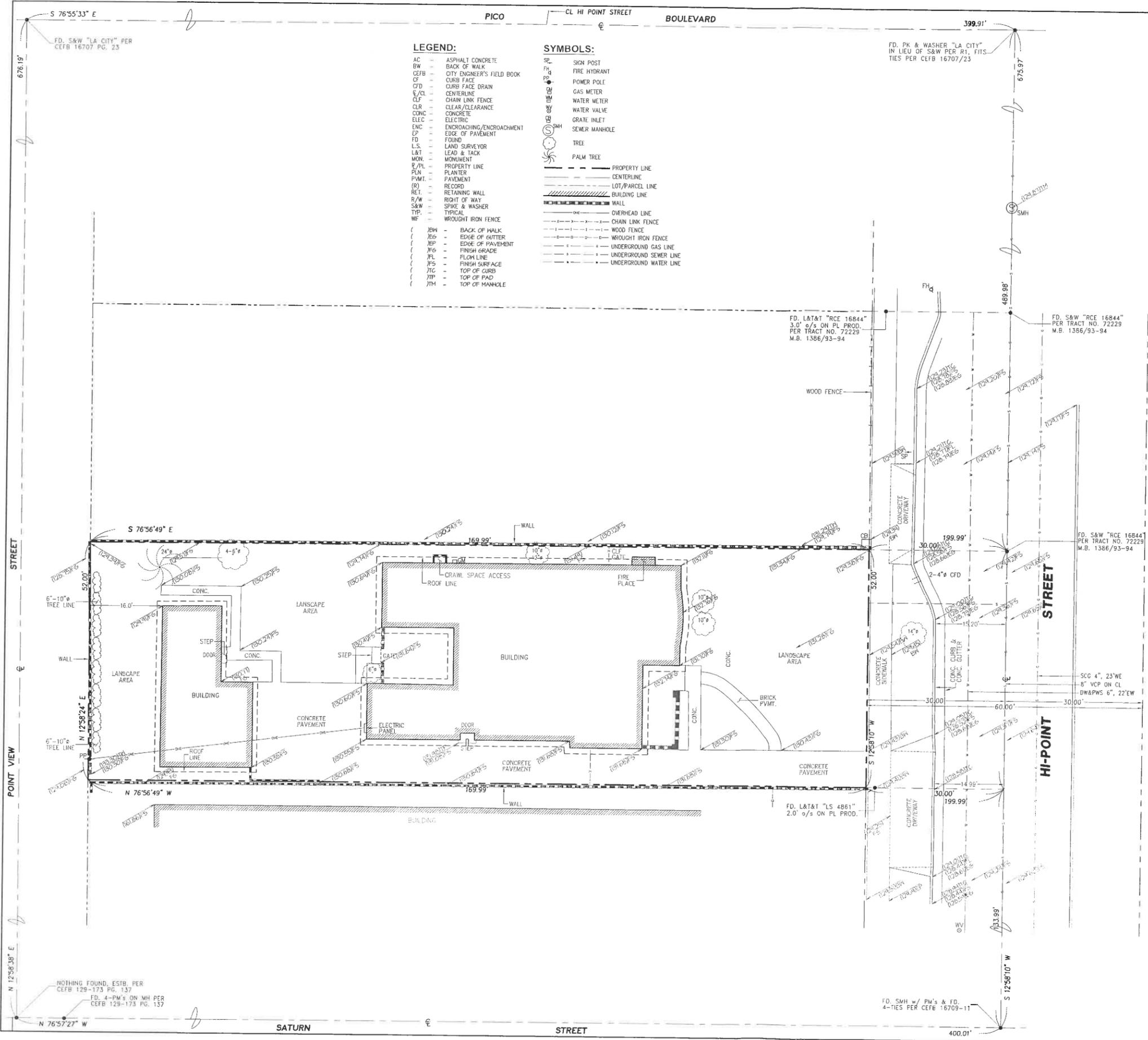
IRRIGATION PLAN

Date: 03/27/2020  
 Scale: 1/8" = 1'

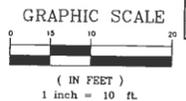
Sheet No. L2  
 2 of 3

**EXHIBIT "A"**  
 Page No. 12 of 15  
 Case No. DIP-2020-2067-TOU





- LEGEND:**
- AC - ASPHALT CONCRETE
  - BW - BACK OF WALK
  - CEFB - CITY ENGINEER'S FIELD BOOK
  - CF - CURB FACE
  - CFD - CURB FACE DRAIN
  - CL - CENTERLINE
  - CLF - CHAIN LINK FENCE
  - CLR - CLEAR/CLEARANCE
  - CONC - CONCRETE
  - ELC - ELECTRIC
  - ENC - ENCROACHING/ENCROACHMENT
  - EP - EDGE OF PAVEMENT
  - FD - FOUND
  - LS - LAND SURVEYOR
  - L&T - LEAD & TACK
  - MON - MONUMENT
  - P/L - PROPERTY LINE
  - PLV - PLANTER
  - P.V.M.T. - PAVEMENT
  - (R) - RECORD
  - RET. - RETAINING WALL
  - R/W - RIGHT OF WAY
  - S&W - SPIKE & WASHER
  - TYP. - TYPICAL
  - WF - WROUGHT IRON FENCE
  - ( ) - BACK OF WALK
  - ( ) - EDGE OF GUTTER
  - ( ) - EDGE OF PAVEMENT
  - ( ) - FINISH GRADE
  - ( ) - FLOW LINE
  - ( ) - FINISH SURFACE
  - ( ) - TOP OF CURB
  - ( ) - TOP OF PAD
  - ( ) - TOP OF MANHOLE
- SYMBOLS:**
- SP - SIGN POST
  - FH - FIRE HYDRANT
  - PP - POWER POLE
  - GM - GAS METER
  - WM - WATER METER
  - WV - WATER VALVE
  - GI - GRATE INLET
  - SMH - SEWER MANHOLE
  - T - TREE
  - PT - PALM TREE
  - - PROPERTY LINE
  - - - - CENTERLINE
  - - - - LOT/PARCEL LINE
  - - - - BUILDING LINE
  - - - - WALL
  - - - - OVERHEAD LINE
  - - - - CHAIN LINK FENCE
  - - - - WOOD FENCE
  - - - - WROUGHT IRON FENCE
  - - - - UNDERGROUND GAS LINE
  - - - - UNDERGROUND SEWER LINE
  - - - - UNDERGROUND WATER LINE



**LEGAL DESCRIPTION:**  
 (PER TICOR TITLE COMPANY'S PRELIMINARY REPORT ORDER NO. 00634367-996-ERB BEARING AN EFFECTIVE DATE OF AUGUST 28, 2019)

THE SOUTHWESTERLY 52 FEET OF THE NORTHWESTERLY 104 FEET OF LOT 10 OF TRACT NO. 3909, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP FILED IN BOOK 44 PAGE 82 OF MAPS IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT THEREFROM ALL OIL, GAS MINERALS AND OTHER HYDROCARBON SUBSTANCES LYING BELOW THE SURFACE OF SAID LAND, BUT WITHOUT THE RIGHT OF SURFACE ENTRY, AS RESERVED IN DOCUMENTS OF RECORD.

**LAND AREA:**  
 AREA: 8,840 SQ. FT. OR 0.203 ACRES

**ASSESSOR'S PARCEL NUMBER:**  
 A.P.N. 5068-012-033

**BASIS OF BEARINGS:**  
 THE BEARING SOUTH 12°58'10" WEST OF THE CENTERLINE OF HI-POINT STREET AS SHOWN ON TRACT NO. 72229, AS PER MAP FILED IN BOOK 1386 PAGES 93 AND 94 OF MAPS, RECORDS OF LOS ANGELES COUNTY, WAS USED AS THE BASIS OF BEARINGS FOR THIS SURVEY.

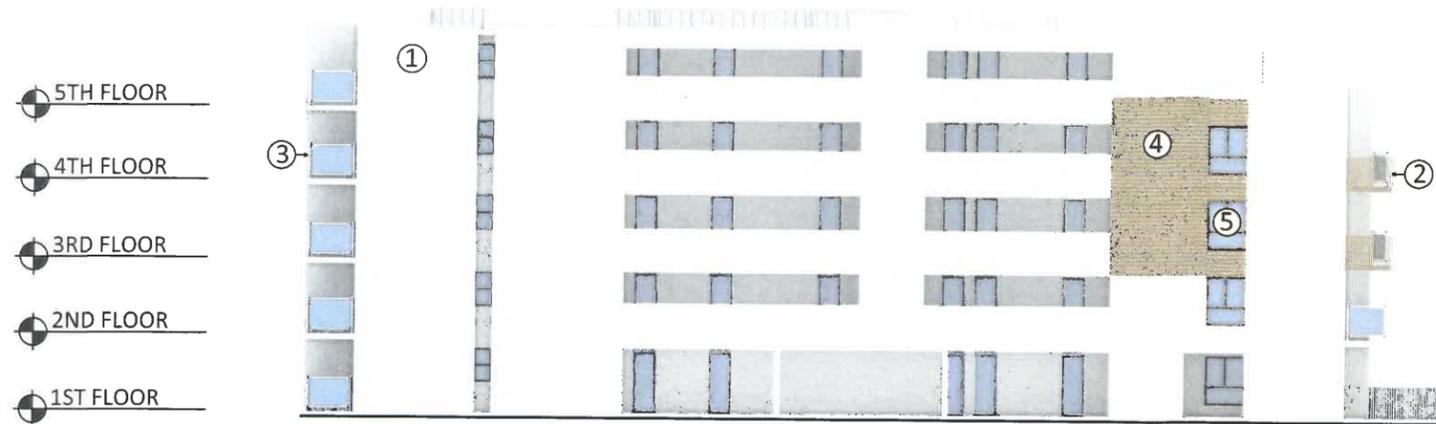
**BENCHMARK:**  
 BENCH MARK: 13-10551  
 DATUM: NAVD 1988  
 YEAR OF ADJUSTMENT: 2000  
 ELEVATION (FEET): 133.230  
 DESCRIPTION: SPK N CURB PICO BLVD; 2.5FT W/O BCR W/O HAYWORTH AVE

**SURVEYOR'S NOTE:**  
 1. IF UNDERGROUND UTILITIES AND OTHER SUBSTRUCTURES, ZONING, SET BACK, FLOOD ZONE, ASSESSOR PARCEL INFORMATION AND UTILITY INFORMATION ARE SHOWN HEREON, IT IS FOR GENERAL INFORMATION PURPOSES ONLY, HAVING BEEN OBTAINED FROM A GENERAL REQUEST AT THE LOCAL AGENCIES PUBLIC COUNTER AND/OR SOURCES NOT CONNECTED WITH THIS COMPANY. NO REPRESENTATION IS MADE AS TO THE ACCURACY, CURRENCY OR COMPLETENESS OF SAID INFORMATION AND ANY USERS OF SAID INFORMATION ARE URGED TO CONTACT THE UTILITY OR LOCAL AGENCY DIRECTLY.

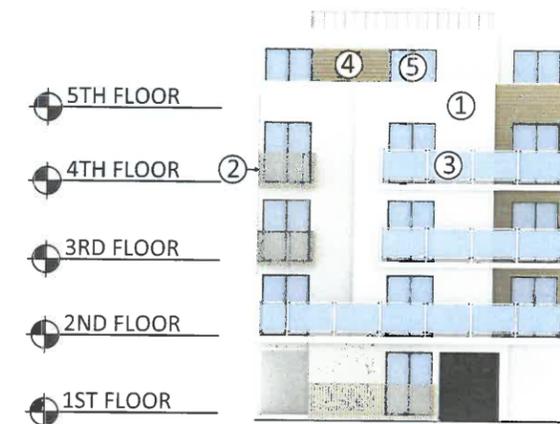
**EXHIBIT "A"**  
 Page No. 14 of 13  
 Case No. D19-2020-2067-100



|  |   |  |
|--|---|--|
| <b>TITLE</b><br>SITE, TOPOGRAPHIC & BOUNDARY SURVEY<br>1447 HI POINT STREET<br>LOS ANGELES, CA 90035 |   |  |
| <b>CLIENT</b><br>GABRIEL RABBANIAN   |   |  |
| <b>SCALE</b><br>1"=10'   | <b>SEABOARD ENGINEERING CO.</b><br>1415 E. COLORADO STREET, STE 205<br>GLENDALE, CALIFORNIA 91205<br>TEL. (310)277-7337 (818)550-0337 FAX (818)550-0336<br>SEABOARD@SEABOARDENGINEERING.COM | <b>JOB NO.</b> 20-03<br><b>DATE</b> 02/13/2020 |
| <b>SURVEY BY</b> N.A.  | <b>CHECKED BY</b> M.D.  | <b>SHEET</b> 1<br><b>OF 1 SHEETS</b>           |



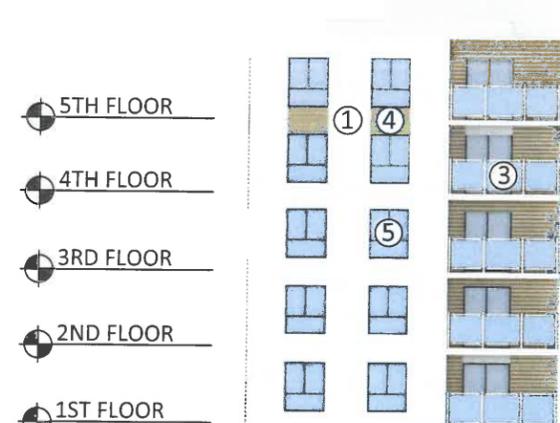
① SOUTH ELEVATION  
3/32"=1'-0"



② EAST ELEVATION  
3/32"=1'-0"



③ NORTH ELEVATION  
3/32"=1'-0"



④ WEST ELEVATION  
3/32"=1'-0"



| FINISH MATERIALS LEGEND |   |
|-------------------------|---|
| ①                       | STUCCO, SMOOTH TROWEL, COLOR: WHITE (TBD) |
| ②                       | METAL RAILING, COLOR: BROWN (TBD)         |
| ③                       | GLASS RAILING, METAL COLOR: GRAY (TBD)    |
| ④                       | WOODEN SIDING, COLOR: BROWN (TBD)         |
| ⑤                       | WINDOWS: VINYL, COLOR: DARK GRAY (TBD)    |

**EXHIBIT "A"**  
 Page No. 15 of 15  
 Case No. DIP-2020-2067-BL

**Yakov Design**  
 Drafting service  
 (562) 322-8070  
 info@yakovdesign.com

1447 HI POINT ST,  
 LOS ANGELES, CA 90035

ELEVATIONS

|                  |
|------------------|
| NOTES:           |
|                  |
|                  |
|                  |
| SCALE:           |
| DATE: 04.06.2020 |

1.0

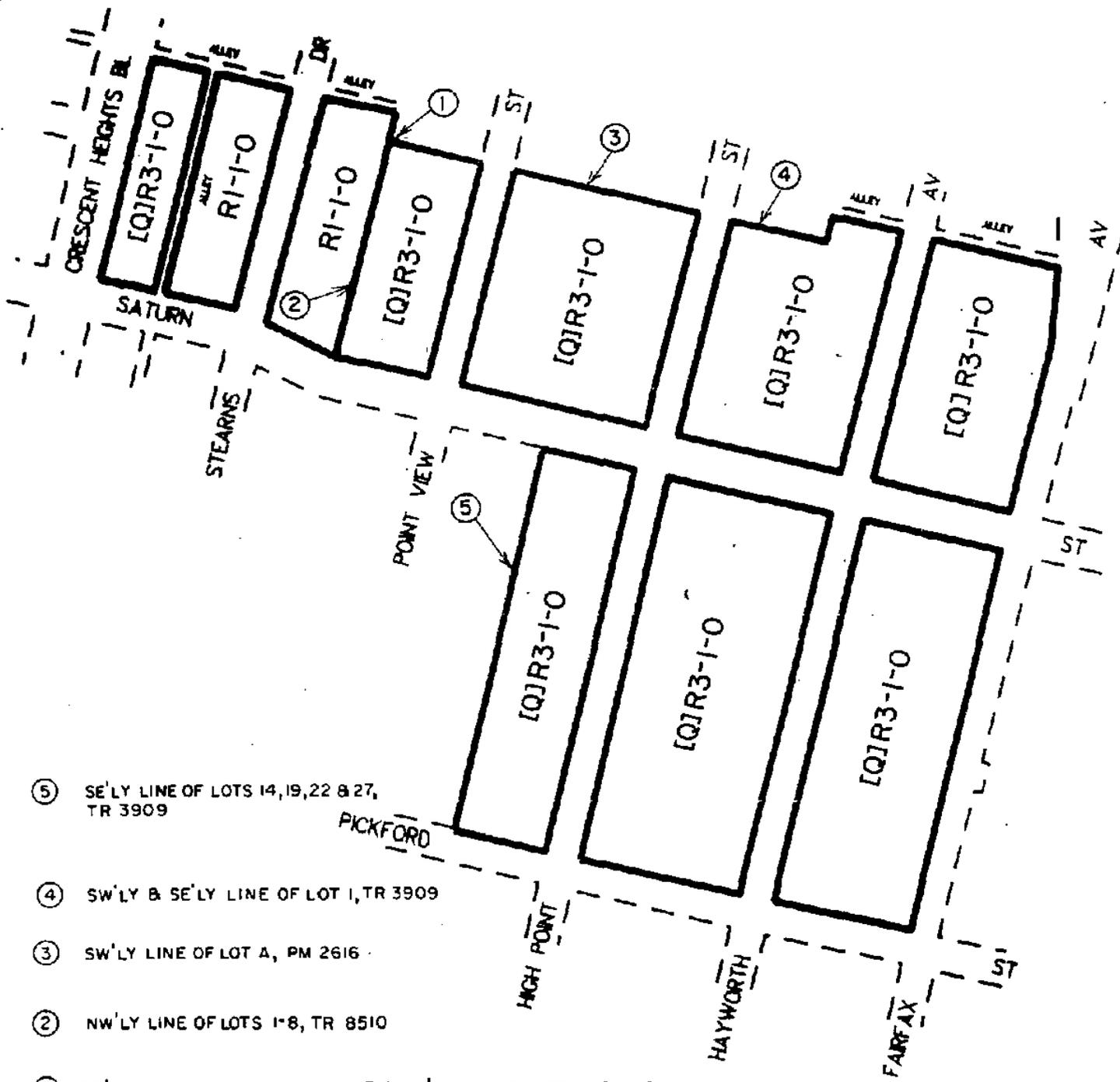
# **Attachment 2**

ORDINANCE NO. 168193

An ordinance amending Section 12.04 of the Los Angeles Municipal Code by amending the zoning map.

THE PEOPLE OF THE CITY OF LOS ANGELES DO ORDAIN AS FOLLOWS:

Section 1. Section 12.04 of the Los Angeles Municipal Code is hereby amended by changing the zones and zone boundaries shown upon a portion of the zone map attached thereto and made a part of Article 2, Chapter 1, of the Los Angeles Municipal Code, so that such portion of the zoning map shall be as follows:



- ⑤ SE'LY LINE OF LOTS 14, 19, 22 & 27, TR 3909
- ④ SW'LY & SE'LY LINE OF LOT 1, TR 3909
- ③ SW'LY LINE OF LOT A, PM 2616
- ② NW'LY LINE OF LOTS 1-8, TR 8510
- ① SE'LY LINE OF LOT 253, TR 7887 & NE'LY LINE OF LOT 8, TR 8510



0 200 400



SCALE IN FEET

|        |         |                |
|--------|---------|----------------|
| ZM 518 | DM 5714 | CPC 89-0658 ZC |
|--------|---------|----------------|

DYG / *[Signature]*

CM (129B173)

(Pico Fairfax)

PERMANENT [Q] QUALIFIED CONDITIONS

Section 2. Pursuant to Section 12.32-K of the Los Angeles Municipal Code and the amendments thereto, the following limitations are hereby imposed upon the use of that property shown in Section 1 hereof which are subject to the Permanent "Q" Qualified classification.

1. Covenant: Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent owners, heirs or assigns. Further, the agreement must be submitted to the Planning Department for approval before being recorded. After recordation, a copy bearing the Recorder's number and date must be given to the City Planning Department for attachment to the subject file.
2. Building Heights: No building or structure located on the subject property shall exceed 35 feet in height, as defined by Municipal Code Section 12.03.
3. Building Mass: For any building facade greater than forty (40) feet in length, articulation shall be required for every thirty (30) feet. Minimum depth of modulation of the facade shall be five (5) feet.
4. Balconies (Adjacent to single family): Above the first floor there shall be no balconies which have a line of sight to any adjacent existing single family use, unless the latter is the last such use among abutting properties and such properties are designated for multi-family or less restrictive uses by the General Plan.
5. Energy Conservation: Prior to the construction of any project, the Department of Water and Power and the Southern California Gas Company shall be consulted regarding feasible energy conservation features which can be incorporated into the design of the project.
6. Graffiti Removal and Deterrence: The owners and all successors shall acknowledge applicability of the graffiti removal and deterrence requirements of the Municipal Code to this project as contained in Sections 91.8101(f), 91.8904.1 and 91.1707(e), particularly with regard to the following:
  - a. The first nine feet of exterior walls and doors, measured from grade, shall be built and maintained with a graffiti resistant finish consisting of either a hard, smooth, permeable surface such as ceramic tile, baked enamel or a renewable coating of an approved, anti-graffiti material or a combination of both [Sec. 91.1707(e)].

- b. The period for compliance with a graffiti removal order issued by the Building and Safety Department is 15 days following which period with failure to perform, the city or its contractor is empowered to enter upon the premises to remove such graffiti with costs accruing to the owner (91.8904.1); and
  - c. The period for compliance with a subsequent order for a subsequent occurrence is three days (91.8904.1B).
  - d. In addition to a, b and c above, exterior walls of new residential buildings of other than glass may be covered with clinging vines, screened by oleander trees or similar vegetation capable of covering or screening entire walls up to the height of at least 9 feet, excluding windows and signs.
7. Landscaped Buffer: Properties adjacent to a single-family zone shall provide a landscaped buffer along the side property line and along the rear property line. Walkways and driveways shall be permitted to cross any buffer. However, no buildings or structures may be permitted within the buffer with the exception of retaining walls and fences. This condition is not intended to limit the buildable area used to calculate the floor area ratio.
  8. Landscaping - Plan: All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped and maintained, including an automatic irrigation plan, in accordance with a landscape plan prepared by a licensed landscape architect, licensed architect, or landscape contractor to the satisfaction of the Planning Department.
  9. Landscaping - Xeriscape: Maintenance of the landscaping which will be required shall be in compliance with the Xeriscape Ordinance (No. 163,532), which imposes numerous water conservation measures in landscape installation and maintenance.
  10. Open Space: A minimum of 100 square feet of usable open space shall be provided for each dwelling unit. Parking areas, driveways, front yard setback areas and rooftops shall not be included as open space. To be considered as usable open space the project shall meet the following criteria:
    - a. Private Open Space: Patios and yards (located at ground level or the first habitable room level) which are part of a single dwelling unit and are enclosed by solid screen material at least four feet in height may be included as usable open space provided said areas have a horizontal dimension of at least 15 feet in width.

- b. **Common Usable Open Space:** Each common usable open space area shall have a total area of at least 400 square feet and shall have an average width of 20 feet with no width less than 15 feet at any point.

Recreation rooms at least 600 square feet in area may qualify as common open space, but shall not exceed more than 25 percent of total open space required.

Common open space areas shall incorporate recreational amenities such as swimming pools, spas, picnic tables, benches, tot lots, ball courts, barbecue areas, sitting areas, etc. to the satisfaction of the Department of City Planning. (Note: amenities that meet the Department of Recreation and Parks specifications pursuant to Section 17.12F LAMC may be credited against fees required under Section 12.33 of the LAMC).

A minimum of 50 percent of the common usable open space areas shall be planted in ground cover, shrubs or trees and shall include at least one 24-inch box tree for every three dwelling units (Trees shall be planted within open space areas). An automatic irrigation system shall be provided for all required landscaped areas. Landscaped areas located on top of a parking garage or deck shall be contained within permanent planters at least 30 inches in depth (12 inches for lawn/ground cover) and properly drained.

- c. **Noise Impact Mitigation:** Active recreational uses such as swimming pools and barbecue areas, shall not be located immediately adjacent to residential uses, to the satisfaction of the Department of City Planning.
11. **Parking:** The location of parking areas shall be arranged and located in areas which will not be detrimental to residents of adjacent properties. Tandem parking may be used only for the spaces which are assigned and designated for a single residential unit.
12. **Parking Garage and Screening:** A parking garage shall be permitted to rise a maximum of five feet in height above the natural existing grade. Above-grade parking shall be visually screened from frontage streets by landscaping and/or architectural features to the satisfaction of the Planning Department.
13. **Parking - Guest:** Guest parking signs shall be clearly posted at building entrances. The signs shall be in large, easy to read lettering and shall indicate the general location of guest parking. Sign wording shall be to the satisfaction of the Planning Department and shall indicate the number of reserved guest parking spaces. If any guest parking is located behind security gates, the following shall apply:

- (a) A remote electronic gate opening system shall be installed so that the security gate can be opened from each residential unit served by the secured guest parking;
- (b) An electronic intercommunication system shall be installed. The system shall be readily accessible to the drivers of guest vehicles and to the units served by the secured guest parking;
- (c) The security gate shall be set back at least 18 feet from the vehicles and to prohibit blockage or interference with the public right of way by waiting guest vehicles;
- (d) Alternatives to the provisions of this condition may be approved by the Planning Department provided that the intent of readily accessible guest parking facilities and no interference with the public right of way is assured.

14. Parking - Residential: Any multiple residential use of the subject property shall provide for resident parking on the subject property as required by Municipal Code Section 12.21-A.4(a), or any amendment thereto, and guest parking at a ratio of at least one quarter space per rental dwelling unit and one half space per condominium dwelling unit in excess of that required by the Municipal Code. Any designated guest parking shall be clearly identified and readily accessible to guest of the project.

- a. Tandem parking may be used only for the spaces which are assigned and designated for a single residential unit. Guest parking shall not be tandem.
- b. Guest parking signs shall be clearly posted at building entrances. The signs shall be in large, easy to read lettering and shall indicate the general location of guest parking. Sign wording shall be to the satisfaction of the Planning Department and shall indicate the number of reserved guest parking spaces.
- c. If any guest parking is located behind security gates, the following shall apply:
  - 1) A remote electronic gate opening system shall be installed so that the security gate can be opened from each residential unit served by the secured guest parking.
  - 2) An electronic intercommunication system shall be installed. The system shall be readily accessible to the drivers of guest vehicles and to prohibit blockage or interference with the public right of way by waiting guest vehicles.
  - 3) The security gate shall be set back at least 18 feet from the public right of way so as to provide a waiting area for guest vehicles and to prohibit blockage or interference with the public right of way by waiting guest vehicles.

- 4) Alternatives to the provisions of this condition may be approved by the Planning Department provided that the intent of readily accessible guest parking facilities and no interference with the public right of way is assured.
15. Plans: Prior to the issuance of building permits, detailed development plans, including a complete landscape plan and irrigation plan, shall be submitted to the satisfaction of the Planning Department.
16. Street Trees: Street trees shall be planted at a ratio of at least one for every 500 square feet of lot area not utilized for buildings.
17. Trash and Other Storage: Open areas devoted to trash storage or other storage shall not be located adjacent to a residential use or shall be buffered so as not to result in noise, odor or debris impacts on any adjacent residential use.
18. Walls: Except where prohibited by law, a solid decorative masonry block wall, a minimum of 6 feet in height, shall be constructed along any common property line between the subject property and any adjoining property containing a single family residential use, if no such wall already exists along said property line. There shall be no openings, except for a lockable gate provided for landscape maintenance work or as may be required by the Municipal Code. A wall is not required along any common property line with an adjoining multi-family residential use.
19. Water Conservation: The Department of Water and Power shall be consulted regarding feasible water conservation features which can be incorporated in the design of any project.

Sec. 3 The City Clerk shall certify to the passage of this ordinance and cause the same to be published in some daily newspaper printed and published in the City of Los Angeles.

I hereby certify that the foregoing ordinance was passed by the Council of the City of Los Angeles, at its meeting of AUG 18 1992

EDIAS MARTINEZ, City Clerk,

By [Signature]  
Deputy.

AUG 26 1992

Approved.....

[Signature]  
Mayor.

Approved as to Form and Legality

LAJ 415443 9/1

JAMES K. HAHN, City Attorney,

By.....  
Deputy.

File No. 89-0792-51

City Clerk Form 23

Pursuant to Sec. 97.8 of the City Charter,  
disapproval of this ordinance recommended  
for the City Planning Commission \_\_\_\_\_

JUL 22 1992

See attached report  
[Signature]  
Director of Planning

# **Attachment 3**

## INITIATIVE ORDINANCE JJJ

### AFFORDABLE HOUSING AND LABOR STANDARDS FOR GENERAL PLAN AMENDMENTS AND ZONING CHANGES. INITIATIVE ORDINANCE.

The proposed ordinance would provide that: 1) development projects with 10 or more residential units are not eligible for general plan amendments or certain zoning changes unless the project (a) includes a component of affordable housing or the developer pays in-lieu fees into the City's Affordable Housing Trust Fund (AHTF), and (b) complies with labor standards regarding using licensed contractors, paying prevailing wages and hiring workers from local and disadvantaged areas and State-approved apprenticeship programs; 2) nothing in the Municipal Code's provision regarding general plan amendments shall restrict amendments for above-described projects located in regional centers, downtown centers, industrial zones or near major transit stops; 3) the City assess the impacts of community plan changes on affordable housing and local jobs and create and monitor affordable housing inventories within community plan areas; 4) AHTF projects comply with the above-described labor standards; and 5) the City create an affordable housing incentive program for developments located near major transit stops.

ORDINANCE NO. \_\_\_\_\_

### THE PEOPLE OF THE CITY OF LOS ANGELES DO ORDAIN AS FOLLOWS:

Section 1. **Name.** This ordinance initiative shall be known and may be cited as "The Build Better LA Initiative," and shall be referred to herein as "the Build Better LA Initiative" or "this Ordinance."

Sec.2. **Findings.** The People of Los Angeles hereby find:

The City of Los Angeles has seen a surge in homeless individuals and families who are forced to sleep on our streets, in our parks, and below our bridges. While LA has had the unfortunate distinction of being the nation's homeless capital for quite some time, the current situation has become so dire that City leaders considered declaring a State of Emergency. At last count, nearly 26,000 Angelenos were homeless, including those suffering from various medical challenges, people of color, families with children, and individuals who are employed. While their backgrounds and stories are as diverse as the population of LA, they share a common struggle with the majority of LA residents who are struggling to afford skyrocketing rents. A recent study from the University of California, Los Angeles shows that Los Angeles, which has the highest percentage of renters in the nation, is also now the least affordable rental market in the nation. Another study from Harvard University states that at least half of all households in LA are rent burdened, or spending more than 30% of their monthly income on housing, with significant numbers paying more than 50% of their income for housing costs. With average rents nearing \$2,000 per month, research has found that an individual must earn over \$30 per hour to afford the rent for a one bedroom apartment in LA and a working family must earn over \$88,000 per year to afford the rent for a two-bedroom apartment in LA - amounts that



are out of reach for a city where nearly a quarter of its residents are in poverty and the median income is less than \$28,000 per year.

Despite the tremendous need for the construction of new housing, especially for those with extremely low, very-low, and low incomes, LA continues to struggle with capacity. The City expects to fall far short of its need for affordable housing - projecting that it may meet only 26% of the housing needed for lower-income households while exceeding the need for wealthier households. In May 2014, Southern California Association of Nonprofit Housing (SCANPH) released a report showing that the LA region had a shortfall of nearly 500,000 units of affordable housing available to low and very-low income residents. Southern California Association of Governments (SCAG) estimated that LA had a shortage of over 82,000 housing units, which according to the City's calculations, necessitates production of nearly 11,000 units per year, half of which would be affordable. Unfortunately, the City only has the funding to build 500 units annually and that could drop to 250 in the coming years. In other words, LA does not have the available building stock to address the homeless and affordable housing crisis.

The acute shortage of affordable housing available to those who are homeless or low income is not a new phenomenon and has many causes. Among the many reasons are a lack of public financing for affordable housing and an outdated general plan that does not provide incentives to build the type of housing we need. Cities like LA have been devastated by the dissolution of the Community Redevelopment Agency (CRA). In fiscal year 2009-2010, CRAs throughout California deposited over \$1 billion into accounts for low and moderate income housing. With the CRA being dissolved, cities and counties lost their most reliable funding source for projects that house residents with low to moderate incomes. The City's Affordable Housing Trust Fund (AHTF) was created in 2000 to fund the construction and preservation of affording housing. Available funding in the Trust Fund has dipped below \$20 million, far below the amount needed to meet the current demand. Given losses in funding, maximizing land use strategies and incentives for both producing and preserving affordable housing is crucial.

Unfortunately, LA has an outdated General Plan, based upon codes that were developed in the aftermath of World War II. While the City's population has doubled from less than 2 million to nearly 4 million in 5 decades, the rules that govern construction keep LA locked into a small-city framework. 60% of LA is covered by a mix of mismatched zoning regulations. We need and deserve a General Plan and zoning codes that address our current challenges, while also embracing the diverse and dynamic city that LA is today and will continue to be in the future.

Cities across the nation have sought to encourage residential development for all income levels around major transit areas and along mixed-use boulevards. As we fight to add more affordable housing, new units must also be located in strategic locations such as areas near major transit stops in order to provide our workers, seniors and students with affordable and convenient travel on a daily basis. By doing so, we also promote healthy, safe, walkable, and sustainable spaces at all economic levels. Current residents of transit-rich neighborhoods in the City are three times as likely to use transit, walk, or bike to work, significantly more likely to be renters, typically make less than \$30,000 per year, and are the groups most susceptible to displacement when property values rise and trigger higher rents.



The City's General Plan encourages provision of sufficient land use and density to accommodate an adequate supply of housing units to meet projected housing needs and encourages location of new housing near transit stations and corridors and within high activity areas while also protecting and preserving low-density neighborhoods. (See, e.g. Framework Element Policy 4.1.1, Objectives 4.2 and 4.3). The City's General Plan Housing Element also sets forth a primary goal of creating "[a] City where housing production and preservation result in an adequate supply of ownership and rental housing that is safe, healthy and affordable to people of all income levels, races, ages, and suitable for their various needs." Recognizing that affordable housing is a matter of statewide concern, the City's Housing Element encourages increasing the supply of affordable and mixed-income housing through land use programs, preserving affordable and rent-stabilized housing, particularly along transit corridors (See, e.g., Policy 1.2.2 and 1.2.8), and promoting sustainable neighborhoods that have mixed-income housing, jobs, amenities, services, and transit, and targeting housing resources, policies, and incentives to include affordable housing in residential development, particularly in mixed use development, Transit-Oriented Districts and designated Centers. Program 8, Objective 2.2, Policy 2.5.1. In furtherance of these General Plan policies and programs, a primary purpose of this ordinance is to create mixed-income development and encourage on-site affordable housing in market rate development projects within Transit-Oriented Districts and designated Centers. The development of mixed-income housing increases social and economic integration, and creates a healthy job and housing balance by locating affordable housing close to employment centers.

As LA continues to suffer through a homeless and affordable housing crisis, we need a General Plan and zoning codes that create incentives for projects that create affordable housing and provide local jobs at the income levels needed to pay the rents found throughout the City. In a city with widespread poverty, we must build more affordable housing and as result, create the local jobs necessary to raise families out of poverty. The City's General Plan aims to maintain the balance of local job creation and housing development. Chapter 7 of the General Plan states, "If the jobs/housing ratio declines, that is, if the number of jobs declines in relationship to the number of housing units, then the City's economic vitality may spiral downward. If the jobs/housing ratio increases, that is, if the number of jobs increases in relationship to the number of housing units, the housing shortage and the need for affordable housing would be exacerbated." LA recognizes that increasing housing must also be connected to similar increases in local jobs. To ensure affordability, we must also make sure that the jobs created from the construction boom pay good, family-supporting wages. Each development which contributes to affordable housing and good jobs through the provisions of this Initiative augments the City's housing mix, helps to increase the supply of housing for all economic segments of the community, and supports a balanced community which is beneficial to the public health, safety and welfare of the City.

Now THEREFORE, based upon these findings the people declare that the City adopt the legislation contained herein in order to address our homeless and affordable housing crisis, while also creating good jobs with family-supporting wages.



### Sec. 3. **Affordable Housing and Good, Local Jobs.**

Subdivision B of Section 11.5.6 of Article 1.5 of the Los Angeles Municipal Code is amended to read as follows:

#### **SEC. 11.5.6. GENERAL PLAN.**

Pursuant to Charter Section 555, the City's comprehensive General Plan may be adopted, and amended from time to time, either as a whole, by complete subject elements, by geographic areas or by portions of elements or areas, provided that any area or portion of an area has significant social, economic or physical identity.

**A. Amendments.** Amendments to the General Plan of the City shall be initiated, prepared and acted upon in accordance with the procedures set forth in Charter Section 555 and this section.

**B. Initiation of Plan Amendment.** As provided in Charter Section 555, an amendment to the General Plan may be initiated by the Council, the City Planning Commission or the Director of Planning. Initiations by the Council or City Planning Commission shall be by majority vote. If an amendment is initiated by the Council or City Planning Commission, then it shall be transmitted to the Director for report and recommendation to the City Planning Commission.

Whether initiated by the Director, the Council or the City Planning Commission, the Director shall prepare the amendment and a report recommending action by the City Planning Commission. The report shall contain an explanation of the reasons for the action recommended.

After the Director prepares a Plan amendment and report, the Director shall transmit the file to the City Planning Commission for its action. Nothing in this section shall restrict the adoption of a General Plan amendment which permits the development of a project if:

1. The project (a) is located in an area classified on January 1, 2016, as a Regional Center, a Downtown Center, in an area zoned as Industrial, or a Major Transit Stop including all land within a one-half mile radius of a Major Transit Stop; or (b) each residential unit in the project, exclusive of a manager's unit or units, is affordable to, and occupied by, either a Lower or Very Low Income household;

2. All building and construction work on the project will be performed at all tiers by contractors which (a) are licensed by the State of California and the City of Los Angeles; (b) shall make a good-faith effort to ensure that at least 30% of all their respective workforces' construction workers' hours of Project Work shall be performed



by permanent residents of the City of Los Angeles of which at least 10% of all their respective workforces' construction workers' hours of Project Work shall be performed by Transitional Workers whose primary place of residence is within a 5-mile radius of the covered project; (c) employ only construction workers which possess all licenses and certifications required by the State of California and the City of Los Angeles; (d) pay their construction workers performing project work the wages prevailing in the project area determined pursuant to California Labor Code § 1770; and (e) have at least 60% of their respective construction workforces on the project from: (1) workers who have graduated from a Joint Labor Management apprenticeship training program approved by the State of California, or have at least as many hours of on-the-job experience in the applicable craft which would be required to graduate from such a state-approved apprenticeship training program, and (2) registered apprentices in an apprenticeship training program approved by the State of California or an out-of-state, federally-approved apprenticeship program; and

3. If the General Plan amendment results in increased allowable residential floor area, density or height, or allows a residential use where previously not allowed, projects with ten or more residential dwelling units shall also provide affordable housing consistent with the provisions of Section 5 of the Build Better LA Initiative.

For the purposes of this Section the following terms have the meaning shown:

“Transitional Worker” means an individual who, at the time of commencing work on the project, resides in an Economically Disadvantaged Area or Extremely Economically Disadvantaged Area and faces at least two of the following barriers to employment: (1) being homeless; (2) being a custodial single parent; (3) receiving public assistance; (4) lacking a GED or high school diploma; (5) having a criminal record or other involvement with the criminal justice system; (6) suffering from chronic unemployment; (7) emancipated from the foster care system; (8) being a veteran; or (9) being an apprentice with less than 15% of the apprenticeship hours required to graduate to journey level in a program.

“Economically Disadvantaged Area” means a zip code that includes a census tract or portion thereof in which the median annual household income is less than \$40,000 per year, as measured and reported by the U.S. Census Bureau in the 2010 U.S. Census and as updated by the parties upon the U.S. Census Bureau issuing updated Median Annual Household Income data by census tract in the American Community Survey.

“Extremely Economically Disadvantaged Area” means a zip code that includes a census tract or portion thereof in which the median annual household income is less than \$32,000 per year, as measured and reported by the U.S. Census Bureau in the 2010 U.S. Census and as updated by the parties upon the U.S. Census Bureau issuing updated Median Annual Household Income data by census tract in the American Community Survey.



The Department of Public Works, Bureau of Contract Administration shall bear administrative responsibilities for the labor standards required by this section.

**C. Action by City Planning Commission on Proposed Amendments.**

1. **Notice and Hearing.** Before the City Planning Commission acts on a proposed Plan amendment and the Director's recommendation, the matter shall be set for a public hearing. The City Planning Commission may hold the hearing itself or may direct the Director to hold the hearing. In either event, notice of the time, place and purpose of the hearing shall be given by at least one publication in a newspaper of general circulation in the City (designated for this purpose by the City Clerk), at least ten days prior to the date of the hearing. Notice shall also be mailed to any person requesting notice of the hearing.

At the time of the hearing, the City Planning Commission or the Director shall hear public testimony from anyone wishing to be heard on the matter. The City Planning Commission or the Director may continue the hearing to another date announced publicly at the hearing being continued; no additional notice of the continued hearing need be given. If the hearing is conducted by the Director, he or she shall submit a report to the City Planning Commission summarizing the information received. The report may also contain a recommendation to the City Planning Commission regarding its action on the proposed amendment. The Director shall file his or her report with the City Planning Commission after the close of the hearing.

2. **City Planning Commission Action.** After receiving the Director's report, or after the close of a public hearing conducted by the City Planning Commission, the City Planning Commission shall recommend to the Mayor and the Council that the proposed amendment be approved or disapproved in whole or in part. The City Planning Commission's report to the Mayor and the Council shall set forth the Commission's reasons for its recommendation.

The City Planning Commission shall act within 90 days after receiving the Director's report pursuant to Subsection B. If the City Planning Commission fails to do so, the City Planning Commission's failure to act shall be deemed a recommendation for approval of the Plan amendment.

If the City Planning Commission recommends approval of any proposed Plan amendment or disapproval of either a proposed amendment initiated by the Director or the Council, the Commission shall transmit as soon as possible those actions to the Mayor for consideration and report to the Council. If the City Planning Commission recommends the disapproval of a Plan Amendment initiated by it, the City Planning Commission shall report its decision to the Council and Mayor.



**D. Action by the Mayor on Proposed Amendments.** Within 30 days after receipt of the City Planning Commission's recommendation, the Mayor shall make a recommendation to the Council on the proposed Plan amendment. The Mayor's report to the Council shall set forth the Mayor's reasons for his or her recommendation. If the Mayor does not act within the 30-day period, the Mayor's inaction shall be deemed a recommendation for approval of the Plan amendment.

**E. Action by the Council on Proposed Amendments.** After receiving the recommendations of the City Planning Commission and the Mayor, or at the expiration of the 30-day period for the Mayor to act, the Council shall hold a public hearing on the proposed Plan amendment.

After the close of the public hearing, the Council may do either of the following:

1. Approve or disapprove the Plan amendment in whole or in part in accordance with Charter Section 555(e); or
2. Propose changes to the Plan amendment.

The Council shall take either of these actions within 75 days after receiving the recommendation of the Mayor, or within 75 days after the expiration of the Mayor's time to act if the Mayor has not made a timely recommendation. The failure of the Council to act within that 75-day period shall constitute a disapproval of the Plan amendment.

In accordance with Charter Section 555(e), if both the City Planning Commission and the Mayor recommend approval of a proposed amendment, the Council may adopt the amendment by a majority vote. If either the City Planning Commission or the Mayor recommends the disapproval of a proposed amendment, the Council may adopt the amendment only by at least a two-thirds vote. If both the City Planning Commission and the Mayor recommend the disapproval of a proposed amendment, the Council may adopt the amendment only by at least a three-fourths vote.

**F. Proposed Changes by the Council.** If the Council proposes changes to the Plan amendment that differ from the amendment as initiated or the recommendation of the City Planning Commission, the matter shall be returned simultaneously to the City Planning Commission and the Mayor for their recommendations on the proposed changes. In acting on those changes, the City Planning Commission and the Mayor shall follow the procedures set forth above for their initial action. The City Planning Commission shall act within 60 days of receipt of the Council's proposed change. The Mayor shall act within 30 days of the receipt of the City Planning Commission's recommendation on the proposed change, or the expiration of the time for the City Planning Commission to act if the Commission fails to make a timely recommendation. If either the City Planning Commission or the Mayor does not act within the time period, that inaction shall be deemed



a recommendation of approval of the proposed changes. The recommendations of the Commission and the Mayor on any changes made by the Council shall affect only those changes. The Council shall act to approve or disapprove, in whole or in part, the Plan amendment, including the Council's changes, within 120 days after receiving both the City Planning Commission's and the Mayor's recommendations on the Council's proposed changes, or the expiration of their time to act on those changes.

#### **Sec. 4. Requirement for Plan Updates and Consistency.**

Section 11.5.8 of Article 1.5 of the Los Angeles Municipal Code is amended to read as follows:

#### **SEC. 11.5.8. GENERAL PLAN REVIEW.**

A. Planning Areas. The City is hereby divided into 37 planning areas. Each planning area constitutes an area for which either a community plan, a district plan, or other portion of the Land Use Element of the General Plan has been adopted by the City. The boundaries of each planning area shall be those of the applicable adopted community or district plan, or other portion of the Land Use Element of the General Plan as they existed on enactment of this section. These boundaries may be only changed by amendment to the General Plan pursuant to the procedures set forth in Section 11.5.6 of this Code. No amendment to a plan for any of the 37 planning areas, including reduction in the number of such areas, changes in their respective boundaries, land uses permitted within or at any particular location in any such area, or any other material change, may be made until the completion of a comprehensive assessment of such proposed changes by the Planning Department to ensure that such changes do not:

1. Reduce the capacity for creation and preservation of affordable housing and access to local jobs; or
2. Undermine California Government Code Section 65915 or any other affordable housing incentive program; and

The changes must include a program to create and monitor an inventory of units within the Community Plan Area that are: subject to a recorded covenant, ordinance or law that restricts rents to levels affordable to persons and families of Lower or Very Low-Income; subject to the City Rent Stabilization Ordinance; and/or occupied by Lower-Income or Very Low-Income households.

B. Action on Proposed Amendments. The City Planning Commission shall receive the assessment by the Planning Department and shall by vote make a recommendation to accept or reject the amendment. The Commission's recommendation will be received by City Council and the Council shall vote to either accept or reject the



proposed amendment. The current plans for the 37 planning areas shall remain in full force and effect until or unless the City Council votes to amend them in accordance with this section.

**Sec. 5. Affordable Housing and Good Jobs.**

**A.** The following section shall be added into the Los Angeles Municipal Code. The Los Angeles City Council shall have authority to make non-substantive modifications to the language contained within this Initiative solely to conform to the Los Angeles Municipal Code, to the extent necessary. Any such non-substantive modifications, including re-numbering, shall not be required to go through any further voter approval process:

**SEC. 11.5.11. AFFORDABLE HOUSING.**

**(a) Affordable Housing.** To be eligible for a discretionary General Plan amendment pursuant to Subdivision B of Section 11.5.6 of the Los Angeles Municipal Code or otherwise, or any zone change or height-district change that results in increased allowable residential floor area, density or height, or allows a residential use where previously not allowed, Projects with ten or more residential dwelling units shall meet one of the following on-site affordability provisions, or satisfy one of the alternative options in subdivision (b) and shall comply with the job standards in subdivision (i).

1. **Rental Projects** shall provide the following:
  - (i) No less than the affordability percentage corresponding to the level of density increase as provided in California Government Code Section 65915(f), inclusive of any Replacement Units; or
  - (ii) If the General Plan amendment, zone change or height district change results in a residential density increase greater than 35%, then the Project shall provide no less than 5% of the total units at rents affordable to Extremely Low Income households, and either 6% of the total units at rents affordable to Very Low Income households or 15% of the total units at rents affordable to Lower Income households, inclusive of any Replacement Units; or
  - (iii) If the General Plan amendment, zone change or height district change allows a residential use where not previously allowed, then the Project shall provide no less than 5% of the total units at rents affordable to Extremely Low Income households, and either 11% of the total units at rents affordable to Very Low Income households or 20% of the total units at rents affordable to Lower Income households, inclusive of any Replacement Units.



2. **For-sale Projects** shall provide the following:

(i) No less than the affordability percentage corresponding to the level of density increase as provided in California Government Code Section 65915(f), inclusive of any Replacement Units; or

(ii) If the general plan amendment, zone change or height district change results in a residential density increase greater than 35% or allows a residential use where not previously allowed, then the Project shall provide no less than 11% of the total units at rents affordable to Very Low Income households, or 20% of the total units at rents affordable to Lower Income households, or 40% of the total units at rents affordable to Moderate Income households, inclusive of any Replacement Units.

3. **100% affordable.** Each residential unit in the Project, exclusive of a manager's unit or units, is affordable to, and occupied by, either a Lower or Very Low Income household.

4. **Projects with both for-sale and rental units.** When a Project includes both for-sale and rental dwelling units, the provisions of this Section that apply to for-sale residential development shall apply to that portion of the Project that consists of for-sale dwelling units, while the provisions of this Section that apply to rental dwelling units shall apply to that portion of the development that consists of rental dwelling units.

All Projects qualifying for development bonuses pursuant to this Section shall be required to meet any applicable replacement requirements of California Government Code Section 65915(c)(3).

A Developer seeking and receiving a density or development bonus under the provisions of California Government Code Section 65915 or any other State or local program that provides development bonuses shall not be eligible for the development bonuses pursuant to this Section. For purposes of this provision, development bonuses shall include discretionary General Plan amendments, zone changes, and height district changes.

**(b) Alternative compliance options.** A Project may satisfy the affordability provisions of this section through the following off-site options in lieu of providing affordable units on site:

1. **Off-site Construction.** The affordability provisions of this Section may be satisfied by constructing off-site affordable units at the following rate:



(i) No less than the same number of on-site affordable units, at the same or greater mix of unit type and affordability levels as provided in paragraph (a), if constructed within one-half mile of the outer edge of the Project;

(ii) No less than 1.25 times the number of on-site affordable units, at the same or greater mix of unit type and affordability levels as provided in paragraph (a), if constructed within 2 miles of the outer edge of the Project;

(iii) No less than 1.5 times the number of on-site affordable units, at the same or greater mix of unit type and affordability levels as provided in paragraph (a), if constructed within 3 miles of the outer edge of the Project.

The off-site units created pursuant to this paragraph must be on a site that is zoned for residential development at a density to accommodate at least the number of otherwise required units; is suitable for development of the units in terms of configuration, physical characteristics, location, access, adjacent uses and other relevant planning and development criteria; and environmental review has been completed to the satisfaction of the City prior to acceptance of the site by the City. The development of off-site affordable units shall include integration of community space and services as required by the Housing and Community Investment Department for comparable affordable housing development. The first Certificate of Occupancy for the off-site units shall be issued prior to or concurrent with the first Certificate of Occupancy for the original Project. In no event shall the Certificate of Occupancy for the market rate units for the original project be issued prior to the Certificate of Occupancy for the affordable off-site units. Individual affordable units constructed as part of an off-site project under this Section shall not receive development subsidies from any Federal, State or local program established for the purpose of providing affordable housing, and shall not be counted to satisfy any affordable housing requirement for the off-site development. Other units in the same offsite project may receive such subsidies. In addition, subsidies may be used, only with the express written permission by the Department of Housing and Community Investment, to deepen the affordability of an affordable unit beyond the level of affordability required by this Section.

2. **Off-site Acquisition.** The affordability provisions of this Section may be satisfied by the acquisition of property containing At-Risk Affordable Units and converting the units to non-profit, Community Land Trust, and/or tenant ownership prior to issuance of the Certificate of Occupancy for the original Project. Prior to transferring ownership to a qualified entity, the At-Risk Affordable Units shall achieve a minimum of a C2 rating based on the Fannie Mae Uniform Appraisal Dataset Property Condition Ratings, as assessed and certified by the Housing and Community



Investment Department (HCID), or as required by HCID to be completed by the Developer and subsequently certified by HCID. Any entity taking ownership of At-Risk Affordable Units pursuant to this Section shall record an affordability covenant, consistent with the provisions of subsection (d), guaranteeing affordability to Lower or Very Low Income Households. The number of At Risk Affordable Units that must be acquired and converted to non-profit or tenant ownership under this subdivision shall be as follows:

(i) No less than the same number of on-site affordable units, at the same or greater mix of unit type and affordability levels as provided in paragraph (a), if acquired within one-half mile of the outer edge of the Project;

(ii) No less than 1.25 times the number of on-site affordable units, at the same or greater mix of unit type and affordability levels as provided in paragraph (a), if acquired within 1 mile of the outer edge of the Project;

(iii) No less than 1.5 times the number of on-site affordable units, and affordability levels as provided in paragraph at the same or greater mix of unit type if acquired within 2 miles of the outer edge of the Project.

3. **In-Lieu Fee.** The affordability provisions of this Section may be satisfied by the payment of a fee to the City in lieu of constructing the affordable units within the Project. The in lieu fee shall be determined by the City based on the following:

(i) The number of units equivalent to 1.1 times the required number of on-site affordable units pursuant to paragraph (a), in the same proportion of affordability, multiplied by the applicable Affordability Gap, as defined herein.

(ii) No later than 90 days from the enactment of this ordinance, the City shall produce a study identifying the Affordability Gap for rental and ownership units of each bedroom size (studio, 1 bedroom, 2 bedroom and 3 bedroom) for each required affordability level. For rental housing, the study shall collect and determine, by unit type and affordability level, the following information from recently completed affordable housing projects funded by the City's Affordable Housing Trust Fund: total development costs and operating expenses. The study shall also determine the amounts of permanent financing available based on restricted rents and prevailing interest rates. The difference between the total development cost



and permanent financing amount shall be the Affordability Gaps per unit by unit type and affordability level. For ownership housing, the study shall identify the market median sales prices by unit type in the 37 Community Plan areas. It shall determine the restricted sales prices of for-sale units by unit type and affordability level. The difference between the market median sales price and the restricted sales price shall be the Affordability Gaps per unit by unit type and affordability level.

(iii) The City shall adjust the fee every two years, based on the results of a new Affordability Gaps study (as defined Section 5(b)(3) (ii)). An Affordability Gaps study, the proposed adjusted Affordability Gaps, and the adjusted fees shall be published within 2 years of the date that the original Affordability Gaps study is released, and consecutively thereafter by the date that is 2 years after the release of the previous Gaps study.

The fee is due and payable to the Affordable Housing Trust Fund at the time of and in no event later than issuance of the first building permit, concurrent with and proportional to project phases. The Developer shall have an option to defer payment of all or a portion of the fee upon agreeing to pay a Deferral Surcharge, with the fee and the Deferral Surcharge due and payable at the time of and in no event later than issuance of the Certificate of Occupancy. The Deferral Surcharge will be assessed at the Wall Street Journal Prime Rate plus 200 basis points at the time such fee is due, at the issuance of the building permit. The Deferral Surcharge fee shall be deposited into the Affordable Housing Trust Fund and accounted for and used as provided in Section (c).

**(c) Use of Funds.** All monies contributed pursuant to this Section shall be deposited in the City's Affordable Housing Trust Fund. All funds collected under this Section shall be used in the following manner:

1. Except as provided in Subdivision (2) below, the funds collected under this Section shall be used to create and/or preserve housing affordable to Extremely Low-, Very Low-, and Lower-Income households.

2. The City shall designate and separately account for all Deferral Surcharge payments that it receives under this Section to support the creation and/or preservation of affordable housing within one-half mile of a Major Transit Stop ("TOC area"), with priority to TOC Areas where there is a demonstrated decline in units affordable to and/or occupied by Extremely Low, Very Low and/or Lower Income households. Use of the Deferral Surcharge funds shall include but not be limited to the following:



(i) Acquisition and/or remediation of land, and/or acquisition, construction, rehabilitation, and/or financing of housing units by a Community Land Trust or non-profit entity which guarantees perpetual affordability of these units for Extremely Low, Very Low and/or Lower-Income Households or a term of affordability of these units that has a duration of a minimum of 55 years.

(ii) Funding for proactive enforcement of the City's Rent Stabilization Ordinance.

**(d) Continuing Affordability/Standards for Affordable Units.**

1. All affordable rental housing units created or acquired pursuant to this Section shall be subject to an affordability covenant acceptable to the Housing and Community Investment Department, and recorded with the Los Angeles County Recorder, guaranteeing continuing affordability to the targeted income group for no less than 55 years. In addition, when units are acquired and conveyed pursuant to the Off-Site Acquisition option, the Developer and/or entity taking ownership of the units shall create and implement a plan to prevent involuntary displacement of current tenants. Affordable units provided under this Section shall be comparable to the market rate units in the Project (or off-site location in the case of off-site affordable units) in terms of unit type, number of bedrooms per unit, quality of exterior appearance, energy efficiency, and overall quality of construction.

2. All for-sale housing units created pursuant to this Section shall be subject to an affordability covenant acceptable to the Los Angeles Housing and Community Investment Department, and recorded with the Los Angeles County Recorder, consistent with the for-sale requirements of California Government Code Section 65915(c)(2).

3. A longer term of affordability may be required if the Project receives a subsidy which requires a longer term of affordability. If the duration of affordability covenants provided for in this subsection conflicts with any other government requirement, the longest duration shall control.

**(e) Developer Incentives.** In addition to the requested General Plan amendments, zone changes and/or height district changes, a Project that provides affordable housing consistent with this Section shall also be entitled to three incentives or concessions specified in California Government Code Section 65915(k) or the applicable Affordable Housing Incentive Program.

**(f) Processing.** A Project that provides affordable housing consistent with this Section shall be entitled to review and processing by the Expedited Processing Section of the Planning Department dedicated solely to processing entitlements for such Projects with the goal of expediting such Projects.



**(g) City Council approved adjustments to affordable housing set-asides contained herein.** The City may, by majority vote of City Council, adjust the affordable housing percentages set forth in this Section upon a showing of substantial evidence that such adjustments are necessary to maximize affordable housing while ensuring a reasonable return on investment for Developers.

**(h) Waiver/Adjustment.** Notwithstanding any other provision of this Section, the requirements of this Section may be waived or adjusted only if a Project applicant shows, based on substantial evidence, that compliance with its requirements would result in a deprivation of the applicant's constitutional rights. The applicant shall bear the burden of presenting substantial evidence to support the request and set forth in detail the factual and legal basis for the claim, including all supporting technical documentation.

In determining whether an applicant has presented substantial evidence to support the request for waiver/adjustment, if upon legal advice provided by or at the behest of the City Attorney, it is determined that applying the requirements of this Section would effectuate an unconstitutional taking of property or otherwise have an unconstitutional application to the property, the requirements of this Section shall be adjusted or waived only to the extent necessary to avoid an unconstitutional result. If an adjustment or waiver is granted, any change in the use within the project shall invalidate the adjustment or waiver. If it is determined that no violation of the United States or California Constitutions would occur through application of this Section, the requirements of this Section remain fully applicable.

**(i)** All building and construction work on the project will be performed at all tiers by contractors which (a) are licensed by the State of California and the City of Los Angeles; (b) shall make a good-faith effort to ensure that at least 30% of all their respective workforces' construction workers' hours of Project Work shall be performed by permanent residents of the City of Los Angeles of which at least 10% of all their respective workforces' construction workers' hours of Project Work shall be performed by Transitional Workers whose primary place of residence is within a 5-mile radius of the covered project; (c) employ only construction workers which possess all licenses and certifications required by the State of California and the City of Los Angeles; (d) pay their construction workers performing project work the area standard wages in the project area; and (e) have at least 60% of their respective construction workforces on the project from: (1) workers who have graduated from a Joint Labor Management apprenticeship training program approved by the State of California, or have at least as many hours of on-the-job experience in the applicable craft which would be required to graduate from such a state approved apprenticeship training program, and (2) registered apprentices in an apprenticeship training program approved by the State of California or an out-of-state, federally-approved apprenticeship program. The Department of Public Works, Bureau of Contract Administration, shall bear administrative responsibilities for the labor standards required by this subsection.



**(j) Definitions.**

“At-Risk Affordable Unit” shall mean any residential dwelling unit that receives government assistance under prescribed federal, State, and/or local programs, or any combination of rental assistance and is eligible to convert to market rate due to termination (opt-out) of a rent subsidy contract, prepayment of a subsidized mortgage, or expiration of rental restrictions. These assistance programs include, but are not limited to, Housing Choice Vouchers [formerly Section 8], project-based rental assistance, subsidized mortgage programs (e.g., FHA), or expiring rent/deed restrictions with the use of State or local funding programs, including Community Redevelopment Agency Covenants.

“Community Land Trust” shall mean a California nonprofit corporation that: (1) has no part of its net earnings inuring to the benefit of any member, founder, contributor, or individual; (2) is neither sponsored by, controlled by, nor under the direction of a for-profit organization; (3) has a corporate membership of adult residents of a particular geographic area as described in the bylaws of the corporation; (4) has a board of directors that: (A) includes a majority of members who are elected by the corporate membership; (B) includes representation by persons occupying and/or leasing any structural improvements on the land; and (C) includes representation by persons residing within the geographic area specified in the bylaws of the corporation who neither lease land from the corporation nor occupy structural improvements controlled by the corporation; (5) acquires and retains parcels of land, primarily for conveyance under long-term ground leases; (6) transfers ownership of many or all of the structural improvements located on such leased parcels to the lessees; and (7) retains a preemptive option to purchase such structural improvements at a price determined by formula that is designed to ensure that the improvements remain affordable to low and moderate income households in perpetuity.

“Developer” shall mean the owner of the Project and, if different from the owner, any person, firm, partnership, association, joint venture, corporation, or any entity or combination of entities which develops or causes to be developed the residential housing project and, if applicable, provides off-site affordable units, together with their successors and assigns, but does not include a lender, any governmental entity or the general contractor working for any developer.

“Economically Disadvantaged Area” means a zip code that includes a census tract or portion thereof in which the median annual household income is less than \$40,000 per year, as measured and reported by the U.S. Census Bureau in the 2010 U.S. Census and as updated by the parties upon the U.S. Census Bureau issuing updated Median Annual Household Income data by census tract in the American Community Survey.

“Extremely Economically Disadvantaged Area” means a zip code that includes a census tract or portion thereof in which the median annual household income is less than \$32,000 per year, as measured and reported by the U.S. Census Bureau in the 2010 U.S. Census and as updated by the parties upon the U.S. Census Bureau issuing updated Median Annual Household Income data by census tract in the American Community Survey.



“Extremely Low-Income Households” is defined in Section 50106 of the Health and Safety Code.

“Lower Income Households” is defined in Section 50079.5 of the Health and Safety Code.

“Project” shall mean the construction, erection, alteration of, or addition to a structure. The term Project shall not include interior or exterior improvements that do not increase the floor area over that of an existing structure, and shall not mean any construction for which a building permit or demolition permit is required to comply with an order issued by the Department of Building and Safety to repair, remove, or demolish an unsafe or substandard condition, or to rebuild as a result of destruction by fire, earthquake or natural disaster, provided that the development is not prohibited by any provision of the Los Angeles Municipal Code and the development does not increase the square footage beyond what previously existed on the site.

“Replacement Unit” shall mean any unit that would need to be replaced pursuant to California Government Code Section 65915(c)(3) if the Project was seeking a density bonus.

“Transitional Worker” means an individual who, at the time of commencing work on the project, resides in an Economically Disadvantaged Area or Extremely Economically Disadvantaged Area and faces at least two of the following barriers to employment: (1) being homeless; (2) being a custodial single parent; (3) receiving public assistance; (4) lacking a GED or high school diploma; (5) having a criminal record or other involvement with the criminal justice system; (6) suffering from chronic unemployment; (7) emancipated from the foster care system; (8) being a veteran; or (9) being an apprentice with less than 15% of the apprenticeship hours required to graduate to journey level in a program.

“Very Low-Income Households” is defined in Section 50105 of the Health and Safety Code.

**B.** Section 5.522 of the Los Angeles Administrative Code is amended to read as follows:

**Sec. 5.522. Creation and Administration of the Affordable Housing Trust Fund.**

(a) There is hereby created and established within the Treasury of the City of Los Angeles a special fund to be known as the City of Los Angeles Affordable Housing Trust Fund (the Fund) for the purposes of receiving and disbursing monies to address the affordable housing needs of the City of Los Angeles. In addition to the initial deposit of funds, the Mayor and City Council may establish additional revenue sources and appropriate funds for deposit in the Fund from time to time. An amount equal to 25% of the initial and continuing net revenue attributable to the 2001 business tax and payroll expense



tax amnesty program and the initial and continuing net revenue attributable to the revenue program initiated pursuant to information obtained as a result of the enactment of Revenue and Taxation Code Section 1955.1 (AB 63) received in the applicable reporting period shall be allocated to the Fund and shall be transferred by the Controller from the General Fund to the Fund. The Fund shall be administered by the HCID.

(b) The money from the Fund shall only be expended within the boundaries of the City of Los Angeles, pursuant to guidelines (the “**Guidelines**”) promulgated for this purpose by the Housing and Community Investment Department (“**HCID**”). The Guidelines shall authorize expenditures from the Rental Housing Production Account, as established by Chapter 1, Article 2.9 of the Los Angeles Municipal Code, and the Municipal Housing Finance Fund, Chapter 6, Article 4.5 of the Los Angeles Administrative Code. The Guidelines and any amendments thereto shall be approved by the City Council.

(c) Money in this account shall be used exclusively for the housing needs of the City, for the development and preservation of affordable housing and such other housing activities as that term shall be defined in the Guidelines. Such activities shall include loans and grants, including but not limited to:

(1) Activities by qualified entities to provide affordable housing;

(2) Predevelopment activities, acquisition, development, new construction, rehabilitation and/or restoration of rental and/or ownership of affordable housing in the City of Los Angeles;

(3) Any other activity that contributes to an increased supply of decent, safe and sanitary affordable housing in the City of Los Angeles.

(d) All monies in the Fund shall be held separately from all other funds expended by the HCID. All monies loaned from the Fund shall be repaid to the Fund in accordance with the terms of the loan. The repaid principal and interest shall be placed in the Fund.

(e) Any gifts, contributions or other money received for the stated purposes of the Fund shall be placed in the Fund. All interest earnings accruing on money in the Fund shall become part of the Fund. Money in the Fund shall not revert to the Reserve Fund of the City.

(f) The General Manager of HCID or his or her designee shall make recommendations to the City Council for expenditures from the Fund. No expenditure may be made from the Fund without the prior approval of the Mayor and the City Council, unless otherwise authorized by the Guidelines.

(g) The provisions of this Section are suspended during the fiscal year from July 1, 2009 through June 30, 2010.



(h) All building and construction work on the project, to extent allowed by the law, will be performed at all tiers by contractors which (a) are licensed by the State of California and the City of Los Angeles; (b) shall make a good-faith effort to ensure that at least 30% of all their respective workforces' construction workers' hours of Project Work shall be performed by permanent residents of the City of Los Angeles of which at least 10% of all their respective workforces' construction workers' hours of Project Work shall be performed by Transitional Workers whose primary place of residence is within a 5-mile radius of the covered project; (c) employ only construction workers which possess all licenses and certifications required by the State of California and the City of Los Angeles; (d) pay their construction workers performing project work the wages prevailing in the project area determined pursuant to California Labor Code § 1770; and (e) have at least 60% of their respective construction workforces on the project from: (1) workers who have graduated from a Joint Labor Management apprenticeship training program approved by the State of California, or have at least as many hours of on-the-job experience in the applicable craft which would be required to graduate from such a state approved apprenticeship training program, and (2) registered apprentices in an apprenticeship training program approved by the State of California or an out-of-state, federally-approved apprenticeship program. For the purposes of this subsection the following terms have the meaning shown:

“Transitional Worker” means an individual who, at the time of commencing work on the project, resides in an Economically Disadvantaged Area or Extremely Economically Disadvantaged Area and faces at least two of the following barriers to employment: (1) being homeless; (2) being a custodial single parent; (3) receiving public assistance; (4) lacking a GED or high school diploma; (5) having a criminal record or other involvement with the criminal justice system; (6) suffering from chronic unemployment; (7) emancipated from the foster care system; (8) being a veteran; or (9) being an apprentice with less than 15% of the apprenticeship hours required to graduate to journey level in a program.

“Economically Disadvantaged Area” means a zip code that includes a census tract or portion thereof in which the median annual household income is less than \$40,000 per year, as measured and reported by the U.S. Census Bureau in the 2010 U.S. Census and as updated by the parties upon the U.S. Census Bureau issuing updated Median Annual Household Income data by census tract in the American Community Survey.

“Extremely Economically Disadvantaged Area” means a zip code that includes a census tract or portion thereof in which the median annual household income is less than \$32,000 per year, as measured and reported by the U.S. Census Bureau in the 2010 U.S. Census and as updated by the parties upon the U.S. Census Bureau issuing updated Median Annual Household Income data by census tract in the American Community Survey.

The Department of Public Works, Bureau of Contract Administration, shall bear administrative responsibilities for the labor standards required by this subsection. The requirements of this subsection, except clause (d) concerning wages, shall not apply to affordable housing developments of 25 units or less in which all units in the development



except for managers' units will be affordable to and occupied by -Lower Income households (as defined in Section 50079.5 of the Health and Safety Code). The requirements of this subsection, except clause (d) concerning wages, shall not apply to developments that have been issued award letters for state and/or local funding, which must include City of Los Angeles Affordable Housing Trust Fund award letters issued, prior to November 30, 2016.

On an annual basis, the Housing and Community Investment Department shall collect data, including but not limited to number and size of affordable housing developments and number of affordable units produced. The City may, by majority vote of City Council, adjust the labor standards required by this subsection, except clause (d) concerning wages, for affordable housing developments between 26 to 50 units in which all units in the development except for managers' units will be affordable to and occupied by -Lower Income households (as defined in Section 50079.5 of the Health and Safety Code), if at all, during the calendar year beginning on January 1, 2020, only upon a showing of substantial evidence, which shall include technical documentation and a detailed factual or legal basis, that such adjustments are necessary to maximize production of affordable housing with good, construction jobs that pay wages in accordance with clause (d).

#### **Sec. 6. Transit Oriented Communities Affordable Housing Overlay.**

Subsection A of Section 12.22 of the Los Angeles Municipal Code is amended by adding a new Subdivision 31 to read as follows:

#### **31. Transit Oriented Communities Affordable Housing Incentive Program.**

##### **(a) Application of TOC Affordable Housing Incentive Program.**

This Transit Oriented Communities Affordable Housing Incentive Program, and the provisions contained in the TOC Affordable Housing Incentive Program Guidelines, shall apply to all Housing Developments that are located within a one-half mile radius of a Major Transit Stop, as defined in subdivision (b) of Section 21155 of the California Public Resources Code. Each one-half mile radius around a Major Transit Stop shall constitute a unique Transit Oriented Communities Affordable Housing Incentive Area.

##### **(b) Preparation and Content of TOC Incentive Guidelines.**

Within 90 days of enactment of this Ordinance, the Director of Planning shall prepare TOC Affordable Housing Incentive Program Guidelines ("TOC Guidelines") that provide the eligibility standards, incentives, and other necessary components of this TOC Incentive Program described herein. Nothing in the TOC Guidelines shall restrict any right authorized in the underlying zone or height district. The TOC Guidelines shall be drafted consistent with the purposes of this Subdivision and shall include the following:



(1) **Eligibility for TOC Incentives.** A Housing Development located within a TOC Affordable Housing Incentive Area shall be eligible for TOC Incentives if it provides minimum required percentages of On-Site Restricted Affordable Units, meets any applicable replacement requirements of California Government Code Section 65915(c) (3), and is not seeking and receiving a density or development bonus under the provisions of California Government Code Section 65915 or any other State or local program that provides development bonuses. **Minimum required percentages of On-Site Restricted Affordable Units shall be determined by the Department of City Planning and set forth in the TOC Guidelines at rates that meet or exceed 11% of the total number of dwelling units affordable to Very Low income households; or 20% of the total number of dwelling units affordable to Lower Income households. The Department of City Planning shall also establish an option for a Developer to qualify for the TOC Incentives by providing a minimum percentage of units for Extremely Low Income Households, which shall be set at no less than 7%. In calculating the required Restricted Affordable Units, the percentage shall be based on the total final project unit count, and any number resulting in a fraction shall be rounded up to the next whole number.** In creating the TOC Guidelines, the Department of City Planning shall identify incentives for projects that adhere to the labor standards required in Section 5 of this Ordinance provided, that no such incentives will be created that have the effect of undermining the affordable housing incentives contained herein or in Government Code Section 65915.

(2) **TOC Incentives.** An Eligible Housing Development shall be granted TOC Incentives, as determined by the Department of City Planning consistent with the following:

(i) **Residential Density increase.** An Eligible Housing Development shall be granted increased residential density at rates that shall meet or exceed a 35% increase. In establishing the density allowances, the Department of City Planning may allow adjustments to minimum square feet per dwelling unit, floor area ratio, or both, and may allow different levels of density increase depending on the Project's base zone and density.

(ii) **Parking.** An Eligible Housing Development shall be granted parking reductions consistent with California Government Code Section 65915(p).

(iii) **Incentives and Concessions.** **An Eligible Housing Development may be granted up to either two or three incentives or concessions based upon the requirements set forth in California Government Code Section 65915(d)(2).**



(c) **Approval of TOC Guidelines and Incentives.** The City Planning Commission shall review the TOC Guidelines and shall by vote make a recommendation to adopt or reject the TOC Guidelines.

(d) **Process for changing TOC Incentives and Eligibility.** The TOC Incentives and the required percentages for On-Site Restricted Affordable Units may be adjusted for an individual TOC Affordable Housing Incentive Area through a Community Plan update, Transit Neighborhood Plan, or Specific Plan, provided that the required percentages for On-Site Restricted Affordable Units may not be reduced below the percentages set forth in subdivision (b).

(e) **Procedures.** Application for the TOC Incentives shall be made on a form provided by the Department of City Planning, and shall follow the procedures outlined in Los Angeles Municipal Code Section 12.22.A.25(g).

(f) **Covenant.** Prior to issuance of a building permit to create a Housing Development, the following shall apply:

(1) For any Housing Development qualifying for a TOC Incentive that contains rental housing for Extremely Low, Very Low, or Lower Income households, a covenant acceptable to the Los Angeles Housing and Community Investment Department shall be recorded with the Los Angeles County Recorder, guaranteeing that the affordability criteria will be observed for 55 years or longer.

(2) For any Housing Development qualifying for a TOC Incentive that contains for-sale housing, a covenant acceptable to the Housing and Community Investment Department and consistent with the for-sale requirements of California Government Code Section 65915(c)(2) shall be recorded with the Los Angeles County Recorder.

(3) If the duration of affordability covenants provided for in this subdivision conflicts with the duration for any other government requirement, the longest duration shall control.

(g) **Definitions.**

“Eligible Housing Development” shall mean a Housing Development that includes On-Site Restricted Affordable Units at a rate that meets or exceeds the minimum requirements to satisfy the TOC Incentives, as determined by the Department of City Planning and as set forth in paragraph (b)(1) above.



“Extremely Low-Income Households” is defined in Section 50106 of the Health and Safety Code.

“Housing Development” shall mean the construction of five or more new residential dwellings units, the addition of five or more residential dwelling units to an existing building or buildings, the remodeling of a building or buildings containing five or more residential dwelling units, or a mixed use development containing residential dwelling units.

“Lower Income Households” is defined in Section 50079.5 of the Health and Safety Code.

“On-Site Restricted Unit” shall mean a residential unit for which rental or mortgage amounts are restricted so as to be affordable to and occupied by Extremely Low, Very Low, or Lower income households, as determined by the Housing and Community Investment Department.

“Very Low-Income Households” is defined in Section 50105 of the Health and Safety Code.

## **Sec. 7. Enforcement.**

Any aggrieved person or resident of the City of Los Angeles shall have the right to maintain an action for equitable relief to restrain any violation of this Ordinance, or City failure to enforce the duties imposed on it by this Ordinance. The provisions of this Act shall be construed liberally to effectuate its intent and purposes. A joint labor-management committee established pursuant to the federal Labor Management Cooperation Act of 1978 (29 U.S.C. Section 175a) may bring an action in any court of competent jurisdiction against an employer that fails to pay the prevailing wage to its employees as required by this Ordinance.

## **Sec. 8. Relationship to Other Laws.**

All the provisions of this Ordinance are hereby declared by the people to be in direct and irreconcilable conflict with all of the provisions of any other initiative measure on the subject of development, the General Plan, planning areas, development project approvals, building or demolition permits, building moratoria, parking, affordable housing or wages for construction work and shall supersede the provisions of any such other initiative, if a majority of the voters vote in favor of both measures but this measure receives more votes than the other initiative. The people hereby declare that they intend that no other changes to existing laws concerning development shall be made by initiative except the ones in this Ordinance. The people do hereby expressly declare that any limitation on General Plan amendments, zone changes, or height district changes, enacted by ordinance or ballot initiative:



(a) Shall not preclude the City's ability to approve a density bonus pursuant to Government Code Section 65915 and LAMC 12.22.A.25 and/or the incentives and concessions and vehicular parking ratios referenced therein.

(b) Shall not preclude the City's ability to approve a Project that meets the requirements contained in Section 5 of the Build Better LA Initiative.

**Sec. 9. Adoption Date and Effective Dates.**

If the City Council approves this measure, or if a majority of the voters pass this Ordinance, it shall become a valid enactment of the City, binding on the City Council and all other City officials, as of the earliest date allowed by law.

**Sec. 10. Future Amendments.**

Each provision of this Ordinance shall remain in full force and effect for 10 years from the effective date of the Ordinance, unless amended or repealed by a vote of the people. The City Council of the City of Los Angeles may re-enact all of the same provisions, without amendment, following the expiration of 10 years from the effective date of this Ordinance for two successive periods of five years each but failing such action, all such provisions shall terminate automatically and shall thereafter be of no further force or effect provided that any project approved under the provisions of this Ordinance before its expiration shall be allowed to proceed as thereby approved.

**Sec. 11. Severability.**

This Act shall be interpreted so as to be consistent with all federal, state and local laws, rules and regulations. If any section, subsection, subdivision, clause, sentence, phrase or portion of this Ordinance is declared unconstitutional or invalid by a court of competent jurisdiction, the remaining sections, subsections, subdivisions, clauses, sentences, phrases and portions shall remain in full force and effect, and to this end the provisions of this Ordinance are severable. The voters thus declare that they would have passed all sections, subsections, subdivisions, clauses, sentences, phrases and portions of this Ordinance without the section, subsection, subdivision, clause, sentence, phrase or portion held unconstitutional or invalid.

Sec. B. The City Clerk is hereby authorized and directed to publish a notice containing the proposed ballot measure, specifying the date of November 8, 2016, as the date the measure is to be voted upon by the qualified voters of the City of Los Angeles. The notice shall be published once in a newspaper of general circulation in the City of Los Angeles, and in each edition thereof during that day of publication. The City Clerk is authorized and directed to prepare and keep in the City Clerk's office a sufficient supply of copies of the proposed ballot measure and to distribute the proposed ballot measure to any and all persons requesting a copy. Further, the City Clerk is authorized and directed to mail copies of the proposed ballot measure to each of the qualified voters of the City of Los Angeles.



Sec. C. The City Clerk is hereby authorized and directed to cause a notice to be published once in a newspaper of general circulation that copies of voter information pamphlets containing the proposed ballot measure may be obtained upon request in the City Clerk's office.

Sec. D. The City Clerk shall file a duly certified copy of this Resolution forthwith with the Board of Supervisors and with the Registrar-Recorder of the County of Los Angeles.



# **Attachment 4**

# L.A.'s aging water pipes; a \$1-billion dilemma

By BEN POSTON ([HTTPS://WWW.LATIMES.COM/LA-BIO-BEN-POSTON-STAFF.HTML](https://www.latimes.com/la-bio-ben-poston-staff.html)) and MATT STEVENS ([HTTPS://WWW.LATIMES.COM/LA-BIO-MATT-STEVENS-STAFF.HTML](https://www.latimes.com/la-bio-matt-stevens-staff.html))

FEB. 16, 2015

**T**he water main break that flooded Nowita Place in 2013 wasn't the kind of spectacle that brought TV cameras. Water sprayed a foot in the air through a hole in the buckled asphalt, leaving residents in the Venice neighborhood without water service for hours.

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But the break fit an increasingly common pattern for L.A.'s aging waterworks: The pipe was more than 80 years old. It was rusted out. And it was buried in corrosive soil.

About one-fifth of the city's water pipes were installed before 1931 and nearly all will reach the end of their useful lives in the next 15 years. They are responsible for close to half of all water main leaks, and replacing them is a looming, \$1-billion problem for the city.

"We must do something about our infrastructure and we must make the necessary investment," said H. David Nahai, former head of the Department of Water and Power. "If we don't act now, we'll simply pay more later."

## By the numbers

**6,730** — Miles of pipe in the DWP water main network

**435** — Miles of deteriorated water mains that DWP wants to replace, about 6.5% of the network

**\$1.34 billion** — Cost to replace at-risk water mains by 2025

**\$44 million** — Annual average amount DWP has spent on pipe replacement in the last eight fiscal years

**\$135 million** — Annual spending needed to reach 10-year pipe replacement goal

Source: Los Angeles Department of Water and Power

The DWP has a \$1.3-billion plan to replace 435 miles of deteriorating pipe in the next 10 years, but difficult questions remain about how the agency will find the money, how much it will inconvenience commuters and whether the utility can ever catch up with its aging infrastructure.

To reach its goal by 2025, the DWP would need to more than double the number of pipe miles it replaces annually and more than triple the average amount it spends on pipe replacement each year. Water officials said the department has already budgeted \$78 million for water main replacement in the current fiscal year, a significant increase from its annual average.

Future funding for the plan will depend on a combination of higher water rates, bond sales and other department revenue. Getting city leaders to approve higher water rates that the agency says it needs could require political maneuvering as the DWP deals with a standoff between city leaders and two nonprofit trusts over \$40 million the agency gave to the

organizations. The department is also rebounding from a billing scandal in late 2013.

"Like the average rate-payer, I will have to be shown the case" for an increase, Mayor Eric Garcetti said, "but I'm interested in not burying my head on this problem."

## Leaks in L.A. water grid



As officials weigh rate increases, pipes continue to deteriorate and leak, spewing millions of gallons of water onto city streets amid one of California's worst droughts on record. And costs to repair and maintain the aging system mount, totaling more than \$250 million over the last eight fiscal years.

More than a quarter-million pipes make up the DWP's 6,730-mile water main network. Since 2006, work crews have responded to about 13,000 leaks, about four a day across the city.

Some areas experienced more leaks than others — Hollywood Hills West, Mid-City and Hollywood accounted for the largest number of leaks in the city since 2010, agency data show.

During the last eight fiscal years, the department spent an average of \$44 million annually to replace about 21 miles of pipe per year.

### Leaks by area, 2010 to 2014

Still, water officials estimate that about 8 billion gallons of water are lost each year to leaky pipes, firefighting, evaporation, theft and other unaccounted losses, though they emphasize that the leak rate has been in decline over the last decade, and is about half the industry average. But the lost water could supply almost 50,000 households for a year.

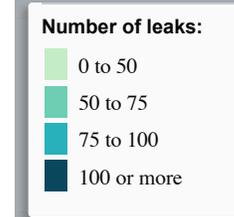
One small pipe in Woodland Hills leaked more than half a million gallons of water over the course of the year it took the DWP to find and fix it. A DWP spokeswoman said ambient noise made it difficult to find the leak with sound equipment. Workers drilled dozens of holes and dug out sections of the road to locate the leak, leaving uneven patches and a pothole filled with water, residents said.

"This thing was wasting water and we're in this severe drought," said Rick Russell, who visits his mother in the neighborhood. "It's kind of like a slap in the face."

Analyzing pipe infrastructure data, The Times found that pipe age, soil quality, water pressure and leak history are key factors that contribute to leaky water mains. DWP engineers weigh those factors when prioritizing pipes for replacement, assigning a letter grade to each water main based on its likelihood of failure and the potential consequences of a break. About 6% of the system earned grades of D and F, according to The Times' analysis.

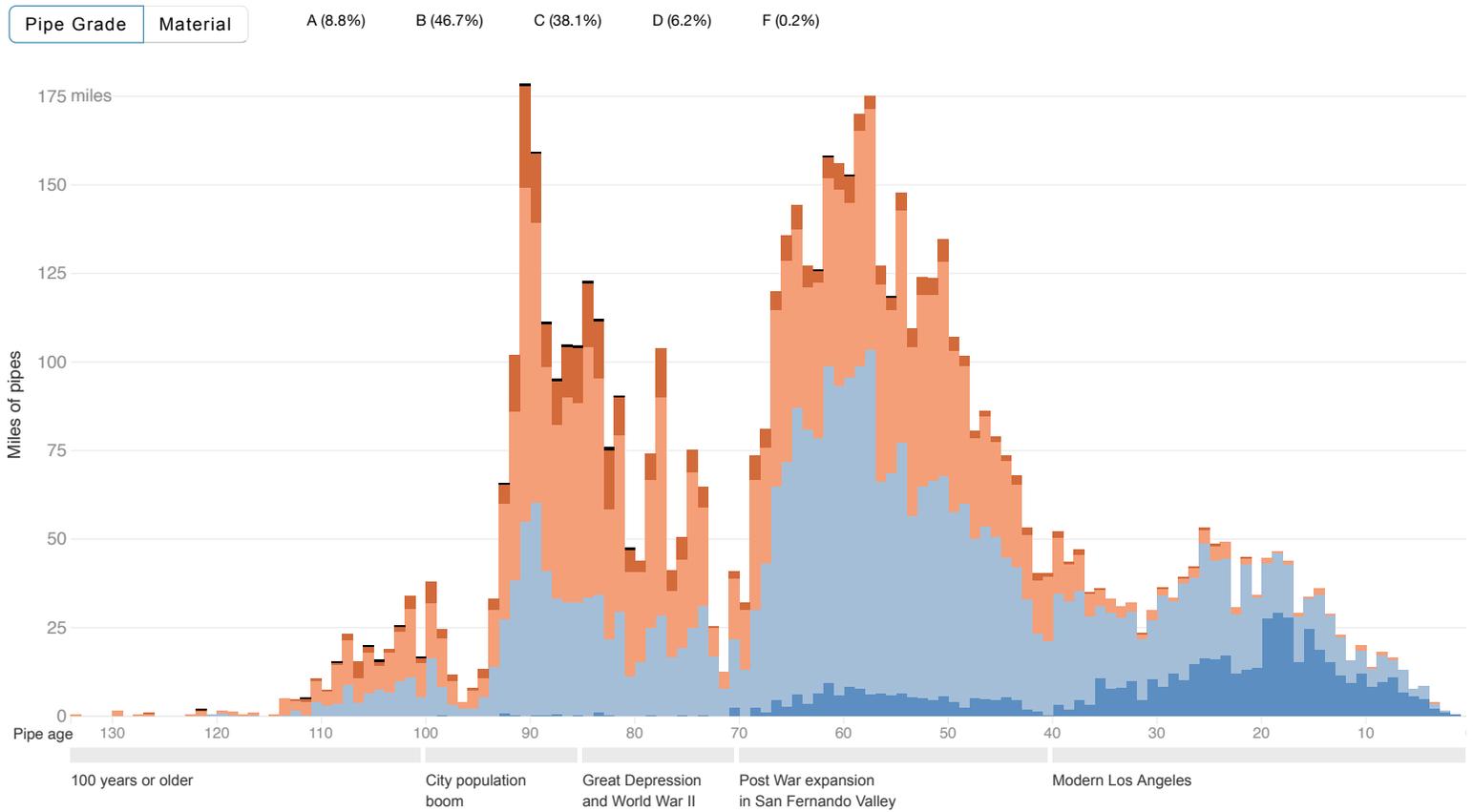
The department's 10-year plan is aimed at replacing pipes that have poor grades. Officials believe that they can replace all the pipes now ranked D and F by 2025.

More than 40% of the pipes graded D and F were installed in 1930 or earlier as Los Angeles' population boomed. The expansion of underground water mains in the city mirrored the growth in population above ground. Installation dropped off during the Great Depression and World War II, and surged during the baby boom, when the DWP installed more than 2,500 miles of water mains, department data show. Those postwar pipes will approach the end of their useful life span in about 30 years.



## L.A.'s aging water mains

The DWP uses letter grades to prioritize water mains for replacement in the city's 6,730-mile network.



Sources: Los Angeles Department of Water and Power, MapBox and OpenStreetMap.

Lucio Soibelman, a civil engineering professor at USC, reviewed the DWP's database of more than 260,000 water mains that The Times obtained through a California Public Records Act request. He found that older pipes in corrosive soils such as the sandy ground in Venice are the most likely to leak.

"These are the pipes that have to be replaced first," Soibelman said.

Those aren't the only factors, though. Water pressure and leak history are also important indicators of potential pipe failure, said Julie Spacht, the DWP's water executive managing engineer. Nearly 30% of the leaky pipes had more than one leak, the data show. Most of the at-risk water mains are being targeted for repair, The Times' review shows.

Outdated engineering methods can also make a pipe more likely to fail. Cast iron mains installed before the 1930s often rusted from the inside out, causing leaks, officials said. DWP workers began lining new pipes in the mid-1930s with concrete. That change corresponds to a steep decline in leaks, The Times found.

Cities such as Portland, Ore., San Francisco and Seattle are also seeing old pipes come of age, according to infrastructure experts who praised the DWP for addressing the issue.

"This is not just an L.A. problem," said Colin Chung, an asset management consultant based in Irvine. "Because pipes are out of sight and out of mind, no one has really thought about how we're going to pay for this."

One of the biggest recent pipe failures occurred last summer on Sunset Boulevard when two trunk lines — arterial pipes with diameters larger than 20 inches — ruptured. One of the trunk lines was more than 90 years old and graded C when it failed. The other was more than 80 and graded D.

“  
**Because pipes are out of sight and out of mind, no one has really thought about how we're going to pay for this.**  
”

— Colin Chung, an asset management consultant

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## Los Angeles DWP crews replace a water main



The broken pipes sent about 20 million gallons of water rushing into Westwood, rendering cars inoperable, warping the hardwood floor in UCLA's Pauley Pavilion and causing what school administrators estimated would be millions of dollars in damage.

Pipe repair costs totaled almost \$900,000, DWP said.

After the blowout, Garcetti asked the DWP to present a plan to address the city's infrastructure. Garcetti said the agency's goal of replacing D- and F-rated pipes by 2025 is achievable using mostly bonds and cash from existing base rates.

He didn't rule out water rate increases, but that requires public meetings and political capital from the DWP Board of Commissioners, City Council and mayor, all of whom must approve an increase.

"We do need to pay for what we need to fix," Garcetti said.

Although the DWP's \$1.3-billion plan would fix many of the current problem pipes, water officials said it doesn't address pipes that will deteriorate in coming years. Even the department conceded it is unlikely that it will ever entirely catch up.

Agency officials must also contend with quality-of-life realities for Los Angeles residents. Replacing several hundred miles of pipe could snarl traffic on roads that must be excavated. And the work will cause headaches for those who have to endure construction outside their homes.

The department's plan could also be hampered by constant regulation changes, water price fluctuations and evolving drought conditions, which some infrastructure experts said can make executing a massive long-term initiative nearly impossible.

But water officials said they need to act now.

"The goals we set are 'stretch'-type goals, but not unreasonable," Spacht said. "We're in a spot where we have an opportunity to take measures to keep us from being in a desperate situation in the future."

Leslie Pope and her husband, Doug Fischer, who live on Nowita Place in Venice, said they would pay higher water rates if it meant improved pipes. Since 2010, crews have repaired four leaks on their street and three on the next block.

The day the pipe split in front of her Craftsman bungalow, Pope and about 60 of her neighbors went without water most of the day, according to DWP records. Cones and a massive white truck blocked off the area as crews pumped out standing water. Workers ripped out and tossed aside chunks of asphalt, then dug a chest-deep hole that measured 12 feet square, the records show.

By the late afternoon, crews had removed and replaced seven feet of rusty pipe, records show.

"I love Venice," Fischer said. "But it's old and falling apart, and these things need to be taken care of."



Leslie Pope says DWP crews have repaired four leaks on her street in Venice since 2010. (Bob Chamberlin / Los Angeles Times)



**Contact The Reporters** (mailto:ben.poston@latimes.com, matt.stevens@latimes.com)

Follow @bposton (<http://twitter.com/@bposton>) and @ByMattStevens (<http://twitter.com/@ByMattStevens>) on Twitter for updates on the city's infrastructure.

*Times staff writer Peter Jamison and researcher Kent Coloma contributed to this report.*

**Credits:** Interactive Map: Priya Krishnakumar. Interactive Chart and Digital Producer: Honest Charley Bodkin.

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(<https://www.latimes.com/>)

# **Attachment 5**



# City of Los Angeles Department of City Planning

## 3/26/2021 PARCEL PROFILE REPORT

### PROPERTY ADDRESSES

1447 S HI POINT ST

### ZIP CODES

90035

### RECENT ACTIVITY

None

### CASE NUMBERS

CPC-7527  
 CPC-2004-2395-ICO  
 CPC-1989-658-ZC  
 CPC-1965-19051  
 CPC-14484-BL  
 CPC-14395  
 ORD-183497  
 ORD-177323  
 ORD-168193  
 ORD-132450  
 ORD-125356  
 ORD-125355  
 DIR-2020-2067-TOC  
 DIR-2009-2189-DB-SPR  
 ENV-2020-2068-EAF  
 ENV-2009-2092-MND

### Address/Legal Information

|                              |                    |
|------------------------------|--------------------|
| PIN Number                   | 129B173 594        |
| Lot/Parcel Area (Calculated) | 8,838.5 (sq ft)    |
| Thomas Brothers Grid         | PAGE 633 - GRID A4 |
| Assessor Parcel No. (APN)    | 5068012033         |
| Tract                        | TR 3909            |
| Map Reference                | M B 44-82          |
| Block                        | None               |
| Lot                          | FR 10              |
| Arb (Lot Cut Reference)      | 2                  |
| Map Sheet                    | 129B173            |

### Jurisdictional Information

|                          |                            |
|--------------------------|----------------------------|
| Community Plan Area      | Wilshire                   |
| Area Planning Commission | Central                    |
| Neighborhood Council     | P.I.C.O.                   |
| Council District         | CD 10 - Mark Ridley Thomas |
| Census Tract #           | 2167.00                    |
| LADBS District Office    | Los Angeles Metro          |

### Planning and Zoning Information

|   |  |
|---|--|
| Special Notes                           | None   |
| Zoning                                  | [Q]R3-1-O  |
| Zoning Information (ZI)                 | ZI-2452 Transit Priority Area in the City of Los Angeles |
| General Plan Land Use                   | Medium Residential                                       |
| General Plan Note(s)                    | Yes  |
| Hillside Area (Zoning Code)             | No   |
| Specific Plan Area                      | None   |
| Subarea                                 | None   |
| Special Land Use / Zoning               | None   |
| Historic Preservation Review            | No   |
| Historic Preservation Overlay Zone      | None   |
| Other Historic Designations             | None   |
| Other Historic Survey Information       | None   |
| Mills Act Contract                      | None   |
| CDO: Community Design Overlay           | None   |
| CPIO: Community Plan Imp. Overlay       | None   |
| Subarea                                 | None   |
| CUGU: Clean Up-Green Up                 | None   |
| HCR: Hillside Construction Regulation   | No   |
| NSO: Neighborhood Stabilization Overlay | No   |
| POD: Pedestrian Oriented Districts      | None   |
| RFA: Residential Floor Area District    | None   |
| RIO: River Implementation Overlay       | No   |
| SN: Sign District                       | No   |
| Streetscape                             | No   |
| Adaptive Reuse Incentive Area           | None   |
| Affordable Housing Linkage Fee          |  |
| Residential Market Area                 | Medium-High  |

This report is subject to the terms and conditions as set forth on the website. For more details, please refer to the terms and conditions at [zimas.lacity.org](http://zimas.lacity.org)  
 (\*) - APN Area is provided "as is" from the Los Angeles County's Public Works, Flood Control, Benefit Assessment.

|                                    |        |
|------------------------------------|--------|
| Non-Residential Market Area        | High   |
| Transit Oriented Communities (TOC) | Tier 3 |
| RPA: Redevelopment Project Area    | None   |
| Central City Parking               | No     |
| Downtown Parking                   | No     |
| Building Line                      | 15     |
| 500 Ft School Zone                 |        |
| 500 Ft Park Zone                   |        |

#### Assessor Information

|                                    |  |
|------------------------------------|--|
| Assessor Parcel No. (APN)          | 5068012033   |
| APN Area (Co. Public Works)*       | 0.203 (ac)   |
| Use Code                           | 0100 - Residential - Single Family Residence                           |
| Assessed Land Val.                 | \$690,917  |
| Assessed Improvement Val.          | \$323,021  |
| Last Owner Change                  | 12/27/2019   |
| Last Sale Amount                   | \$550,005  |
| Tax Rate Area                      | 67   |
| Deed Ref No. (City Clerk)          | 46472 +<br>444243<br>2144802<br>1728969<br>1416167<br>1015953<br>0-391 |
| Building 1                         |  |
| Year Built                         | 1946   |
| Building Class                     | D7B  |
| Number of Units                    | 1  |
| Number of Bedrooms                 | 3  |
| Number of Bathrooms                | 2  |
| Building Square Footage            | 2,331.0 (sq ft)  |
| Building 2                         | No data for building 2   |
| Building 3                         | No data for building 3   |
| Building 4                         | No data for building 4   |
| Building 5                         | No data for building 5   |
| Rent Stabilization Ordinance (RSO) | No [APN: 5068012033]   |

#### Additional Information

|   |                    |
|---|--------------------|
| Airport Hazard                                    | None               |
| Coastal Zone                                      | None               |
| Farmland  | Area Not Mapped    |
| Urban Agriculture Incentive Zone                  | YES                |
| Very High Fire Hazard Severity Zone               | No                 |
| Fire District No. 1                               | No                 |
| Flood Zone  | Outside Flood Zone |
| Watercourse                                       | No                 |
| Hazardous Waste / Border Zone Properties          | No                 |
| Methane Hazard Site                               | Methane Zone       |
| High Wind Velocity Areas                          | No                 |
| Special Grading Area (BOE Basic Grid Map A-13372) | No                 |
| Wells   | None               |

#### Seismic Hazards

|                                |  |
|--------------------------------|--|
| Active Fault Near-Source Zone  |  |
| Nearest Fault (Distance in km) | 1.4944344                                |
| Nearest Fault (Name)           | Newport - Inglewood Fault Zone (Onshore) |

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 (\*) - APN Area is provided "as is" from the Los Angeles County's Public Works, Flood Control, Benefit Assessment.

|                                      |  |
|--------------------------------------|--|
| Region                               | Transverse Ranges and Los Angeles Basin  |
| Fault Type                           | B  |
| Slip Rate (mm/year)                  | 1.00000000   |
| Slip Geometry                        | Right Lateral - Strike Slip  |
| Slip Type                            | Poorly Constrained   |
| Down Dip Width (km)                  | 13.00000000  |
| Rupture Top                          | 0.00000000   |
| Rupture Bottom                       | 13.00000000  |
| Dip Angle (degrees)                  | 90.00000000  |
| Maximum Magnitude                    | 7.10000000   |
| Alquist-Priolo Fault Zone            | No   |
| Landslide                            | No   |
| Liquefaction                         | No   |
| Preliminary Fault Rupture Study Area |  |
| Tsunami Inundation Zone              | No   |
| <b>Economic Development Areas</b>    |  |
| Business Improvement District        | None   |
| Hubzone                              | Not Qualified  |
| Opportunity Zone                     | No   |
| Promise Zone                         |  |
| State Enterprise Zone                | None   |
| <b>Housing</b>                       |  |
| Direct all Inquiries to              | Housing+Community Investment Department  |
| Telephone                            | (866) 557-7368   |
| Website                              | <a href="http://hcidla.lacity.org">http://hcidla.lacity.org</a>  |
| Rent Stabilization Ordinance (RSO)   | No [APN: 5068012033]   |
| Ellis Act Property                   | No   |
| AB 1482: Tenant Protection Act       | See Notes  |
| Assessor Parcel No. (APN)            | 5068012033   |
| Address                              | 1447 HI POINT ST   |
| Year Built                           | 1946   |
| Use Code                             | 0100 - Residential - Single Family Residence   |
| Notes                                | The property is subject to AB 1482 only if the owner is a corporation, limited liability company, or a real estate investment trust. |
| <b>Public Safety</b>                 |  |
| Police Information                   |  |
| Bureau                               | West   |
| Division / Station                   | Wilshire   |
| Reporting District                   | 762  |
| Fire Information                     |  |
| Bureau                               | South  |
| Batallion                            | 18   |
| District / Fire Station              | 58   |
| Red Flag Restricted Parking          | No   |

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 (\*) - APN Area is provided "as is" from the Los Angeles County's Public Works, Flood Control, Benefit Assessment.

## CASE SUMMARIES

Note: Information for case summaries is retrieved from the Planning Department's Plan Case Tracking System (PCTS) database.

|                          |   |
|--------------------------|---|
| Case Number:             | CPC-2004-2395-ICO   |
| Required Action(s):      | ICO-INTERIM CONTROL ORDINANCE   |
| Project Descriptions(s): | ICO TO REGULATE THE ISSUANCE OF PERMITS RELATED TO AUTOMOTIVE-RELATED USES, INCLUDING BUT NOT LIMITED TO AUTOMOBILE, TRAILER SALES, ETC                                       |
| Case Number:             | CPC-1989-658-ZC   |
| Required Action(s):      | ZC-ZONE CHANGE  |
| Project Descriptions(s): | CHANGE OF ZONE FROM R3 TO R1 IN AN AREA BOUNDED BY WILSHIRE BOULEVARD ON THE NORTH, LUCERN BOULEVARD ON THE WEST, 9TH STREET ON THE SOUTH, AND CRENSHAW BOULEVARD ON THE EAST |
| Case Number:             | CPC-1965-19051  |
| Required Action(s):      | Data Not Available  |
| Project Descriptions(s): |   |
| Case Number:             | CPC-14484-BL  |
| Required Action(s):      | BL-BUILDING LINE  |
| Project Descriptions(s): | Data Not Available  |
| Case Number:             | DIR-2020-2067-TOC   |
| Required Action(s):      | TOC-TRANSIT ORIENTED COMMUNITIES  |
| Project Descriptions(s): | TOC TIER 3 DEVELOPMENT OF 20 UNITS, INCLUDING 2 AFFORDABLE AND 3 INCENTIVES   |
| Case Number:             | DIR-2009-2189-DB-SPR  |
| Required Action(s):      | DB-DENSITY BONUS<br>SPR-SITE PLAN REVIEW  |
| Project Descriptions(s): | DENSITY BONUS FOR ONE ON-MENU INCENTIVE FOR BUILDING HEIGHT INCREASE TO 42 FT. IN LIEU OF THE 35-FT. LIMIT PER "Q".   |
| Case Number:             | ENV-2020-2068-EAF   |
| Required Action(s):      | EAF-ENVIRONMENTAL ASSESSMENT  |
| Project Descriptions(s): | TOC TIER 3 DEVELOPMENT OF 20 UNITS, INCLUDING 2 AFFORDABLE AND 3 INCENTIVES   |
| Case Number:             | ENV-2009-2092-MND   |
| Required Action(s):      | MND-MITIGATED NEGATIVE DECLARATION  |
| Project Descriptions(s): | DENSITY BONUS SEEKING ONE INCENTIVE FROM THE MENU FOR BUILDING HEIGHT INCREASE TO 42 FEET, AND SITE PLAN REVIEW FOR A RESIDENTIAL PROJECT IN EXCESS OF 50 UNITS.              |

## DATA NOT AVAILABLE

CPC-7527  
CPC-14395  
ORD-183497  
ORD-177323  
ORD-168193  
ORD-132450  
ORD-125356  
ORD-125355