DEPARTMENT OF CITY PLANNING

RECOMMENDATION REPORT

City Planning Commission

Date: June 9, 2022
Time: after 8:30 a.m.*
Place: In conformance 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/commissionsboards-hearings and/or by contacting cpc@lacity.org

Public Hearing: N/A
Appeal Status: Not further appealable
Expiration Date: June 9, 2022

Case No.: **DIR-2021-7095-TOC-HCA-1A**

CEQA No.: ENV-2021-7096-CE
Council No.: 4 – Nithya Raman
Plan Area: Sherman Oaks – Studio City – Toluca Lake – Cahuenga Pass
Specific Plan: None
Certified NC: Studio City

Land Use: Community Commercial
Zone: [Q]C2-1-RIO

Applicant: Rafi Kuyumjian
Representative: Sam Aslanian, Sam Aslanian Architect, Inc.

Appellant 1: Margaret Nicholson/Hoffman Family LP
Representative: Barry Johnson, Studio City Residence Association

Appellant 2: Tom Billett, and tenants of 12020 Hoffman Street
Representative:

PROJECT LOCATION: 4017, 4021 and 4027 Radford Avenue

PROPOSED PROJECT: The proposed project is the demolition of existing site improvements and the construction, use, and maintenance of a new, six-story, 57,829 square-foot mixed-use building with 54 dwelling units, including six (6) dwelling units set aside for Extremely Low Income Households. The project includes 3,374 square-feet of commercial space. The project will provide a total of 59 residential automobile parking spaces and 18 commercial automobile parking spaces. Additionally, there will be six (6) short-term and 38 long-term bicycle parking spaces.

APPEAL ACTION:

1. An appeal of the Director of Planning determination, based on the whole of the administrative record, that the project is exempt from the CEQA Guidelines, Section 15332, Class 32 and that there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies; and

2. An appeal of the Director of Planning's approval of a Transit Oriented Communities Affordable Housing Incentive Program for a Tier 3 project with a

total of 54 dwelling units, including six (6) units reserved for Extremely Low Income (ELI) Household occupancy for a period of 55 years, along with the following three (3) Additional Incentives:

a. RAS3 Zone Yards (Side and Rear). To permit the use of the side (westerly) and rear yard requirements of the RAS3 Zone of five (5) feet;

b. Height. To permit a 22-foot or two (2) story height increase to 67 feet and 6-stories, and

c. Open Space. To permit a 25% decrease in required open space for a total of 4,876 square feet.

RECOMMENDED ACTIONS:

1. **Deny** the appeal;

2. **Determine** that, based on the whole of the administrative record, the project is exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines, Article 19, Section 15332, Class 32 (In-Fill Development Projects) and there is no substantial evidence demonstrating that any exceptions contained in Section 15300.2 of the State CEQA Guidelines regarding location, cumulative impacts, significant effects or unusual circumstances, scenic highways, or hazardous waste sites, or historical resources applies;

3. **Sustain** the determination of the Director of Planning to conditionally approve a TOC Affordable Housing Incentive Program for a Tier 3 project with a total of 54 dwelling units, including six (6) units reserved for Extremely Low Income (ELI) occupancy for a period of 55 years, along with the three (3) Additional Incentives:

   a. RAS3 Zone Yards (Side and Rear). To permit the use of the side (westerly) and rear yard requirements of the RAS3 Zone of five (5) feet;

   b. Height. To permit a 22-foot or two (2) story height increase to 67 feet and 6-stories, and

   c. Open Space. To permit a 25% decrease in required open space for a total of 4,876 square feet, and

4. **Adopt** the findings therein.

VINCENT. P. BERTONI, AICP
Director of Planning

Heather Bleemers, Senior City Planner

Oliver Netburn, City Planner

Alexander Truong

Alexander Truong, City Planning Associate
alexander.truong@lacity.org

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 272 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 Commission's Office a 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 the 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. The meeting facility and its parking are wheelchair accessible. 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 at least seven (7) days prior to the meeting by calling the City Planning Commission Office at (213) 978-1300.

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PROJECT ANALYSIS

PROJECT BACKGROUND

The subject property is a flat, irregular-shaped, 15,421 square-foot lot comprised of three (3) contiguous parcels with a frontage of approximately 170 feet along Radford Avenue to the east and approximately 100 feet along Hoffman Street to the north. The project site is further bound by an alley to the west and an alley to the south. The subject property is currently developed an automotive repair shop.

The subject property is zoned [Q]C2-1-RIO within the Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan Area with a Community Commercial land use designation. The project site is located within Transit Oriented Communities (TOC), Tier 3. The site is located within 1.71 kilometers from the Hollywood Fault and liquefaction area. The site is not located within a flood zone or landslide area.

The proposed project is the demolition of existing site improvements and the construction, use, and maintenance of a new, six-story, 57,829 square-foot mixed-use building with 54 dwelling units, including six (6) dwelling units set aside for Extremely Low Income Households. The project includes 3,374 square-feet of commercial space. The building will be constructed with two (2) levels of subterranean parking, one (1) at-grade level for a residential lobby, commercial tenants and parking, and five (5) residential levels above. The project includes four (4) studio units, 27 one-bedroom units, 18 two-bedroom units, five (5) three-bedroom units and 4,876 square feet of open space for residents.

The project will provide a total of 59 residential automobile parking spaces and 18 commercial automobile parking spaces. Additionally, there will be six (6) short-term and 38 long-term bicycle parking spaces. Vehicular access to the site is provided via two (2) two-way driveways along the westerly and southerly alleys.

The project is located in Tier 3 of the Transit Oriented Communities Incentive Areas and therefore, pursuant to the Transit Oriented Communities Affordable Housing Incentive Program Guidelines (TOC Guidelines), by setting aside 10% of the total number of dwelling units for Extremely Low Income Households, the project is eligible for the Base Incentives (Residential Density, Floor Area Ratio (FAR) and Automobile Parking); and by setting aside at least 11% of the base density the project is entitled to three (3) Additional Incentives.

The Additional Incentives requested are found on the Menu of Incentives and include: the use of RAS3 Zone yard requirements, additional height and a reduction in open space.

Surrounding uses are within residential, commercial, and industrial zones and are developed with residential and commercial structures. The property to the north across Hoffman Street is zoned [Q]C2-1-RIO and is improved with a cocktail lounge. The property to east across Radford Avenue is zoned [Q]M2-1-RIO and improved with a studio center. The properties to the south and across the alley are zoned [Q]C2-1-RIO and improved with a commercial office building. The property to the west and across the alley is zoned R3-1-RIO and improved with a multi-family residential structure.

STREETS AND CIRCULATION

Radford Avenue, abutting the property to the east, is an Avenue II, dedicated to a right-of-way width of 86 feet and improved with asphalt roadway, curb, gutter, and concrete sidewalks.

Hoffman Street**,** abutting the property to the north, is designated as a Local Street-Standard, dedicated to a right-of-way width of 60 feet and improved with asphalt roadway, curb, gutter, and concrete sidewalks.

Alleys, adjoining the subject property to the west and south are each dedicated to a width of 20 feet.

TRANSIT ORIENTED COMMUNITIES AFFORDABLE HOUSING INCENTIVE PROGRAM

Pursuant to the voter-approved Measure JJJ, Los Angeles Municipal Code (LAMC) 12.22-A,31 was added to create the Transit Oriented Communities (TOC) Affordable Housing Incentive Program (TOC Program). The Measure requires the Department of City Planning to create TOC Affordable Housing Incentive Program Guidelines (TOC Guidelines) for all Housing Developments located within a ½-mile (or 2,640-foot) radius of a Major Transit Stop. These Guidelines provide the eligibility standards, incentives, and other necessary components of the TOC Program consistent with LAMC 12.22-A,31.

A qualifying TOC Project shall be granted Base Incentives with regard to increased residential density, increased floor area ratio, and reduced automobile parking requirements. In addition to these Base Incentives, an eligible project may be granted Additional Incentives with regard to yards and setbacks, open space, lot coverage, lot width, averaging, density calculation, height, and developments in public facilities zones. Up to three (3) Additional Incentives may be granted in exchange for providing the requisite set aside of affordable housing as enumerated in the TOC Guidelines.

The proposed project is located less than 2,640 feet from a Major Transit Stop at the intersection of the Ventura Boulevard and Laurel Canyon Boulevard, which contains the intersection of two (2) qualifying transit services, the Metro NextGen Tier 1 Rapid Line 150/240 and the DASH Van Nuys/Studio City. As the project will set aside at least 10% of the total number of units for Extremely Low Income Households and meets all other eligibility requirements of the TOC Affordable Housing Incentive Program, the project is entitled to the Base Incentives.

In addition, as the Ventura Boulevard and Laurel Canyon Boulevard intersection is less than 750 feet from the subject property and also is served by Metro NextGen Tier 1 Rapid Line 150/240 and the DASH Van Nuys/Studio City, the project is located within Tier 3 of the TOC Guidelines. As the project will set aside 11% of the base number of units for Extremely Low Income Households, the project is entitled to three (3) Additional Incentives. The applicant is requesting 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:

a. **Density:** The subject property is zoned [Q]C2-1-RIO and is limited to a maximum density of one (1) dwelling unit per 400 square feet of lot area. At 17,845 square feet in size (including half of the abutting alleys), the property has a base density of 45 units (17,845 square feet of lot area divided by 400 square feet and rounded up). As an eligible Housing Development, the project is entitled for a 70 percent density increase for a maximum of 77 total units; 54 units are proposed.

b. **Floor Area Ratio (FAR)**: The subject property is zoned [Q]C2-1-RIO and limited to an FAR of 1.5 to 1. As an eligible Housing Development, the project is entitled to an FAR

increase resulting in an FAR of 3.75 to 1. As proposed, the project has a maximum FAR of 3.75 to 1.

c. **Parking**: Pursuant to LAMC Section 12.21-A,4, the proposed 54-unit mixed-use project would be required to provide a total of 91 residential automobile parking spaces and 25 commercial automobile parking spaces. As an Eligible Housing Development in Tier 3, the project shall not be required to exceed 0.5 spaces per residential unit and is permitted up to a 30% reduction in the nonresidential parking requirement. As proposed, the project is providing 59 residential parking spaces and 18 commercial parking spaces for a total of 77 automobile parking spaces.

Tier 3 Additional Incentives:

Pursuant to the Transit Oriented Communities Affordable Housing Incentive Program Guidelines (TOC Guidelines), the Tier 3 Project has been granted three (3) Additional Incentives in order to construct the proposed project:

a. **RAS3 Setbacks.** The subject property is zoned [Q]C2-1-RIO and the project would be required 9-foot side yards and an 18-foot rear yard. Eligible Housing Developments in commercial zones may utilize any or all of the yard requirements for the RAS3 zone per LAMC 12.10.5. In this case, the project will utilize the side and rear yard setback requirements of the RAS3 Zone resulting in a five-foot rear yard and a five-foot side yard (westerly) setback.

b. **Height**. The subject property is zoned [Q]C2-1-RIO and the project would be permitted a maximum of four (4) stories pursuant to Ordinance No. 164,341 with a maximum building height of 45 feet. Eligible Housing Developments in Tier 3 may be granted two (2) additional stories and up to 22 additional feet. In this case, the project is proposed with a maximum building height of 67 feet at six (6) stories.

c. **Open Space**. Pursuant to LAMC Section 12.21-G, the proposed 54-unit residential building would be required to provide a total of 6,425 square feet of open space. Eligible Housing Developments in Tier 3 may be permitted up to a 25 percent decrease in the required open space. The project proposes a reduction of 25 percent in the required amount of open space resulting in a total of 4,876 square feet of open space.

APPEAL ANALYSIS

APPEAL POINTS AND STAFF RESPONSES

On January 20, 2022, the city issued a letter of determination approving a Transit Oriented Communities Affordable Housing Incentive Program (TOC) for the proposed project. On January 27, 2022 and February 2, 2022, two (2) appeals (Exhibits C & D) were filed in a timely manner by Margaret Nicholson/Hoffman Family LP and Tom Billett, and tenants of 12020 Hoffman Street, respectively.

Appeal Nos. 1 & 2 – [Margaret Nicholson/Hoffman Family LP and Tom Billett, and tenants of 12020 Hoffman Street]

1. Eligibility for TOC Validity

Appeal Comment:

The appellants state that the TOC application is not valid for the subject project's location. The property is not located within 2,640 feet of a Major Transit Stop, the transportation qualifiers are invalid and therefore does not qualify for the Transit Oriented Communities Affordable Housing Incentive Program.

Staff Response:

On February 25, 2021, the Department of City Planning issued a tier verification form which established that the subject property was located within Tier 3 of the TOC Guidelines. The verification form referenced the intersection of Ventura Boulevard and Laurel Canyon Boulevard as a Major Transit Stop because it contained the intersection of two (2) qualifying transit services: the Metro NextGen Tier 1 Rapid Line 150/240 and the DASH Van Nuys/Studio City. The basis for this Tier 3 verification relied on the definitions of a TOC Affordable Housing Incentive Area and Major Transit Stop found in the TOC Guidelines:

> TOC Affordable Housing Incentive Area: Each one-half mile radius (2,640 feet) around a Major Transit Stop, as defined in subdivision (b) of Section 21155 of the California Public Resources Code, and provided in Section II of these Guidelines, shall constitute a unique TOC Affordable Housing Incentive Area.
>
> Major Transit Stop: A site containing a rail station or the intersection of two or more bus routes with a service interval of 15 minutes or less during the morning and afternoon peak commute periods. The stations or bus routes may be existing, under construction or included in the most recent Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP).
>
> Regular Bus: Non Rapid Bus lines with at least 15 minute average headways.
>
> Rapid Bus: A higher quality bus service that may include several key attributes, including dedicated bus lanes, branded vehicles and stations, high frequency, limited stops at major intersections, intelligent transportation systems, and possible off-board fare collection and/or all door boarding. It includes, but is not limited to, Metro Bus Rapid Transit lines, Metro Rapid 700 lines, Metro Orange and Silver Lines, Big Blue Rapid lines and the Rapid 6 Culver City bus.

Transportation Qualifier 1: Metro NextGen Tier 1 Rapid Line 150/240

The first transportation qualifier is a Metro NextGen Tier 1 Rapid Line 150/240 which is a Rapid Bus. The term Rapid Bus is broadly defined within the TOC Guidelines and includes several characteristics such as dedicated bus lanes, branded vehicles and stations, high frequency, limited stops at major intersections; to name a few. This includes The Metro Next Gen Tier 1 Rapid Line 150/240 as this is the Rapid Bus that services this intersection. The NextGen Tier 1 Rapid Line is based on Metro's classification and is also documented in the Departmental memo dated 3/25/2021 (Exhibit G). The NextGen system includes a new bus classification system with different Tier levels. Tier 1 is the highest quality bus NextGen line and will replace current Rapid Bus lines as they are discontinued. Tier 1 routes are planned to achieve service interval levels of at least ten minutes throughout the weekday daytime. The 240 bus has 10-minute service intervals in both directions.

Transportation Qualifier 2: DASH Van Nuys/Studio City

Qualifying TOC bus routes may include routes which are included in the most recent SCAG RTP. While SCAG RTP (known as Connect Socal) speaks in generalities, the policies and strategies it discusses are the result of an extensive and collaborative effort to coordinate the region's transportation systems. In doing so, the RTP relies on the information found in supporting technical reports, one of which is titled "Project List".

City Council Action and Mayor Concurrence in October, 2018 (Council File 18-0244) approved the Transportation Committee Report relative to implementing Transit Service Analysis Phase One recommendations to expand various transit services; one of which includes the increase of DASH bus frequency to every 15 minutes during the weekdays. This enhancement is included in the Southern California Association of Governments' (SCAG) Regional Transportation Plan (RTP). The plan is for the line to achieve at least 15 minute average peak headways, thus qualifying the line as a Regular Bus.

These two transportation qualifiers of a Regular Bus and Rapid bus intersect within 750 feet of the project site, and as such, the project qualifies as a Tier 3 project.

2. <u>Privacy</u>

Appeal Comment:

The appellants state that the proposed project will tower over their apartment building and take over their enjoyment of privacy.

Staff Response:

As the Ventura Boulevard and Laurel Canyon Boulevard intersection is located less than 750 feet from the subject property and contains the intersection of a Rapid Bus and Regular Bus, the project is located within Tier 3 of the TOC Guidelines. Furthermore, as the project will set aside 11% of the base number of units for Extremely Low Income Households, the project is entitled to three (3) Additional Incentives, including an increase in height of up to two (2) stories or an additional 22 feet. The subject property is zoned [Q]C2-1-O and pursuant to Ordinance No, 164,341, the project is permitted a maximum of four (4) stories the maximum height permitted is 45 feet. With an additional 22 feet increase in height, the maximum height is 67 feet; the project's maximum height proposed is 67 feet.

Thus, the project is compliant with the Additional Incentive for Height. The issue related to privacy is not a basis to grant or deny incentives in either Los Angeles Municipal Code (LAMC) 12.22-A,31 or the TOC Guidelines.

3. Parking and Traffic

Appeal Comment:

The appellants state that the proposed project's location is already highly developed with many multi-family developments resulting in traffic, congestion and lack of street parking. The proposed project will intensify traffic and street parking issues.

Staff Response:

As the project will set aside at least 10% of the total number of units for Extremely Low Income Households and meets all other eligibility requirements of the TOC Affordable Housing Incentive Program, the project is entitled to the Base Incentives, one of which is Parking. Pursuant to LAMC Section 12.21-A,4, the proposed 54-unit mixed-use project would be required to provide a total of 91 residential automobile parking spaces and 25 commercial automobile parking spaces. As an Eligible Housing Development, the project shall not be required to exceed 0.5 spaces per residential unit and up to a 30% reduction in the nonresidential parking requirement. At a minimum, the project is required to provide 27 residential parking spaces and 18 commercial parking spaces for a total of 45 parking spaces. As proposed, the project is providing 59 residential parking spaces and 18 commercial parking spaces for a total of 77 automobile parking spaces. Therefore, the project is compliant with the Base Incentive for Parking.

Appeal No. 2 – Tom Billett, and tenants of 12020 Hoffman Street

4. Noise and Noxious Smells

Appeal Comment:

The appellants state that the proposed project use of the alleyways will result in more noise and noxious smells.

Staff Response:

The proposed project will provide a total of two driveways; each is accessible from the westerly and southerly alley. The proposed use of the alleys are for ingress and egress; typical to this type of mixed-use development that abuts one or more alleys. The increase in noise would not result in any significant impact; and the increase in smell would be typical of that generated by passenger vehicles.

Nevertheless, the appellant has not submitted any substantial evidence to refute the analysis and conclusion in the Class 32 Categorical Exemption determination.

STAFF RECOMMENDATION

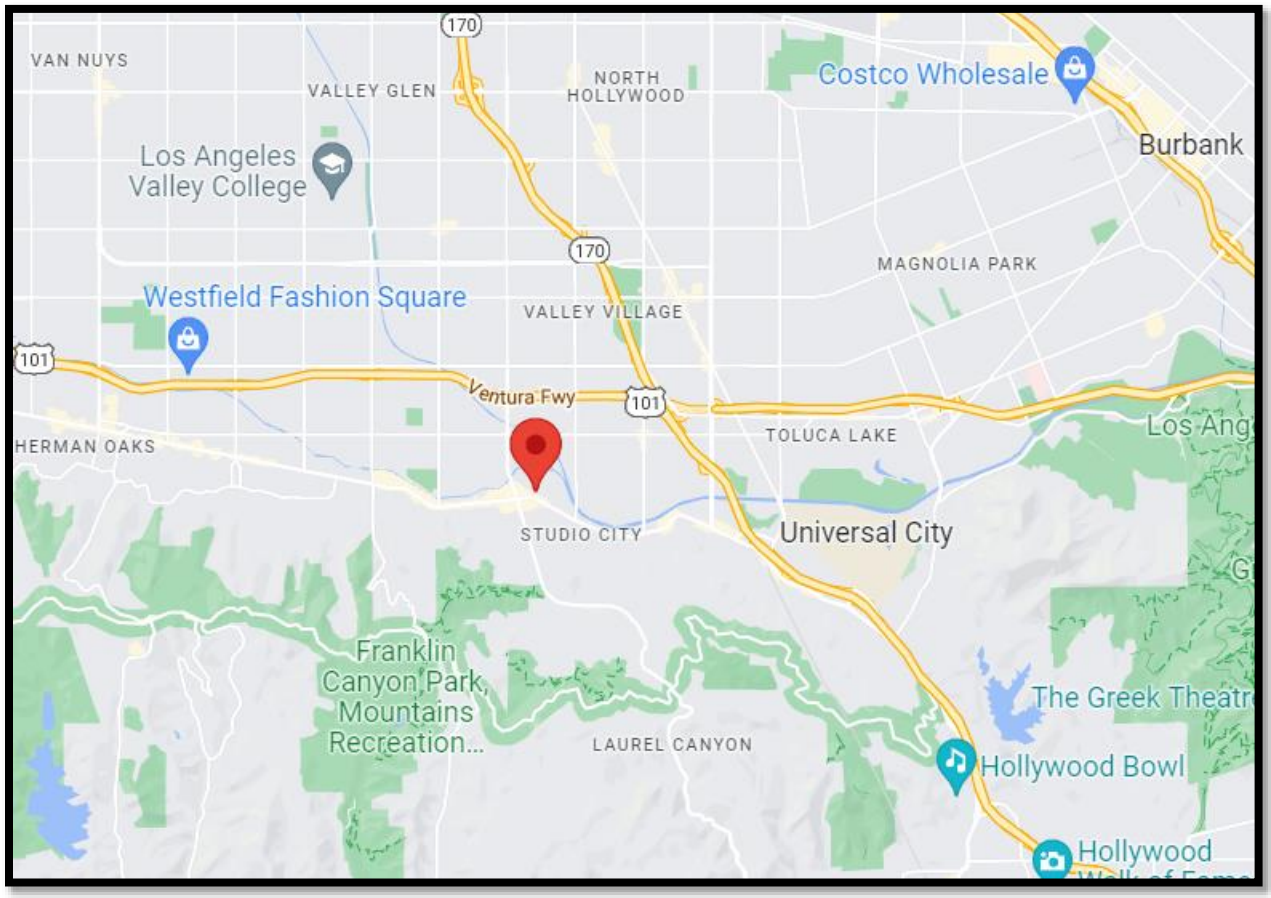
Conclusion

Staff recommends the City Planning Commission deny the appeal and sustain the Determination by the Director of Planning. The proposed project is consistent with applicable provisions of the LAMC and CEQA. All of the required findings for a Transit Oriented Communities Affordable Housing Incentive Program pursuant to LAMC 12.22-A,31 were made in the affirmative and an appropriate environmental clearance under CEQA has been applied. As such, the Director did not err in approving the proposed project.

Maps

Map 1

Vicinity Map



Map 2

Radius Map

Map 3

Zoning Map

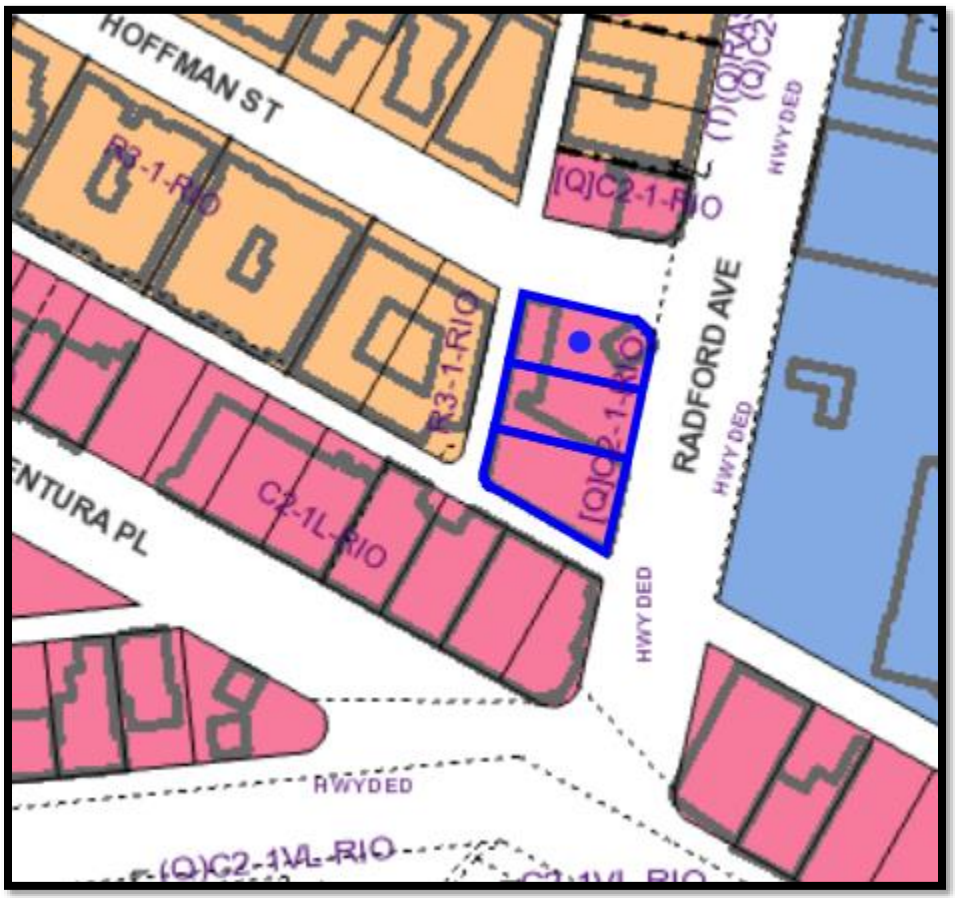


Exhibit A

Plans

RADFORD PLACE

54 UNIT MIXED USE PROJECT

4021 RADFORD AVE.,

STUDIO CITY, CA 91604

EXHIBIT "A"
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SAM ASLANIAN
ARCHITECT
19951 TURNBERRY DRIVE
TARZANA CA 91356
TEL: 818.383.3237
FAX: 818.301.2703
email: sam@aslanianarchitects.com
www.aslanianarchitects.com

SIGNATURE

REGISTERED ARCHITECT — SAM ASLANIAN — No. 24043 — Exp. 01-31-2023 — ARCHITECT — STATE OF CALIFORNIA

OWNER

MR. RAFI KUYUMJIAN
3832 GLENEAGLES DRIVE
TARZANA, CA 91356
Tel: 818-398-3886

CONSULTANT

PROJECT DATA

PROJECT DESCRIPTION: NEW 6 STORY MIXED USE PROJECT WITH GROUND FLOOR RETAIL, RESIDENTIAL UNITS ON LEVELS 2-6 AND 2 LEVEL SUBTERRANEAN PARKING GARAGE.

ADDRESS: 4017, 4021 AND 4027 RADFORD AVE., STUDIO CITY, CA 91604.USE 4021 RADFORD AVE., STUDIO CITY, CA 91604.

APN: 2368-002-033

ZONE: (Q) C2-1-RIO; TOC TIER 2 AND 3. Q CONDITION CONSISTS OF THE FOLLOWING REQUIREMENTS: DEVELOPMENT PLAN MUST BE SUBMITTED TO PLANNING AND NEW BUILDINGS ARE LIMITED TO 4 STORIES. NOTE: ENTIRE SITE TO BE DEVELOPED AS A TIER 3 PROJECT IN ACCORDANCE WITH THE TOC TIER VERIFICATION FORM.

LOT AREA: 5504.9(LOT 58) + 4999.9 (LOT 59) + 4916.1 (LOT 60) = 15420.9 SF

DENSITY: 15420.9 SF (LOT AREA) + 2424.4 SF (HALF ALLEY) = 17845.3 SF . 17845.3 SF/ 400 = 45 (ROUNDED). 45 X 1.7= 77 (ROUNDED) MAXIMUM ALLOWED. PROPOSED DENSITY: 54

AFFORDABLE UNITS: 10% X 54 UNITS = 6 (ROUNDED) UNITS SET ASIDE FOR EXTREMELY LOW-INCOME HOUSEHOLDS.

HEIGHT: 45' PER 12.22A.23(a)(1) "COMMERCIAL CORNER DEVELOPMENT". 45'+ 22' (TOC TIER 3 ADDITION INCENTIVE) = 67'. 4 STORIES PER Q CONDITION. 4 STORIES + 2 STORIES = 6 STORIES. (TIER 3 - ADDITIONAL INCENTIVE). PROPOSED: 6 STORIES AND 67' HIGH.

FAR: 15,420.9 X 3.75 (TIER 3) = 57,828.38 SF

OPEN SPACE:

REQUIRED:

03 SINGLE UNITS (< 3 HAB. RMS) X 100	=	300 S.F.
24 ONE BEDROOM UNITS (< 3 HAB. RMS.) X 100	=	2400 S.F.
16 TWO BEDROOM UNITS (= 3 HAB. RMS.) X 125	=	2000 S.F.
04 THREE BEDROOM UNITS (>4 HAB. RMS.) X 175	=	700 S.F.
01 SINGLE UNIT + LOFT (< 3 HAB. RMS) X 125	=	125 S.F
03 ONE BEDROOM UNITS + LOFT (= 3 HAB. RMS.) X 125	=	375 S.F
02 TWO BEDROOM UNITS + LOFT (> 4 HAB. RMS.) X 175	=	350 S.F.
01 THREE BEDROOM UNITS + LOFT (>5 HAB. RMS.) X 175	=	175 S.F.
OPEN SPACE REQUIRED :	=	6425 S.F.

OPEN SPACE REDUCTION (ADDITIONAL TOC TIER 3 INCENTIVE): 6425 S.F. - 1606 S.F. (25%) = 4819 S.F.

PROVIDED:

39 PRIVATE BALCONIES & 02 PRIVATE DECK (41 X 50) =		2050 S.F.
ROOF DECK #1 AT SIXTH FLOOR	=	624 S.F.
ROOF DECK #2 AT SIXTH FLOOR	=	1742 S.F.
GYM #2 AT SIXTH FLOOR	=	460 S.F.
TOTAL PROVIDED	=	4876 S.F.

4876 S.F. > 4819 S.F. PROJECT COMPLIES.

SETBACKS: GROUND FLOOR: NONE; LEVELS 2-6 NOT REQ'D. WHEN ABUITING STREETS AND ALLEYS FOR MIXED USE PROJECTS (LAMC 12.22.A.18.C.3) PROJECT PROVIDES 15' UPPER LEVEL STEP BACK FACING RADFORD AVE. & HOFFMAN STREET IN ACCORDANCE WITH TOC TIER 3 HEIGHT INCREASE EXCEPTION.

VEHICLE PARKING:

REQUIRED:
RESIDENTIAL PARKING: 54 UNITS X 0.5 = 27.
CAFE: 1800 SF /100 = 18 ROUND TO 18
RETAIL: 1574 SF /250 = 6.29 ROUND TO 7
REDUCE COMMERCIAL PARKING 30% (TOC TIER 3 - BASE INCENTIVE) (18+7) = 25. 25-7 (30%) = 18
TOTAL (RESIDENTIAL & COMMERCIAL) REQUIRED: 27+18 = 45.
EV - RESIDENTIAL: 58 X 30% = 18 (17 STANDARD EV + 1 VAN ACCESSIBLE VAEV)
EV - COMMERCIAL: 18 X 30% = 5 (4 STANDARD EV + 1 VAN ACCESSIBLE VAEV)
HC - RESIDENTIAL: 27 X 2% = 1 VAN ACCESSIBLE HANDICAP PARKING SPACE
HC - COMMERCIAL: 1 VAN ACCESSIBLE HANDICAP PARKING SPACE PER TABLE 11B - 208.2
MAX. COMPACT ALLOWED FOR COMMERCIAL 18 x 40% = 7
PROVIDED:

STANDARD	=	20 (16 RESIDENTIAL + 4 COMMERCIAL)
COMPACT	=	29 (23 RESIDENTIAL + 6 COMMERCIAL)
EV	=	26 (18 STANDARD RESIDENTIAL EV + 6 STANDARD COMMERCIAL EV + 1 HCEV RESIDENTIAL + 1 HCEV COMMERCIAL)
HC	=	02 (1 VAN ACCESSIBLE RESIDENTIAL + 1 VAN ACCESSIBLE COMMERCIAL)

TOTAL RESIDENTIAL PROVIDED: 59 (16+23+18+1+1)
TOTAL COMMERCIAL PROVIDED: 18 (4+6+6+1+1)
TOTAL PARKING (RESIDENTIAL + COMMERCIAL): 59 + 18 = 77

COMMERCIAL PARKING PROVIDED:

STANDARD	= 04
EV	= 06
VAEV (VAN ACCESS)	= 01
COMPACT	= 06
HC - VAN	= 01
TOTAL COMMERCIAL PROVIDED	= 18

RESIDENTIAL PARKING PROVIDED:

STANDARD	= 16
EV	= 18
VAEV (VAN ACCESS)	= 01
COMPACT	= 23
VAHC	= 01
TOTAL RESIDENTIAL PROVIDED	= 59

TOTAL DIRECT ACCESS RESIDENTIAL SPACES: 62

BIKE PARKING:

REQUIRED:
RESIDENTIAL: 54 UNITS / 1.5 = 36 LONG TERM SPACES.
54 UNITS / 15 = 3.6 ROUND TO 4 SHORT TERM SPACES.
COMMERCIAL: 3474 SF / 2000 = 2 LONG TERM SPACES
3474 SF / 2000 = 2 SHORT TERM SPACES
TOTAL REQUIRED: 36+4+2+2 = 44 SPACES.
PROVIDED: 48 SPACES

ABBREVIATIONS

<	Angle	D.F.	Drinking Fountain	G.B.	Grab Bar	N.	North
APN	ASSESSOR PARCEL NUMBER		Douglas Fir	GED	Grade	N.I.C.	Not in Contract
		D.S.P.	Dry Standpipe	GALV.	Galvanized	NTS	Not To Scale
@	At	DBL.	Double	GI.	Galvanized Iron		
℄	Centerline	DD	Deck Drain	GL.	Glass	PL	Property Line
[	Channel	DEPT.	Department	GND.	Ground	PLT	Plate
~	Diameter or Round	DIA.	Diameter	GA.	Gauge	PVG	Paving
		DIAG.	Diagonal	GS.	Galvanized Steel	PL	Property Line
d	Penny (Nails)	DIM.	Dimension	GYP.	Gypsum	PANT	Pantry
#	Pound or Number	DISP.	Dispenser				
EXG	Existing	DN.	Down	H.B.	Hose Bibb	RD	Roof Drain
(N)	New	DR.	Door	H.C.	Hollow Core	RL	Rail(ing)
ABV	Above	DS.	Downspout	H.M.	Hollow Metal		
A.C.	Asphaltic Concrete	DET.	Detail	HDR.	Header	SCHED	Schedule
A/C	Air Conditioning	DWG.	Drawing	HDWD.	Hardwood	S.F.	Square foot
ACOUS.	Acoustical	DWR.	Drawer	HDWR.	Hardware	SHO	Shower
A.D.	Area Drain			HORIZ.	Horizontal	SPEC	Specification
ADD	Addendum		East	HT.	Height	STD	Standard
ADJ.	Adjustable	E.J.	Expansion Joint			STRUCT	Structural
ADJT	Adjacent	E.W.	Each Way	INCL	Include(d), including	T&B	Top And Bottom
ALT.	Alternate	EA.	Each			TYP.	Typical
ALUM.	Aluminum	EL.	Elevation	I.D.	Inside Diameter		
APPROX.	Approximate	ELEC.	Electrical	INSUL.	Insulation	W/	With
ARCH.	Architectural	ELEV.	Elevator	INT.	Interior	W/O	Without
		EMER.	Emergency			WD	Wood
BEWN	Between	ENCL.	Enclosure	JAN.	Janitor	WIN	Window
BEL	Below	EQ.	Equal	JT.	Joint		
B.M.	Bench Mark	EQPT.	Equipment				
BD.	Board	E.V.	Electric Vehicle	KIT.	Kitchen		
BITUM.	Bituminous	E.V.C.S.	Electric Vehicle Charging Station	L	Length		
BLDG.	Building			L.L.C.	Limited Liability Corporation		
BLK.	Block	EXH.	Exhaust				
BLKG.	Blocking	EXP.	Expansion	LAB.	Laboratory		
BM.	Beam	EXT.	Exterior	LAM.	Laminate		
BOT.	Bottom			LAV.	Lavatory		
		F.A.	Fire Alarm	LIN.	Linen Closet		
C.B.	Chalk Board	F.D.	Floor Drain	LKR.	Locker		
C.I.	Casstroction Joint	F.E.	Fire Extinguisher	LT.	Light		
C.J.		F.F.	Finish Floor				
C.L.	Chain Link	F.G.	Finish Grade	M.B.	Machine Bolt		
C.T.	Ceramic Tile	F.H.	Flat Head	M.O.	Masonry Opening		
CAB.	Cabinet	FLR	Floor	MAG.	Magnetic		
CEM.	Cement	F.O.C.	Face of Concrete	MAINT.	Maintenance		
CER.	Ceramic	F.O.F.	Face of Finish	MAT.	Material		
CLG.	Ceiling	F.O.M.	Face of Masonry	MAX.	Maximum		
CLR.	Clear	F.O.S.	Face of Studs	MECH.	Mechanical		
CNTR.	Counter	FDN.	Foundation	MEMB.	Membrane		
COL.	Column	FEC.	Fire Extinguisher Cabinet	MEZZ.	Mezzanine		
CONC.	Concrete	FHC	Fire Hose Cabinet	MFR.	Manufacturer		
CONN.	Connection	FIN.	Finish	MH.	Manhole		
CONSTR.	Construction	FLASH.	Flashing	MIN.	Minimum		
CONT.	Continuous	FLOUR.	Fluorescent	MIR.	Mirror		
CORR.	Corridor	FLR.	Floor	MISC.	Miscellaneous		
CPT.	Carpet	FT.	Foot or Feet	MTD.	Mounted		
CTR.	Center	FTG.	Footing	MET	Metal		
CTSK.	Countersunk	Furr.	Furring	MUL.	Mullion		
CW.	Cold Water						

BUILDING FLOOR AREA PER LAMC 12.03

(EXCLUDES EXT. WALLS, STAIRS, SHAFTS, MACHINE ROOMS, PARKING, RAMP AND BASEMENT STORAGE.)

	(2) GROSS AREA OUT TO OUT BUILDING DIMENSION	(3) AREA OF EXT. WALLS	(4) AREA OF VENT SHAFTS	(5) AREA OF STAIRWAYS, ELEVATOR & MECH. ROOMS	(6) ZONING CODE FLOOR AREA - SEE SHEET A1.13
FIRST FLOOR (RETAIL)	3904 S.F.	170 S.F.	-	247 S.F.	3487 S.F.
SECOND FLOOR	10720 S.F.	644 S.F.	20 S.F.	372 S.F.	9684 S.F.
THIRD FLOOR	10749 S.F.	642 S.F.	20 S.F.	372 S.F.	9715 S.F.
FOURTH FLOOR	10749 S.F.	642 S.F.	20 S.F.	372 S.F.	9715 S.F.
FIFTH FLOOR	10749 S.F.	642 S.F.	20 S.F.	372 S.F.	9715 S.F.
SIXTH FLOOR	7645 S.F.	599 S.F.	20 S.F.	372 S.F.	6654 S.F.
SIXTH FLOOR MEZZ.	2171 S.F.	162 S.F.	-	-	2009 S.F.
TOTAL	56687 S.F.	3501 S.F.	100 S.F.	2107 S.F.	50979 S.F.

PROJECT TEAM

OWNER
MR. RAFI KUYUMJIAN
3832 GLENEAGLES DRIVE
TARZANA, CA 91356
Tel: 818-398-3886

ARCHITECT
SAM ASLANIAN ARCHITECT
19951 TURNBERRY DRIVE
TARZANA CA 91356
Tel: 818.383.3237
Fax: 818.301.2703
e-mail: saslanian@yahoo.com

STRUCTURAL & SHORING ENGINEER
DEREK WAVERING, S.E.
PRINCIPAL
KURT FISCHER
STRUCTURAL ENGINEERING
LOS ANGELES
17547 VENTURA BLVD., STE 302,
ENCINO, CA 91316
OFFICE: 818-874-1445
MOBILE: 805-598-5829

SURVEYOR
CALCIVIC ENGINEERING, INC.
CONSULTING ENGINEERS &
LAND SURVEYOR
IVAN CHIU, L.S. 6762
2160 PARNELL WAY,
ALTADENA, CA 91001
Tel: 626-798-2828
Fax: 626-798-6644
e-mail: calcivic@earthlink.net

GEOTECHNICAL ENGINEER
GEOTECH CONSULTANTS, INC.
1201 N. PACIFIC AVE. STE. #201
GLENDALE, CA 91202
Tel: 310-945-7288
behnamgeotech@gmail.com
Off: 747-215-8337
christinageotech@gmail.com

ELECTRICAL, PLUMBING & MECHANICAL ENGINEER (MEP)
CREATIVE ENGINEERING GROUP
RICHARD IBRAHIM P.E.
DIRECTOR OF ENGINEERING
7123 REMMET AVE.,
CANOGA PARK, CA 91303
TEL: 818-999-0415
EMAIL: richard@c-e-g.com

LANDSCAPE ARCHITECT

SYMBOL LEGEND

WALL TYPES
- NEW SHOT CRETE WALL
- NEW CMU WALL
- NEW STUD WALL

UNIT IDENTIFICATION
- 101 — UNIT NUMBER

DOOR & WINDOW IDENTIFICATION
- DOOR NUMBER
- WINDOW TYPE

GRADE REFERENCES
- 000.00' — EXIST. ELEV.

REFERENCES
- EXTERIOR ELEVATION
- PLAN BLOW-UP SHEET #
- BLDG. SECTION LETTER AND SHEET
- DETAIL REFERENCE NUMBER AND SHEET
- 1 — MATERIAL LEGEND NUMBER ON SAME SHEET
- A — STRUCTURAL GRID LINES
- 1 2 3 — INTERIOR ELEVATION # SHEET #

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A8.10	DISABLED ACCESS DETAILS

UNIT DATA

UNIT#	AREA (S.F.)	PATIO OR BALCONY	BED ROOMS	UNIT TYPE
201	1079	90 ★	3 BR	A
202	912	114 ★	2 BR	B
203	912	114 ★	2 BR	B
204	673	95 ★	1 BR	C
** 205	650	60 ★	1 BR	D
206	754	66 ★	1 BR	E
** 207	596	35	1 BR	F
208	642	91 ★	1 BR	G
210	906	70 ★	2 BR	I
211	1215	130 ★	2 BR	J
212	742	103 ★	1 BR	K
301	1079	90 ★	3 BR	A
302	912	114 ★	2 BR	B
303	912	114 ★	2 BR	B
304	673	95 ★	1 BR	C
305	650	60 ★	1 BR	D
306	754	66 ★	1 BR	E
307	596	35	1 BR	F
308	642	91 ★	1 BR	G
** 309	429	-	SINGLE	H
310	906	70 ★	2 BR	I
311	1215	130 ★	2 BR	J
** 312	742	103 ★	1 BR	K
401	1079	90 ★	3 BR	A
402	912	114 ★	2 BR	B
403	912	114 ★	2 BR	B
** 404	673	95 ★	1 BR	C
** 405	650	60 ★	1 BR	D
406	754	66 ★	1 BR	E
407	596	35	1 BR	F
408	642	91 ★	1 BR	G
409	429	-	SINGLE	H
410	906	70 ★	2 BR	I
411	1215	130 ★	2 BR	J
412	742	103 ★	1 BR	K
501	1079	90 ★	3 BR	A
502	912	114 ★	2 BR	B
503	912	114 ★	2 BR	B
504	673	95 ★	1 BR	C
505	650	60 ★	1 BR	D
506	754	66 ★	1 BR	E
507	596	35	1 BR	F
508	642	91 ★	1 BR	G
509	429	-	SINGLE	H
510	906	70 ★	2 BR	I
511	1215	130 ★	2 BR	J
512	742	103 ★	1 BR	K
601	1706	190 ★	3 BR+L	L
602	1212	70 ★	2 BR+L	B1
603	1212	70 ★	2 BR+L	B1
604	897	40	1 BR+L	C1
605	883	45	1 BR+L	D1
606	740	-	S + L	M
607	1174	723 ★	1 BR+L	N

★ QUALIFIES FOR PRIVATE OPEN SPACE

** RESTRICTED UNIT TO BE SET ASIDE FOR EXTREMELY AFFORDABLE HOUSE HOLDS.

UNIT MIX. SUMMARY: 54
- 03 SINGLE UNITS
- 24 ONE BEDROOMS
- 16 TWO BEDROOMS
- 04 THREE BEDROOMS
- 01 STUDIO UNITS + LOFT
- 03 ONE BEDROOMS + LOFT
- 02 TWO BEDROOMS + LOFT
- 01 THREE BEDROOMS + LOFT

PROJECT TITLE
RADFORD PLACE
54 UNIT MIXED USE PROJECT
4021 RADFORD AVE.,
STUDIO CITY, CA 91604

DATE	REVISIONS

DATE	ISSUED FOR

NOTES

THE USE OF THESE PLANS AND SPECIFICATIONS SHALL BE RESTRICTED TO THE ORIGINAL SITE FOR WHICH THEY WERE PREPARED AND PUBLICATION THEREOF IS EXPRESSLY LIMITED TO SUCH USE. REUSE, REPRODUCTION OR PRODUCTION BY ANY METHOD IN WHOLE OR IN PART IS PROHIBITED. TITLE TO THE PLANS AND SPECIFICATIONS SHALL REMAIN WITH SAM ASLANIAN ARCHITECT, INC. WITHOUT PREJUDICE. SAM ASLANIAN ARCHITECT, INC. WAIVES ANY AND ALL RESPONSIBILITY AND LIABILITY FOR PROBLEMS WHICH ARISE FROM FAILURE TO FOLLOW THESE PLANS, SPECIFICATIONS AND DESIGN INTENT THEY CONVEY, OR FOR PROBLEMS WHICH ARISE FROM OTHERS' FAILURE TO OBTAIN AND/OR FOLLOW THE DESIGN PROFESSIONAL'S GUIDANCE WITH RESPECT TO ANY ERRORS, OMISSIONS, INCONSISTENCIES, AMBIGUITIES OR CONFLICTS WHICH ARE ALLEGED. WRITTEN DIMENSIONS TAKE PREFERENCE OVER SCALED DIMENSIONS AND SHALL BE VERIFIED ON THE JOB SITE. DISCREPANCY SHALL BE BROUGHT TO THE NOTICE OF THE ARCHITECT PRIOR TO COMMENCEMENT OF AND WORK. VISUAL CONTACT WITH THESE PLANS AND SPECIFICATIONS SHALL CONSTITUTE PRIMA FACIE EVIDENCE OF THE ACCEPTANCE OF THE RESTRICTIONS.

DATE
12-22-2021
DRAWN
CHECKED

PROJECT
54 UNIT MIXED USE PROJECT

SHEET TITLE
TITLE SHEET

SHEET	OF
A 0.1	

ORDINANCE NO. 182386

An ordinance amending Sections 12.03, 12.21, and 12.21.1 of the Los Angeles Municipal Code (LAMC) to extend bicycle parking requirements to some multi-family residential developments; to increase the levels of bicycle parking required under the current code for new developments and additions to commercial, institutional, and industrial uses; to expand bicycle parking requirements to include commercial, industrial, and manufacturing uses of less than 10,000 sq. ft.; to define acceptable locations for bicycle parking; to require that both short-term and long-term bicycle parking be provided; to improve design standards; to amend the amount of bicycle parking that may be substituted for automobile parking; and to provide rules for the installation of bicycle parking within the public right-of-way by private businesses.

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

Section 1. Section 12.03 of the Los Angeles Municipal Code is amended to add the following terms in proper alphabetical order:

BICYCLE CAGE. A locked bicycle parking area that has been fenced off to prohibit access by the general public. Bicycle cages shall contain bicycle racks that provide a means of securing the bicycle frame at two points to a securely anchored rack.

BICYCLE CORRAL. Any on-street public parking space in which multiple short-term bicycle parking racks have been installed.

BICYCLE ROOM. A locked bicycle parking area that has been walled off to prohibit access by the general public. Bicycle rooms shall contain bicycle racks that provide a means of securing the bicycle frame at two points to a securely anchored rack.

Sec. 2. The definition of "Floor Area" in Section 12.03 of the Los Angeles Municipal Code is amended to read as follows:

FLOOR AREA. The area in square feet confined within the exterior walls of a Building, but not including the area of the following: exterior walls, stairways, shafts, rooms housing Building-operating equipment or machinery, parking areas with associated driveways and ramps, space dedicated to bicycle parking, space for the landing and storage of helicopters, and Basement storage areas.

Buildings on properties zoned RA, RE, RS, and R1, except properties in the Coastal Zone which are not designated as Hillside Area, are subject to the definition of Residential Floor Area.

1

Sec. 3. Subdivision 4 of Subsection A of Section 12.21 of the Los Angeles Municipal Code is amended to read as follows:

4. **Off-Street Automobile Parking Requirements.** A garage or an off-street automobile parking area shall be provided in connection with and at the time of the erection of each of the buildings or structures hereinafter specified, or at the time such buildings or structures are altered, enlarged, converted or increased in capacity by the addition of dwelling units, guest rooms, beds for institutions, floor area or seating capacity. The parking space capacity required in said garage or parking area shall be determined by the amount of dwelling units, guest rooms, beds for institutions, floor area or seats so provided, and said garage or parking area shall be maintained thereafter in connection with such buildings or structures.

New or existing automobile parking spaces required by the Code for all uses may be replaced by bicycle parking at a ratio of one automobile parking space for every four bicycle parking spaces provided. Notwithstanding the foregoing, no more than 20 percent of the required automobile parking spaces for nonresidential uses shall be replaced at a site. Automobile parking spaces for nonresidential projects or buildings located within 1,500 feet of a portal of a fixed rail transit station, bus station, or other similar transit facility, as defined by Section 12.24.Y, may replace up to 30 percent of the required automobile parking spaces with bicycle parking. For buildings with less than 20 required automobile parking spaces, up to 4 parking spaces may be replaced.

Residential buildings may replace 10 percent of the required automobile parking with bicycle parking. Automobile parking spaces for residential projects or buildings located within 1,500 feet of a portal of a fixed rail transit station, bus station, or other similar transit facility as defined by Section 12.24.Y may replace up to 15 percent of the required automobile parking spaces with bicycle parking. If a residential building has applied for and received a density bonus under Section 12.22.A.25, 30 percent of the required automobile parking may be replaced. In such cases, the replacement of automobile parking with bicycle parking shall be implemented in lieu of the parking options in Section 12.22.A.25(d).

Bicycle parking installed pursuant to this Section may be installed in existing automobile parking spaces and shall not be considered to violate the maintenance of existing parking as defined by Section 12.21.A.4(m). The ratio of short- to long-term bicycle parking provided for pursuant to this Section shall be provided in accordance with the requirements set forth for each use as defined by Section 12.21.A.16(a). If additional bicycle parking is provided beyond what is required by Section 12.21.A.16, the ratio of short-term to long-term bicycle parking provided may be determined by the business or property owner.

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(a) **Land Uses.**

(1) **Residential.** For all residential buildings containing more than three dwelling units or more than five guest rooms, long- and short-term bicycle parking shall be provided. Long-term bicycle parking shall be provided at a rate of one per dwelling unit or guest room. In addition, short-term bicycle parking shall be provided at a rate of one per ten dwelling units or guest rooms. In such cases, a minimum of two short-term bicycle parking spaces shall be provided.

(i) In instances where a building may contain both dwelling units and guest rooms, the sum of dwelling units and guest rooms shall be used to determine the amount of long- and short-term parking. Any combination that results in more than five combined dwelling units and guest rooms will require bicycle parking.

(ii) Developments such as townhouses that include individually accessed private garages for each unit shall not be required to provide long-term bicycle parking.

(2) **Commercial, Institutional, and Industrial Uses.** For all commercial, institutional, and industrial uses that require automobile parking under Subsections 12.21.A.4 (c), (d), (e), and (f), short- and long-term bicycle parking shall be provided as per Table 12.21.A.16(a)(2).

(i) For uses listed in Table 12.21.A.16(a)(2) a minimum of 2 short-term and 2 long-term bicycle parking spaces shall be provided.

(ii) After the first 100 bicycle parking spaces are provided for uses listed in Table 12.21.A.16(a)(2), additional spaces may be provided at the minimum required by the Los Angeles Green Building Code Article 99.05.106.4.

Table 12.21 A.16(a)(2) Required Bicycle Parking Spaces per building floor area as defined under Section 12.03

Land Use	Short-term Bicycle Parking	Long-term Bicycle Parking
Commercial Uses		
Office	1 per 10,000 sq. ft. (minimum 2)	1 per 5,000 sq. ft. (minimum 2)
Warehouse	1 per 10,000 sq. ft. (minimum 2)	1 per 10,000 sq. ft. (minimum 2)
Health Clubs	1 per 2,000 sq. ft. (minimum 2)	1 per 2,000 sq. ft. (minimum 2)
Restaurants and Bars, General	1 per 2,000 sq. ft. (minimum 2)	1 per 2,000 sq. ft. (minimum 2)
Restaurant, Small (floor area less than 1,000 sq. ft.	2 per restaurant	2 per restaurant
Retail Stores, General	1 per 2,000 sq. ft. (minimum 2)	1 per 2,000 sq. ft. (minimum 2)
Retail, Furniture Stores	1 per 10,000 sq. ft. (minimum 2)	1 per 10,000 sq. ft. (minimum 2)
Trade Schools, Private Universities, and Private Colleges	1 per 500 square feet or 1 per 50 fixed seats whichever is greater (minimum 2)	1 per 1,000 square feet or 1 per 100 fixed seats whichever is greater (minimum 2)
Hotels and Hostels	1 per 20 guest rooms (minimum 2)	1 per 20 guest rooms (minimum2)
All other Commercial Uses	1 per 10,000 sq. ft. (minimum 2)	1 per 10,000 sq. ft. (minimum 2)
Institutional Uses		
All Institutional Uses	1 per 10,000 sq. ft. (minimum 2)	1 per 5,000 sq. ft. (minimum 2)
Industrial Uses		
All Industrial Uses	1 per 10,000 sq. ft. (minimum 2)	1 per 10,000 sq. ft. (minimum 2)
Other Uses		
Auditoriums	1 per 350 square feet or 1 per 50 fixed seats whichever is greater (minimum 2)	1 per 700 square feet or 1 per 100 fixed seats whichever is greater (minimum 2)
Private Elementary Schools, Private High Schools, and Charter Schools	4 per classroom (minimum 2)	1 per 10 classrooms (minimum 2)

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(3) **Combination of Uses.** Where there is a combination of uses on a lot, the number of bicycle parking spaces required shall be the sum of the requirements of the various uses. The exceptions provided in Section 12.21 A.4(j) for automobile parking shall also apply to bicycle parking.

(4) **City Owned and Leased Buildings and Parking Lots.** In all buildings or parking lots used by the City of Los Angeles for government purposes, including government office buildings, both short-term and long-term bicycle parking shall be provided at a rate of 10 percent of the required parking available on the site. However, short- and long-term bicycle parking shall be no less than five spaces each for the entire site.

Buildings and lots owned by the City of Los Angeles that are leased for private uses shall meet the bicycle parking required for commercial uses as detailed in Table 12.21.A.16(a)(2).

(5) **Parks.** In Neighborhood Recreation Sites, Community Recreation Sites, Regional Parks, and School Playgrounds, as defined in Section 1 of the Service Systems Element – Public Recreation Plan of the City's General Plan, short-term bicycle parking shall be provided at a rate of 10 percent of the required automobile parking with a minimum of 5 short-term bicycle parking spaces. In Neighborhood Recreation Sites, Community Recreation Sites, Regional Parks, and School Playgrounds where no automobile parking is provided, at least 5 short-term bicycle parking spaces will be provided, except that in park space of less than 2 acres in which there are no recreational facilities requiring building permits, no short term bicycle parking shall be required. Long-term bicycle parking shall be provided as required in the Green Building Code Article 99.05.106.4.

(6) **Unmanned Facilities.** No bicycle parking shall be required for unmanned facilities, such as stand-alone public restrooms in parks or unmanned cellular antenna facilities.

(b) **Fractions.** When the application of these regulations results in the requirement of a fractional bicycle space, any fraction up to and including one-half may be disregarded, and any fraction over one-half shall be construed as requiring one bicycle parking space.

(c) **Change of Use.** Buildings undergoing a change of use shall not be required to provide bicycle parking. This includes adaptive reuse projects pursuant to Section 12.22 A.26.

(d) **Bicycle Parking Requirements.**

(1) **Short-Term Bicycle Parking.** Short-term bicycle parking shall consist of bicycle racks that support the bicycle frame at two points. Racks that support only the wheel of the bicycle are not permissible.

(i) Racks shall allow for the bicycle frame and at least one wheel to be locked to the racks.

(ii) The bicycle rack shall allow for the use of a cable as well as a U-shaped lock.

EXHIBIT "A"
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Case No. DIR-2021-7095-TOC-HCA

(iii) If bicycles can be locked to each side of the rack, each side shall be counted toward a required space.

(iv) Racks shall be securely anchored to a permanent surface.

(v) If more than 20 short-term bicycle parking spaces are provided, at least 50 percent shall be covered by a roof or overhang.

(2) **Long-Term Bicycle Parking.** Long-term bicycle parking shall be secured from the general public and enclosed on all sides and protect bicycles from inclement weather.

(i) Acceptable examples of long-term bicycle parking include bicycle lockers, bicycle rooms, bicycle cages, or commercially operated attended bicycle facilities.

(ii) Except in the case of lockers and commercially operated attended bicycle parking, all long-term parking shall provide a means of securing the bicycle frame at two points to a securely anchored rack.

(e) **Design Standards.**

(1) **Dimensions.**

(i) Each bicycle parking space shall be a minimum six feet (72 inches) in length.

(1) Long-term bicycle parking may be mounted so that the bicycle is stored in a vertical fashion. In such cases, devices that hold the bicycle upright by wheel contact shall hold at least 180 degrees of wheel arc. Bicycle parking installed vertically shall be a minimum of 4 feet (48 inches) deep and six feet (72 inches) in height.

(ii) Short-term bicycle parking spaces shall be a minimum of two feet (24 inches) wide.

(1) Individual racks installed side by side to one another that allow bicycles to be locked to either side of the rack shall be spaced a minimum of 30 inches on center.

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(2) Racks installed parallel to walls shall be a minimum of 30 inches from the wall.

(iii) Long-term bicycle parking spaces shall be a minimum of 18 inches wide.

(1) Individual racks installed side by side to one another within bicycle rooms or bicycle cages that allow bicycles to be locked to either side of the rack shall be spaced a minimum of 30 inches on center.

(2) Racks installed parallel to walls shall be a minimum of 30 inches from the wall.

(3) Triangular lockers with varying widths may be used so long as the opening is at least two feet (24 inches) wide.

(4) If more than 20 long-term bicycle parking spaces are provided, a workspace of 100 square feet shall be provided adjacent to the long-term bicycle parking to allow bicyclists to maintain their bicycles.

(iv) For single-tiered bicycle parking, minimum headroom of seven feet (84 inches) shall be provided. For facilities where two tiers of bicycle parking are installed one above another, minimum headroom of four feet (48 inches) shall be provided for each tier.

(v) Bicycle parking spaces shall be separated from automobile parking spaces or aisles by a wall, fence, or curb or by at least five feet of open space marked to prohibit parking.

(1) Where bicycle parking is adjacent to accessible automobile parking, aisles or loading areas provided for accessible spaces may count towards the open space requirement for bicycle parking so long as they are immediately adjacent to the bicycle parking.

8

(2) **Siting Requirements.**

(i) **Location.** Required bicycle parking shall be provided on the same lot as the use for which it is intended to serve.

(ii) **Short-Term Bicycle Parking.** For new construction, short-term bicycle parking shall be located outside buildings. For existing buildings where exterior space is inadequate, short-term bicycle parking may be located inside the building or on the level of the parking garage closest to the ground floor with a direct access to a public street.

(a) For new developments, short-term bicycle parking shall be located to maximize visibility from the main entrance. For existing buildings, where short-term bicycle parking is located within buildings or parking garages, signage is required at each building entrance as per Section 12.21 A.16(d)(4).

(b) Short-term bicycle parking spaces shall be located no farther than 50 feet of walking distance from a main pedestrian entrance or the walking distance from a main pedestrian entrance to the nearest off-street automobile parking space, whichever is closer.

(c) For buildings with more than one main pedestrian entrance, short term bicycle parking shall be split evenly among all main pedestrian entrances.

(iii) **Long-Term Bicycle Parking.** Long-term bicycle parking shall be located in such a manner to allow access for bicyclists entering and leaving the site.

(a) Long-term bicycle parking inside a parking garage shall be located along the shortest walking distance to the nearest pedestrian entrance of the building from the parking garage.

(b) Long-term bicycle parking inside a parking garage shall be located on the level of the parking garage closest to the ground floor with, and must provide direct access to, a public street.

9

(iv) **Combination of Uses.** Where there is a combination of uses on a lot, long-term bicycle parking shall be provided in separate bicycle parking facilities when a separate pedestrian entrance is provided for each use. In these cases, bicycle parking shall be located so that it is conveniently accessible for each use.

(v) **Multiple Buildings.** For a development site with multiple buildings, required bicycle parking shall be sited in smaller bicycle parking facilities located near the pedestrian entries for each building, rather than in one centralized facility in accordance with the rules for locating bicycle parking provided in this Paragraph.

(3) **Lighting.** Adequate lighting shall be provided to ensure safe access to bicycle parking facilities in accordance with Section 12.21 A.5(k).

(4) **Signage.** Where bicycle parking is not clearly visible from the street, legible reflectorized signs shall be permanently posted at the street entrances to each site indicating the availability and location of bicycle parking within the site. All signs must comply with Section 14.4.7.

(f) **Additional Requirements and Allowances.**

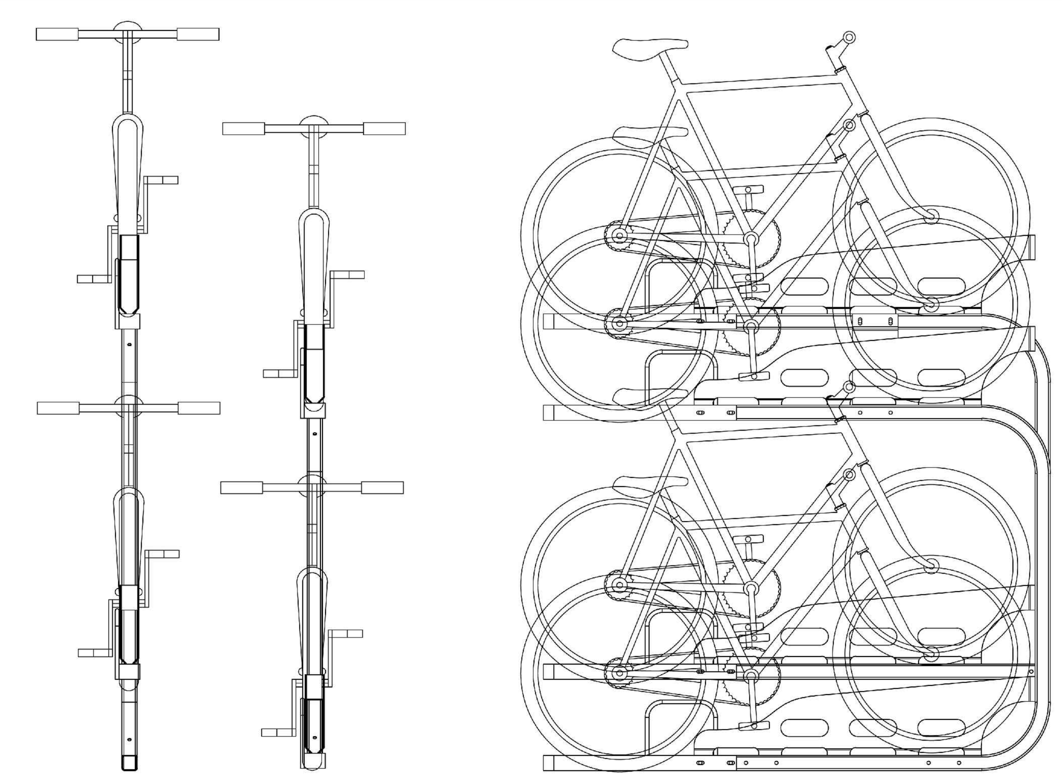
(1) **Bicycle Parking in the Public Right-of-Way.**

(i) Short-term bicycle parking spaces located immediately in front of a site within the public right-of-way may be counted towards the short-term bicycle parking requirements of said site.

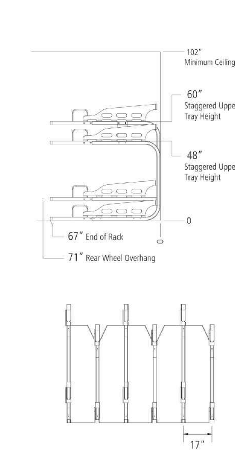
(ii) Business operators or property owners may install and maintain their own racks within the public right-of-way unless a City owned rack already exists.

(a) Business operators or property owners are responsible for applying for a permit with the Bureau of Engineering to install short-term bicycle parking within the public right-of-way. A Bureau of Engineering permit may be issued only after the business operator or property owner receives issuance of plan approval or a permit by the Department of Transportation pursuant to LAMC Section 85.04.

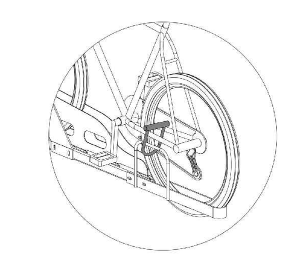
10



DERO DUPLEX
Submittal Sheet



CAPACITY		Varies per configuration
MATERIALS		Main frame tube: 2" 11g square tube Connector plates: 1/4" plate Bike trays: 11g plate
FINISHES	☐	**Galvanized** An after fabrication hot dipped galvanized finish is our standard option. 250 TGIC powder coat colors, thermoplastic coating, PVC dip, and stainless steel finishes are also available as alternate options.
	☐	**Powder Coat** Our powder coat finish assures a high level of adhesion and durability by following these steps: 1. Sandblast 2. Epoxy primer electrostatically applied 3. Final thick TGIC polyester powder coat
MOUNT OPTIONS	☐	**Surface** Each connector plate accepts 3/8" wedge anchors.
SETBACKS		See diagrams on following page



U-lock compatible

BIKEPARKING.COM™ **[DoubleDecker™ Bike Rack]**

Tel: +1 415.333.6428 Tel: +1 888.764.2453 Fax: +1 415.333.2032
Palmer Group, LLC : 1728 Ocean Avenue #132, San Francisco, CA 94112 USA

**** Minimum vertical clearance 102" required with bicycles parked ****

Product Data

Locking Options, per bike position [* = recommended]
- -LL Locking Loop* Fixed loop for locking at rear wheel area
- -LA Locking Arm Movable arm for locking rear triangle
- -NL Non-Locking Point No locking provisions

Finish Options [* = recommended]
- -G Galvanized* Hot dipped
- -P Powder Coated Color frames, galvanized bike trays

Model	Bicycle	Width	Depth	Height	Weight - lbs. -NL	-LL	-LA
DD04	4	33.5"	53"	86"	175	185	210
DD06	6	48"	53"	86"	213	229	268
DD08	8	62.5"	53"	86"	243	265	314
DD10	10	77"	53"	86"	296	310	373
DD12	12	91.5"	53"	86"	330	362	439
DD14	14	106"	53"	86"	365	403	485
DD16	16	120.5"	53"	86"	403	447	535

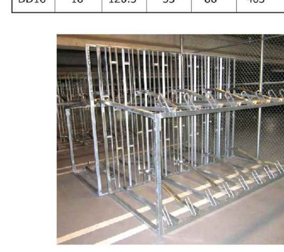
Mounting Options
Due to their weight especially when loaded, these racks can be used freestanding.*
Optional, order four fasteners [(2) 1/2" x 4-1/2" and (2) 1/2" x 5-1/2"] per rack only if racks are to be mounted to concrete (3" thick or greater concrete)
ZBOLT-DD Concrete Zinc Wedge Anchor Fastener
SSBOLT-DD Concrete Stainless Steel Wedge Anchor Fastener

Construction

Back Panel Frames	.120 carbon steel tubing (1" x 1", 1" x 2")
Rear tray supports	1" x 1" x 1/8" angle iron
Side Brackets	.120 carbon steel tubing (2" x 2")
Side Bracket Flanges	2" x 6" x 1/4" thick steel
Locking-Lengths	.120 carbon steel tubing (2" x 2")
Locking-Length Flanges	2" x 7" x 3/8" thick steel
Wheel Channels	.120" mild steel sheer
Locking Loops	3/4" solid round bar
Locking Arms	3/4" solid square bar
Welding	MIG
Mounting holes	5/8" DIA., one per corner (4 total)

Assembly (racks are shipped knocked down)

Time	30-45 minutes per rack (2 persons working)
Tools	Cordless driver recommended 3/4" socket and open-end wrenches Phillips-head screwdriver or driver bit



Locking Loop Galvanized option shown

Locking Arm Powder Coat option shown

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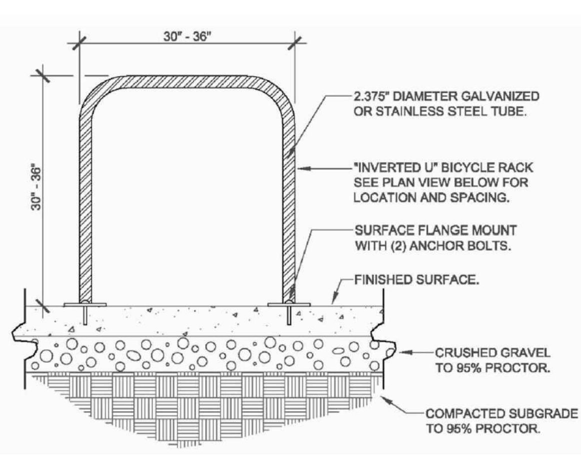
11/5/2015



2 **U LOCKING BIKE RACK FOR SHORT TERM STORAGE DETAIL** N.T.S.

1 **DOUBLE STACK BIKE STORAGE** N.T.S.

SAM ASLANIAN ARCHITECT
19951 TURNBERRY DRIVE
TARZANA CA 91356
TEL: 818.383.3237
FAX: 818.301.2703
email: sam@aslanianarchitects.com
www.aslanianarchitects.com

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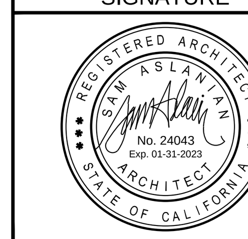

OWNER

MR. RAFI KUYUMJIAN
3832 GLENEAGLES DRIVE
TARZANA, CA 91356
Tel: 818-398-3886

CONSULTANT

PROJECT TITLE

RADFORD PLACE
58 UNIT MIXED USE PROJECT
4021 RADFORD AVE.,
STUDIO CITY, CA 91604

DATE	REVISIONS

DATE	ISSUED FOR

NOTES

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DATE
05-04-2021

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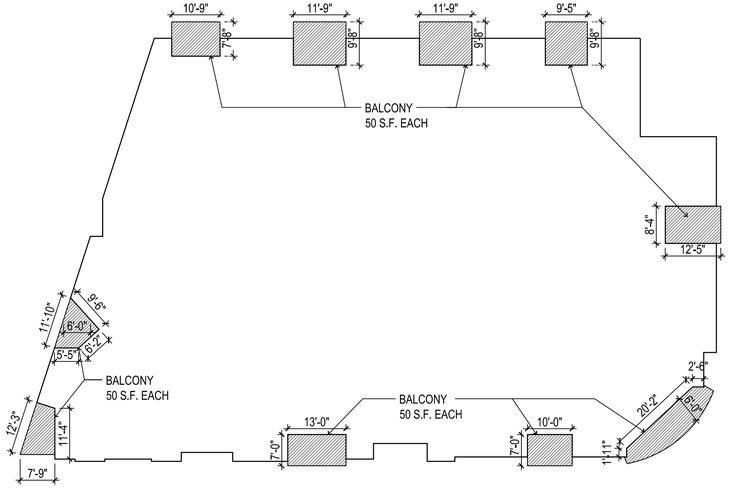
PROJECT
58 UNIT MIXED USE PROJECT

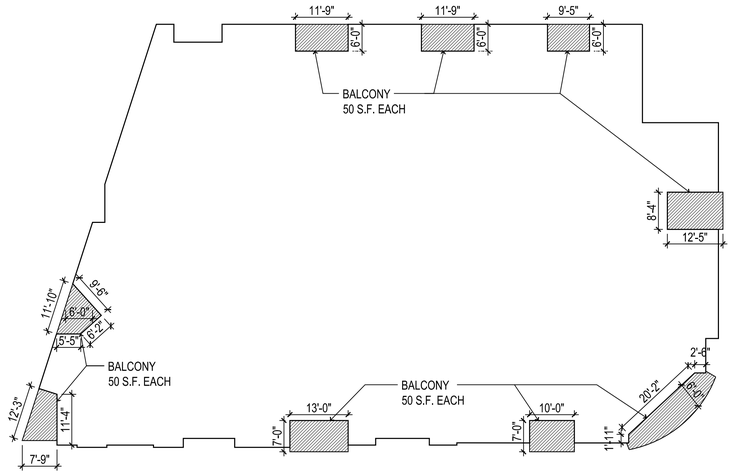
SHEET TITLE
BICYCLE PARKING REQUIRMENTS

SHEET	OF
1.3	

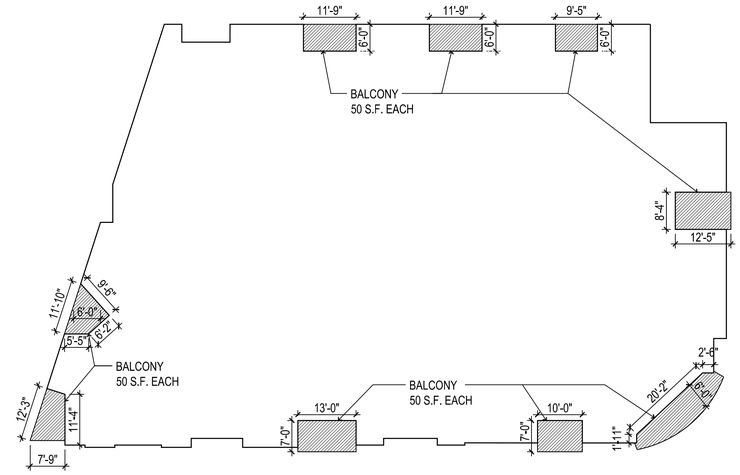
EXHIBIT "A"
Page No. 3 of 26
Case No. DIR-2021-7095-TOC-HCA



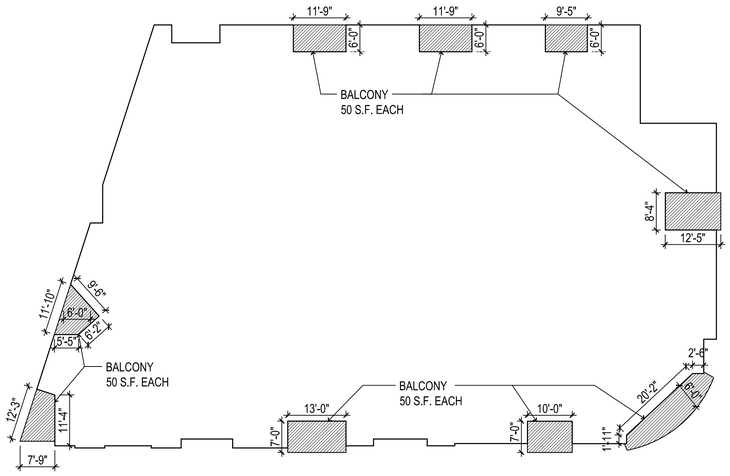
SECOND FLOOR PRIVATE OPEN SPACE = 10 X 50 = 500 S.F.



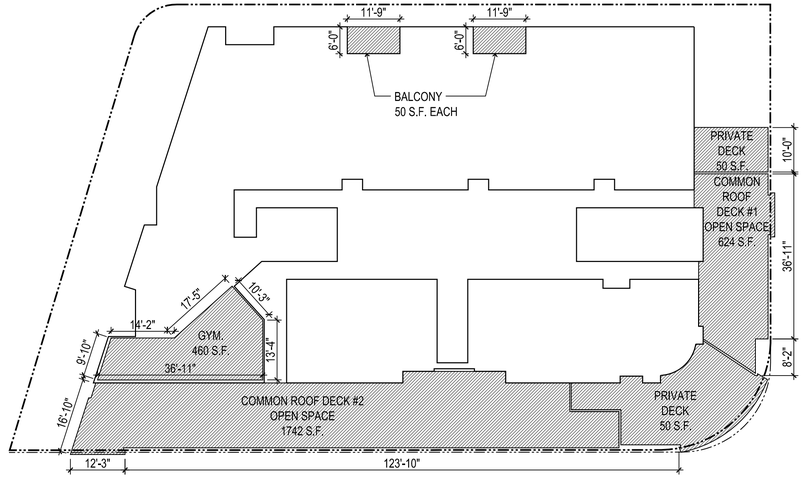
THIRD FLOOR PRIVATE OPEN SPACE = 9 X 50 = 450 S.F.



FOURTH FLOOR PRIVATE OPEN SPACE = 9 X 50 = 450 S.F.



FIFTH FLOOR PRIVATE OPEN SPACE = 9 X 50 = 450 S.F.



SIXTH FLOOR PRIVATE OPEN SPACE = 4 X 50 = 200 S.F.
COMMON OPEN SPACE = 460 + 1742 + 624 = 2836 S.F.

SAM ASLANIAN
ARCHITECT
19951 TURNBERRY DRIVE
TARZANA CA 91356
TEL: 818.383.3237
FAX: 818.301.2703
email: sam@aslanianarchitects.com
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SIGNATURE

REGISTERED ARCHITECT SAM ASLANIAN No. 24043 Exp. 01-31-2023 ARCHITECT STATE OF CALIFORNIA

OWNER

MR. RAFI KUYUMJIAN
3832 GLENEAGLES DRIVE
TARZANA, CA 91356
Tel: 818-398-3886

CONSULTANT

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DATE
12-22-2021
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PROJECT
54 UNIT MIXED USE PROJECT

SHEET TITLE
OPEN SPACE DIAGRAMS

SHEET	OF
A1.12	

ARCHITECTURAL SITE PLAN SHEET NOTES

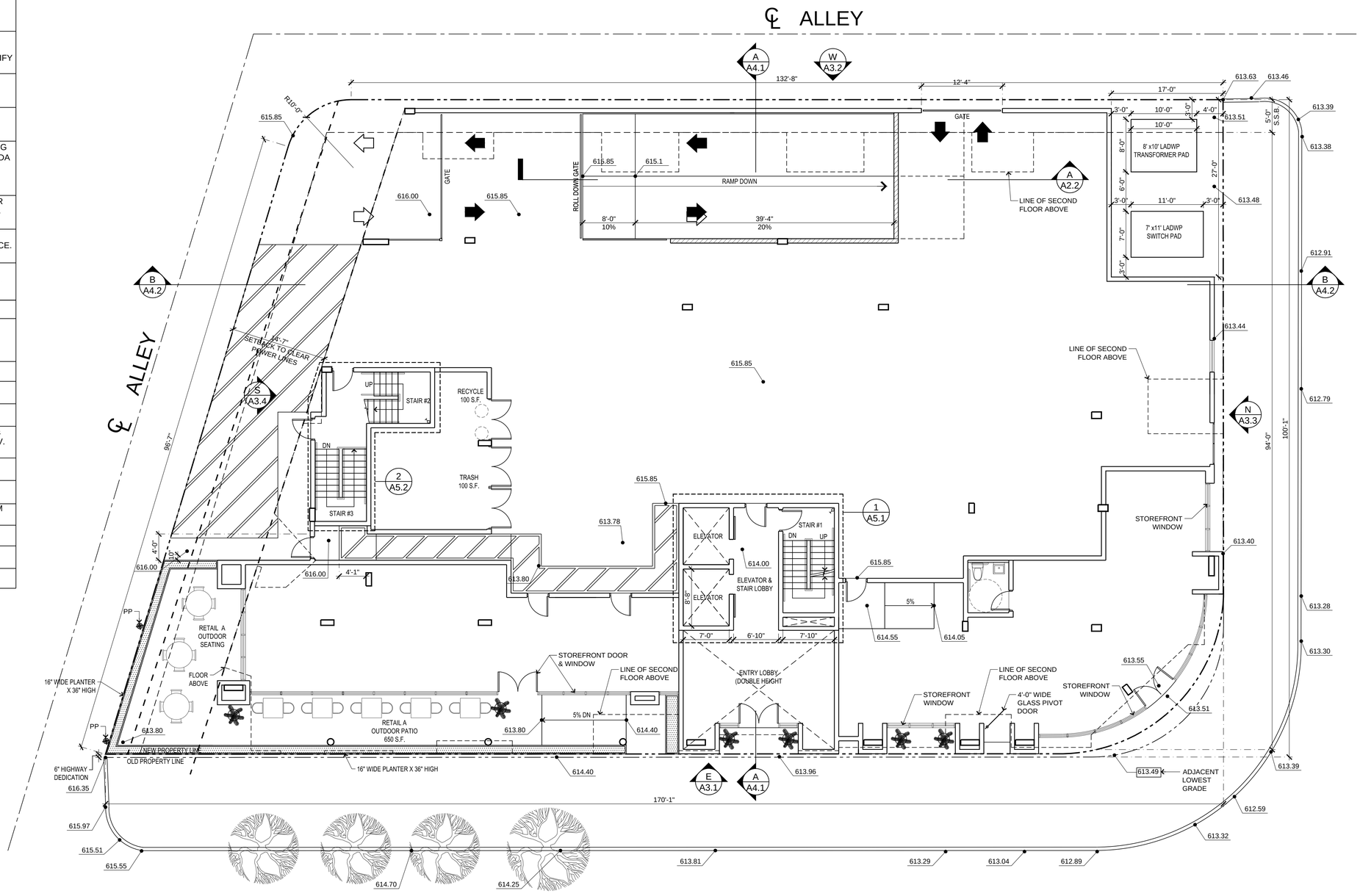
1. ARCHITECTURAL SITE PLAN IS FOR BUILDING DEPARTMENT REFERENCE ONLY. REFER TO SUTVEY,CIVIL AND LANDSCAPE PLANS FOR ALL INFORMATION.
2. REFER TO CIVIL, MECHANICAL, PLUMBING,ELECTRICAL, UTILITY AND LANDSCAPE PLANS FOR HORIZONTAL AND VERT, CONTOROLS, SITE DRAINAGE, SITE ACCESSIBILITY, SITE UTILITIES AND ADDITIONAL INFORMATION.
3. REFER TO LANDSCAPE PLANS FOR PLANTER AND PLANTER DRAIN LOCATIONS.
4. NOT USED
5. A REGISTERED DEPUTY GRADING INSPECTOR IS REQUIRED FOR ALL ON THE SHORING WORK INCLUDING SLOT CUTS.
6. SHORING REQUIRES CONTINUOUS INSPECTION BY THE SOILS ENGINEER/GEOLOGIST.
7. RETAINING WALLS LOCATED CLOSER TO THE PROPERTY LINE THAN THE HEIGHT OF THE WALL SHALL BE BACKFIELD NOT LATER THAN 10 DAYS AFTER CONSTRUCTION OD THE WALL AND NECESSARY STRUCTURAL SUPPORTING MEMBERS UNLESS RECOMMENDED OTHERWISE BY RESPONSIBLE ENGINEER.
8. LOCATE THE PERIMETER WALL/RETAINING WALLS MINIMUM 4" AWAY FROM THE PROPERTY LINE TO ACCOMMODATE THE PLACEMENT OF THE SUB-DRAIN DEVICE. (CONTRACTOR TO VERIFY PRIOR TO CONSTRUCTION)
9. PROVIDE AN APPROVED OUTLET STRUCTURE FOR ALL DOWN DRAINS.CONSTRUCTURESTO HAVE VELOCITY REDUCERS, DIVERSION WALLS,RIP-EIWRAP AND APRONS.
10. CONCENTRATED DRAINAGE TO BE DISCHARGED INTO AN APPROVED LOCATION. (DRAINAGE REQUIRED INTO STREET, NATURAL WATERCOURSE IS NOT ALLOWED.
11. ENTIRE FACILITY SHALL COMPLY WITH THE CALIFORNIA BUILDING CODE FOR ACCESSIBILITY.WHEN CONFLICTS EXIST BETWEEN ADA AND THE CALIFORNIA BUILDING CODE THE STANDARD THAT PROVIDES THE GREATEST DEGREE OF ACCESSIBILITY SHALL COMPLY.
12. INSTALL WITHIN PROJECT AN AIR INFILTRATION SYSTEM (EITHER CHARCOAL OR ELECTRONIC) TO REDUCE AIR QUALITY EFFECTS ON THE PROJECT RESIDENTS.
13. MAIL BOX EQUIPMENT SHALL BE PROVIDED BY GENERAL CONTRACTOR AT A LOCATION APPROVED BY US POSTAL SERVICE. MAIL BOXES SHALL MEET ACCESSIBILITY STANDARDS.
14. PROJECT SITE DIRECTORY SHALL BE PROVIDED BY GENERAL CONTRACTOR AS REQUIRED BY LOCAL FIRE DEPARTMENT REQ. AND APPROVED BY OWNER.

GARAGE PLAN SHEET KEY NOTES

1	THE REQUIRED HARDSCAPE USED TO REDUCE HEAT ISLAND EFFECTS SHALL HAVE A SOLAR REFLECTANCE VALUE OF AT LEAST 0.30 AS DETERMINED PER ASTM E918 OR ASTM C1549. DEX-C-TEX OR EQUAL. R.R. #02360
2	INDICATES LINE OF BLAC./BLDG. ABOVE.
3	3'-6" HIGH MAX. CMU FENCE WALL AT FRONT YARD SETBACK REFER TO ELEVATIONS INDICATED ON THE PLANS.
4	8" THICK COLORED SLUMP BLOCK OR DECORATIVE COLORED CONC. BLOCK WALL.
5	INDICATES APPROX. DECK DRAIN LOCATION, REFER TO CIVIL & LANDSCAPE PLANS FOR ACTUAL NUMBER,LOCATION AND ELEV. OF AREA DRAINS.
6	PLANTER WALL (SEE LANDSCAPE PLANS FOR PLANTER DRAIN LOCATION AND ADDITIONAL COURTYARD PLANTERS.)
7	INDICATES LOCATION 6' x 8' ELEC. TRANSFORMER PAD & TRANSFORMER.
8	INDICATES DOOR LANDING AREA SLOPED 1/8" / FT. AWAY FROM DOOR.
9	NOT USED
10	DRIVEWAY.REFER TO GARAGE PLAN FOR ADDITIONAL INFORMATION
11	LINE OF GARAGE EXHAUST SHAFT.
12	NOT USED
13	INDICATES GUARDRAIL T.O. GUARDRAIL AT 3'-6" ABOVE ADJACENT FINISH FLOOR.
14	FIRE DEPARTMENT CONNECTION (F.D.C.)
15	6'-0" HIGH CONC. BLK. WALL
16	ADDITIONAL SERVICE CAPACITY, SPACE FOR FUTURE METER, AND CONDUIT FOR FUTURE INSTALLATION OF ELECTRICAL OUTLETS.
17	GAS SHUT VALVE. (C.C.R., TITLE 19)
18	SHORT TERM BICYCLE PARKING
19	ELEVATOR SHALL HAVE A 60 GALLON MAX. EMERGENCY GENERATOR LOCATED ON ROOF CAPABLE OF OPERATING FOR 2-HOURS IN CASE OF POWER FAILURE. SEPARATE PERMIT COULD BE REQUIRED. CONTRACTOR TO VERIFY AND OBTAIN IF NECESSARY.

NOTE:-

1. INTERIOR FINISH MATERIALS APPLIED TO WALL AND CEILINGS SHALL BE TESTED AS SPECIFIED IN SECTION 803. SPECIFY THE CLASSIFICATIONS PER TABLE 803.11 AND SECTION 803.1.
2. ALL TRASH BIN TO BE LOCATED IN TRASH AND RECYCLE ROOM IN GARAGE AND SHALL BE COVERED.
3. ALL ROOF DOWNSPOUTS AND ALL RUNOFF TO DRAIN TO PLANTER BOXED. SEE CIVIL PLANS.
4. OPENING PROTECTIVE ARE NOT REQUIRED WHERE THE BUILDING IS REQUIRED THROUGHOUT WITH AN AUTOMATIC SPRINKLER SYSTEM IN ACCORDANCE WITH SECTION 903.3.1.1 AND THE EXTERIOR OPENINGS ARE PROTECTED BY A WATER CURTAIN USING AUTOMATIC SPRINKLERS APPROVED FOR THE USE.



SITE PLAN

1/8"=1'-0"

NORTH N

EXHIBIT "A"
Page No. 4 of 26
Case No. DIR-2021-7095-TOC-HCA

SAM ASLANIAN ARCHITECT
19951 TURNBERRY DRIVE
TARZANA CA 91356
TEL: 818.383.3237
FAX: 818.301.2703
email: sam@aslanianarchitects.com
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DATE
12-22-2021
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PROJECT
54 UNIT MIXED USE PROJECT

SHEET TITLE
SITE PLAN

SHEET	OF
A 2.0	

SHEET LEGEND

	CMU WALL (2-HOUR WALL)
	CAST IN PLACE CONC.WALL/CLG. (2-HOUR WALL)
	INDICATES FURRED CLG.
	INDICATES MIN. 8'-2" HEAD CLEARANCE
⊗	EXIT SIGN PER C. B. C. SEC. 1011
⊕	NOTE CEILING HEIGHT

PARKING SUMMARY

FOR PARKING SUMMARY SEE TITLESHEET

GARAGE PLAN SHEET NOTES

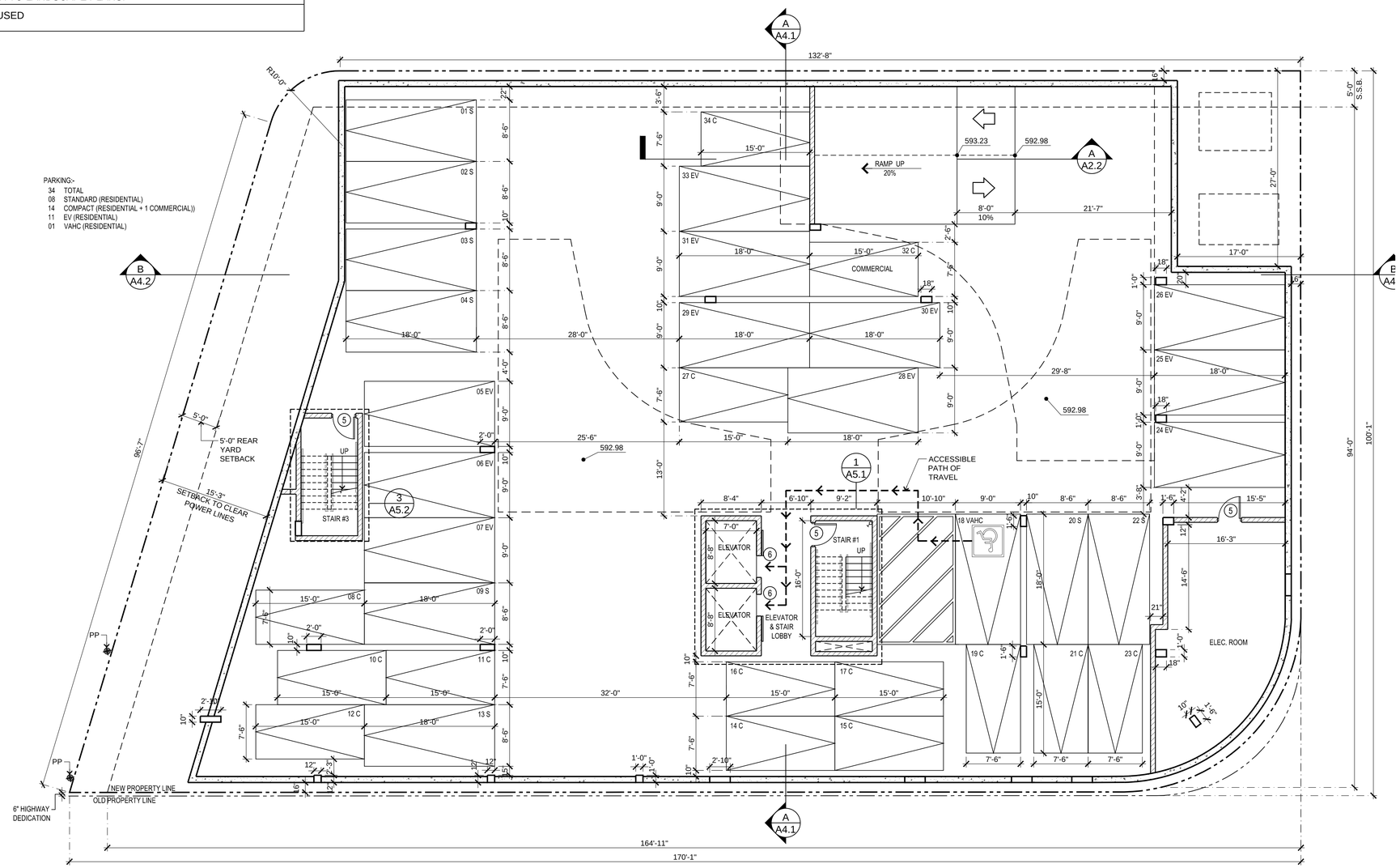
1. REFER TO BUILDING PLANS SHEET A2.2 FOR ADDITIONAL NOTES.
2. PROVIDE APPROVED MECHANICAL VENTILATION SYSTEM FOR GARAGE.THE SYSTEM SHALL BE DESIGNED TO GIVE UNIFORM MOVEMENT OF AIR SUFFICIENT TO PROVIDE ONE COMPLETE CHANGE OF AIR EVERY 15 MINUTES. WHERE A MECHANICAL EXHAUST SYSTEM IS USED THE EXHAUST VENTILATION TAKEN AT THE POINT WITHIN 18" OF THE FLOOR LEVEL. VENTILATION DUCT OPENING SHALL BE SPACED NOT FARTHER THAN 50' APART AROUND THE PERIMETER OF THE GARAGE.
3. NOT USED
4. IF PARKING SPACES ARE ASSIGNED TO EACH RESIDENTIAL UNIT,THEN PROVISIONS SHALL BE MADE FOR ALLOCATING DISABLED PARKING SPACES TO UNIT OCCUPIED BY DISABLED RESIDENCE REGARDLESS OF UNIT LOCATION. THE OPTION OF REALLOCATING ACCESSIBLE PARKING SPACE TO A UNIT OCCUPIED BY DISABLED RESIDENCE SHALL REMAIN FOR THE LIFE OF THE PROJECT.
5. ALL PLUMBING PIPES AND MECHANICAL EXHAUST DUCTS,MEP EQUIPMENT SUBJECT TO IMPACT BY CAR SHALL HAVE ADEQUATE PROTECTION.
6. ALL STALLS SHALL BE DOUBLE STRIPED PER AND ZONING CODE SECTION 12.21.C5(e),(f),(g)
7. FOR HANDICAP PARKING STALL REQUIREMENT REFER TO:
8. THIS BUILDING AND GARAGE SHALL BY FULLY SPRINKLERED COMPLYING WITH (NFPA-13) SYSTEM
9. THROUGH PENETRATION SHALL BE PROTECTED BY AN APPROVED THROUGH-PENETRATION FIRE TOP SYSTEM INSTALLED AND TESTED IN ACCORDANCE WITH ASTM E814 OR UL 1479, WITH A MINIMUM POSITIVE PRESSURE DIFFERENTIAL OF 0.01 INCH OF WATER (2.49pa). THE SYSTEM SHALL HAVE AN F-RATING AND T-RATING OF NOT LESS THAN 1 HOUR BUT NOT LESS THAN THE REQUIRED RATING OF THE FLOOR PENETRATED.
10. NOTE ON PLAN: "REGISTERED DEPUTY GRADING INSPECTOR IS REQUIRED ON GRADING AND FOUNDATION EARTHWORK WHERE (SITE EXCEEDS 60.000 SF.) (CUT OR FILL SLOPES EXCEED 2.1) (CUT EXCEED 40 FT. IN HEIGHT AND WITHIN 20 FT. OF A PROPERTY LINE) (FOUNDATION EXCAVATION BELOW A 1:1 PLANE FROM PROPERTY LINE) (PROJECTS INVOLVE UNUSUAL HAZARDS) (SHORING WORK INCLUDING SLOT-CUTS)". (1704)
11. CONTINUOUS INSPECTION BY THE SOILS ENGINEER/GEOLOGIST IS REQUIRED FOR ALL SHORING/GRADING OPERATIONS.
12. ADD THE FOLLOWING GENERAL GRADING NOTES TO THE FINAL PLANS:
    - NO FILL TO BE PLACED, UNTIL THE CITY GRADING INSPECTOR HAS INSPECTED AND APPROVED THE BOTTOM EXCAVATION.
    - MAN-MADE FILL SHALL BE COMPACTED TO A MININUM RELATIVE COMPACTION OF 90%MAX. DRY DENSITY WITHIN 40 FEET BELOW FINISH GRADE AND 93% OF MAX. DRY DENSITY DEEPER THAN 40 FT. BELOW FINISH GRADE, UNLESS A LOWER RELATIVE COMPACTION (NOT LESS THAN 90% OF MAX. DRY DENSITY) IS JUSTIFIED BY THE SOILS ENGINEER,
13. NOTE ON PLANS: RETAINING WALLS IS LOCATED CLOSER TO THE PROPERTY LINE THAN THE HEIGHT OF THE WALL SHALL BE BACKFILLED NOT LATER THAN 10 DAYS AFTER CONSTRUCTION OF THE WALL AND NECESSARY STRUCTURAL SUPPORTING MEMBERS UNLESS RECOMMENDED OTHERWISE BY RESPONSIBLE ENGINEER.
14. DOUBLE STRIPING OF PARKING STALLS SHALL BE PER ZONING CODE SECTION 12.21.A5, CHART NO. 5

1 E. V. SIGN
N.T.S

NOTE:
INTERIOR FINISH MATERIALS APPLIED TO WALL AND CEILINGS SHALL BE TESTED AS SPECIFIED IN SECTION 803. SPECIFY THE CLASSIFICATIONS PER TABLE 803.11 AND SECTION 803.1.

GARAGE PLAN SHEET KEY NOTES

1	INDICATES FLR./TRENCH DRAIN, CONNECT TO SUMP PUMP SYSTEM PER PLMG. PLANS, VERIFY LOCATION & NO. OF DRAINS PRIOR TO CONST.
2	INDICATES LINE OF PARKING EXHAUST SHAFT ABOVE. VERIFY SIZE WITH MECH. PLANS PRIOR TO CONSTRUCTION.
3	INDICATES LINE OF TURNING CLEARANCE REQUIREMENTS.
4	INDICATES LINE OF PROPOSED ELECTRIC TRANSFORMER LOCATION ABOVE. PROVIDE MIN. OF 3'-0" CLEARANCE ALL AROUND THE PAD.
5	LINE OF SLAB/BLDG. ABOVE.
6	INDICATES FIRE SPRINKLER HEAD ABOVE. INSTALL MIN. ONE AT TRASH ENCLOSURE AND ONE AT RECYCLING AREA.
7	GALV. METAL GATE WITH MIN. 8'-2" HEAD CLEARANCE AND VOICE RESPONSE SYSTEM WITH MIN 20' STACKING DISTANCE FROM PROPERTY LINE.
8	SLOPE GARAGE SLAB TO DRAIN MAINTAIN MAX. 2% SLOPE AT ACCESSIBLE PARKING/ACCESSIBLE ROUTE/ACCESSIBLE ROUTE TO ELEVATOR, ETC. MAX. 5% IN OTHER AREA.
9	INDICATES LINE OF ⅝" GYPSUM BOARD FINISH INSTALLED OVER METAL STUDS/FURRING CHANNEL TYPICAL WALLS AND CEILING.
10	CROSSED HATCH AREA INDICATES MINIMUM 8'-2" HEAD CLEARANCE.
11	INDICATES 3'-0" WIDE BAND OF TRUNCATED DOMES, ADA DETECTABLE WARNING SYSTEM.
12	PLANTER AREA FOR WATERPROOFING AND PLANTER DRAINS REFER TO LANDSCAPE PLANS.
13	NOT USED
14	SLIP RESISTANCE TILE FLOORING SURFACE.
15	TRASH/RECYCLING CHUTE OPENING.
16	VENT SHAFT, SEE MECH.PLANS, PROVIDE FIRE DAMPER PER MECH.
17	PRECAST CONC. CAR WHEEL STOP.
18	3'-0" HIGH, 3" DIA, STELL PIPE BOLLARDS
19	MAINTAIN 8'-2" MIN. VERTICAL CLEARANCE TO AND FORM ACCESSIBLE PARKING STALL AND LOADING AISLES AND DRIVE AISLES THROUGHOUT PARKING GARAGE.
20	WHERE MULTIPLE CHARGING SPACES ARE REQUIRED, EVSE TO BE WALL MOUNT BY "EVSE LLC" AND RACEWAY PER ELECTRICAL PLANS. EV SPACES WITHIN THE COMMON PARKING AREA SERVING R-OCCUPANCIES, SHALL HAVE LABELS POSTED STATING "EV CAPABLE" AT BOTH THE EV CHARGING SPACE AND AT A CONSPICUOUS PLACE AT THE SERVICE PANEL OR SUB PANEL. THE ELECTRICAL SYSTEM SHALL HAVE SUFFICIENT CAPICITY TO SIMULTANEQUSLY CHARGE ALL DESIGNATED EV SPACE AT FULL RATED AMPERAGE BASED ON LEVEL 2 EVSE. PLAN DESIGN SHALL BE BASED UPON A 40 - AMPERE MINIMUM BRANCH CIRCUIT. 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 LOS ANGELES ELECTRICAL CODE. A SEPARATE ELECTRICAL PERMIT IS REQUIRED.(4.106.4.2)
21	NOT USED
22	E.V. CHARGING CONTROL MAX. 4" PROJECTION INTO 5' WIDE DISABLE ACCESS LOADING AREA OR RECESS INTO WALL
23	E.V. CHARGING CONTROL MAX. 4" PROJECTION INTO 5' WIDE DISABLE ACCESS LOADING AREA OR RECESS INTO WALL
24	PROPOSED MAIL BOX LOCATION. OBTAIN USPS APPROVAL PRIOR TO CONSTRUCTION.
25	INDICATES CLASS 1 STAND PIPE AS REQUIRED BY LOCAL FIRE DEPARTMENT.



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

NORTH

SAM ASLANIAN ARCHITECT
19951 TURNBERRY DRIVE
TARZANA CA 91356
TEL: 818.383.3237
FAX: 818.301.2703
email: sam@aslanianarchitects.com
www.aslanianarchitects.com

SIGNATURE

REGISTERED ARCHITECT SAM ASLANIAN No. 24043 Exp. 01-31-2023 ARCHITECT STATE OF CALIFORNIA

OWNER

MR. RAFI KUYUMJIAN
3832 GLENEAGLES DRIVE
TARZANA, CA 91356
Tel: 818-398-3886

CONSULTANT

PROJECT TITLE
RADFORD PLACE
54 UNIT MIXED USE PROJECT
4021 RADFORD AVE.,
STUDIO CITY, CA 91604

DATE	REVISIONS

DATE	ISSUED FOR

NOTES

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DATE
12-22-2021
DRAWN
CHECKED

PROJECT
54 UNIT MIXED USE PROJECT

SHEET TITLE
LOWER GARAGE PLAN

SHEET	OF
A 2.1	

EXHIBIT "A"
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Case No. DIR-2021-7095-TOC-HCA

SHEET LEGEND

- CMU WALL (2-HOUR WALL)
- CAST IN PLACE CONC.WALL/CLG. (2-HOUR WALL)
- INDICATES FURRED CLG.
- INDICATES MIN. 8'-2" HEAD CLEARANCE
- EXIT SIGN PER C. B. C. SEC. 1011
- NOTE CEILING HEIGHT

PARKING SUMMARY

FOR PARKING SUMMARY SEE TITLESHEET

GARAGE PLAN SHEET NOTES

1. REFER TO BUILDING PLANS SHEET A2.2 FOR ADDITIONAL NOTES.
2. PROVIDE APPROVED MECHANICAL VENTILATION SYSTEM FOR GARAGE.THE SYSTEM SHALL BE DESIGNED TO GIVE UNIFORM MOVEMENT OF AIR SUFFICIENT TO PROVIDE ONE COMPLETE CHANGE OF AIR EVERY 15 MINUTES. WHERE A MECHANICAL EXHAUST SYSTEM IS USED THE EXHAUST VENTILATION TAKEN AT THE POINT WITHIN 18" OF THE FLOOR LEVEL. VENTILATION DUCT OPENING SHALL BE SPACED NOT FARTHER THAN 50' APART AROUND THE PERIMETER OF THE GARAGE.
3. NOT USED
4. IF PARKING SPACES ARE ASSIGNED TO EACH RESIDENTIAL UNIT,THEN PROVISIONS SHALL BE MADE FOR ALLOCATING DISABLED PARKING SPACES TO UNIT OCCUPIED BY DISABLED RESIDENCE REGARDLESS OF UNIT LOCATION. THE OPTION OF REALLOCATING ACCESSIBLE PARKING SPACE TO A UNIT OCCUPIED BY DISABLED RESIDENCE SHALL REMAIN FOR THE LIFE OF THE PROJECT.
5. ALL PLUMBING PIPES AND MECHANICAL EXHAUST DUCTS,MEP EQUIPMENT SUBJECT TO IMPACT BY CAR SHALL HAVE ADEQUATE PROTECTION.
6. ALL STALLS SHALL BE DOUBLE STRIPED PER AND ZONING CODE SECTION 12.21.C5(e),(f),(g)
7. FOR HANDICAP PARKING STALL REQUIREMENT REFER TO:
8. THIS BUILDING AND GARAGE SHALL BY FULLY SPRINKLERED COMPLYING WITH (NFPA-13) SYSTEM
9. THROUGH PENETRATION SHALL BE PROTECTED BY AN APPROVED THROUGH-PENETRATION FIRE TOP SYSTEM INSTALLED AND TESTED IN ACCORDANCE WITH ASTM E814 OR UL 1479, WITH A MINIMUM POSITIVE PRESSURE DIFFERENTIAL OF 0.01 INCH OF WATER (2.49pa). THE SYSTEM SHALL HAVE AN F-RATING AND T-RATING OF NOT LESS THAN 1 HOUR BUT NOT LESS THAN THE REQUIRED RATING OF THE FLOOR PENETRATED.
10. NOTE ON PLAN: "REGISTERED DEPUTY GRADING INSPECTOR IS REQUIRED ON GRADING AND FOUNDATION EARTHWORK WHERE (SITE EXCEEDS 60.000 SF.) (CUT OR FILL SLOPES EXCEED 2.1) (CUT EXCEED 40 FT. IN HEIGHT AND WITHIN 20 FT. OF A PROPERTY LINE) (FOUNDATION EXCAVATION BELOW A 1:1 PLANE FROM PROPERTY LINE) (PROJECTS INVOLVE UNUSUAL HAZARDS) (SHORING WORK INCLUDING SLOT-CUTS)". (1704)
11. CONTINUOUS INSPECTION BY THE SOILS ENGINEER/GEOLOGIST IS REQUIRED FOR ALL SHORING/GRADING OPERATIONS.
12. ADD THE FOLLOWING GENERAL GRADING NOTES TO THE FINAL PLANS:
    - NO FILL TO BE PLACED, UNTIL THE CITY GRADING INSPECTOR HAS INSPECTED AND APPROVED THE BOTTOM EXCAVATION.
    - MAN-MADE FILL SHALL BE COMPACTED TO A MININUM RELATIVE COMPACTION OF 90%MAX. DRY DENSITY WITHIN 40 FEET BELOW FINISH GRADE AND 93% OF MAX. DRY DENSITY DEEPER THAN 40 FT. BELOW FINISH GRADE, UNLESS A LOWER RELATIVE COMPACTION (NOT LESS THAN 90% OF MAX. DRY DENSITY) IS JUSTIFIED BY THE SOILS ENGINEER,
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14. DOUBLE STRIPING OF PARKING STALLS SHALL BE PER ZONING CODE SECTION 12.21.A5, CHART NO. 5

GARAGE PLAN SHEET KEY NOTES

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5. LINE OF SLAB/BLDG. ABOVE.
6. INDICATES FIRE SPRINKLER HEAD ABOVE. INSTALL MIN. ONE AT TRASH ENCLOSURE AND ONE AT RECYCLING AREA.
7. GALV. METAL GATE WITH MIN. 8'-2" HEAD CLEARANCE AND VOICE RESPONSE SYSTEM WITH MIN 20' STACKING DISTANCE FROM PROPERTY LINE.
8. SLOPE GARAGE SLAB TO DRAIN MAINTAIN MAX. 2% SLOPE AT ACCESSIBLE PARKING/ACCESSIBLE ROUTE/ACCESSIBLE ROUTE TO ELEVATOR, ETC. MAX. 5% IN OTHER AREA.
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13. NOT USED
14. SLIP RESISTANCE TILE FLOORING SURFACE.
15. TRASH/RECYCLING CHUTE OPENING.
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19. MAINTAIN 8'-2" MIN. VERTICAL CLEARANCE TO AND FORM ACCESSIBLE PARKING STALL AND LOADING AISLES AND DRIVE AISLES THROUGHOUT PARKING GARAGE.
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21. NOT USED
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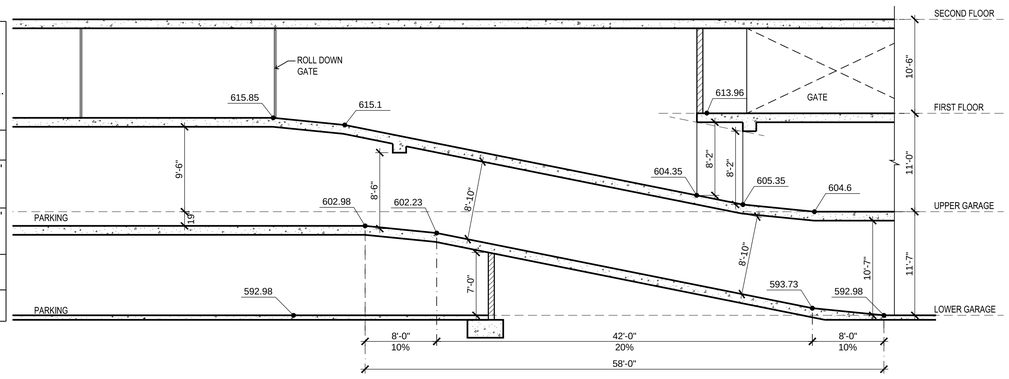
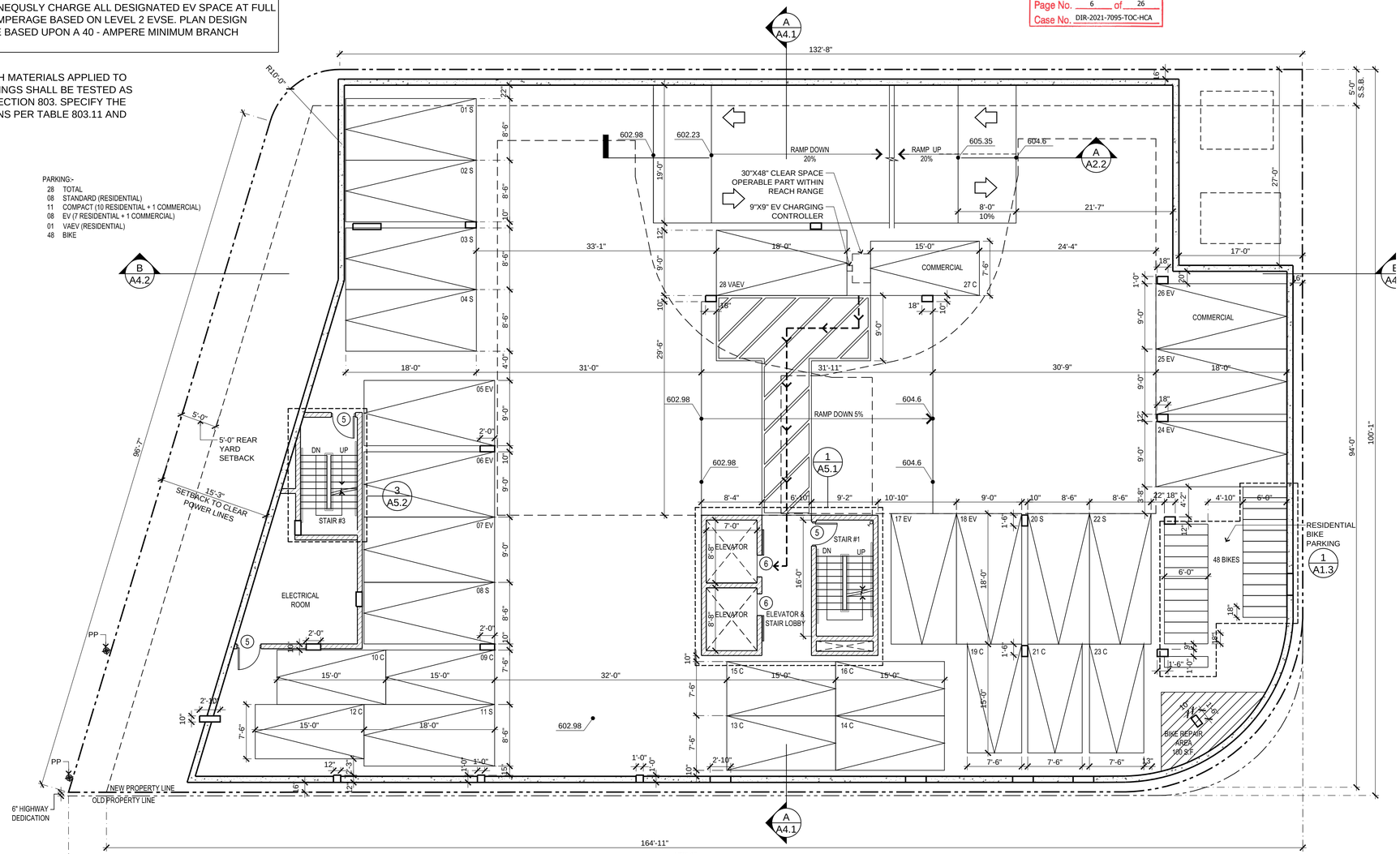


A RAMP SECTION
1/8"=1'-0"

EXHIBIT "A"
Page No. 6 of 26
Case No. DIR-2021-7095-TOC-HCA



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

NORTH

SAM ASLANIAN ARCHITECT
19951 TURNBERRY DRIVE
TARZANA CA 91356
TEL: 818.383.3237
FAX: 818.301.2703
email: sam@aslanianarchitects.com
www.aslanianarchitects.com

SIGNATURE

REGISTERED ARCHITECT SAM ASLANIAN No. 24043 Exp. 01-31-2023 ARCHITECT STATE OF CALIFORNIA

OWNER

MR. RAFI KUYUMJIAN
3832 GLENEAGLES DRIVE
TARZANA, CA 91356
Tel: 818-398-3886

CONSULTANT

PROJECT TITLE
RADFORD PLACE
54 UNIT MIXED USE PROJECT
4021 RADFORD AVE.,
STUDIO CITY, CA 91604

DATE	REVISIONS

DATE	ISSUED FOR

NOTES

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DATE
12-22-2021
DRAWN
CHECKED

PROJECT
54 UNIT MIXED USE PROJECT

SHEET TITLE
UPPER GARAGE PLAN & RAMP SECTION

SHEET	OF
A 2.2	

SHEET LEGEND

CALL OUT SYMBOL			CALL OUT SYMBOL		
1		4" NOM. STUD WALL (6 AB.7)	9		CAST IN PLACE CONC. WALL/CLG.
2		6" NOM. STUD WALL (6 AB.7)	10		2-HR EXT. BEARING WALL (7 AB.7)
3		8" NOM. STUD WALL	11		SHEAR WALL
4		1-HOUR FIRE PARTITION WALL (18 AB.7)	12		INDICATES FURRED CLG.
5		3-HOUR FIRE PARTITION WALL (NOT USED) (14 AB.8) (15 AB.8) (16 AB.8)		7'-9"	NOTES CEILING HT.
6		2-HR WALL (4 AB.8) (20 AB.7) (9 AB.7)			EXIT SIGN PER C.B.C. SEC. SEC. 1003.2.8 & 1003.2.9
7		2X6 STAGG. STUD WALL 1HR. WALL, STC.50 (17 AB.7)			INDICATES 1-HR RATED CLG. W/ NO PENETRATION ALLOWED
8		CMU WALL			

PARKING SUMMARY

FOR PARKING SUMMARY SEE TITLESHEET

GARAGE PLAN SHEET NOTES

1. REFER TO BUILDING PLANS SHEET A2.2 FOR ADDITIONAL NOTES.
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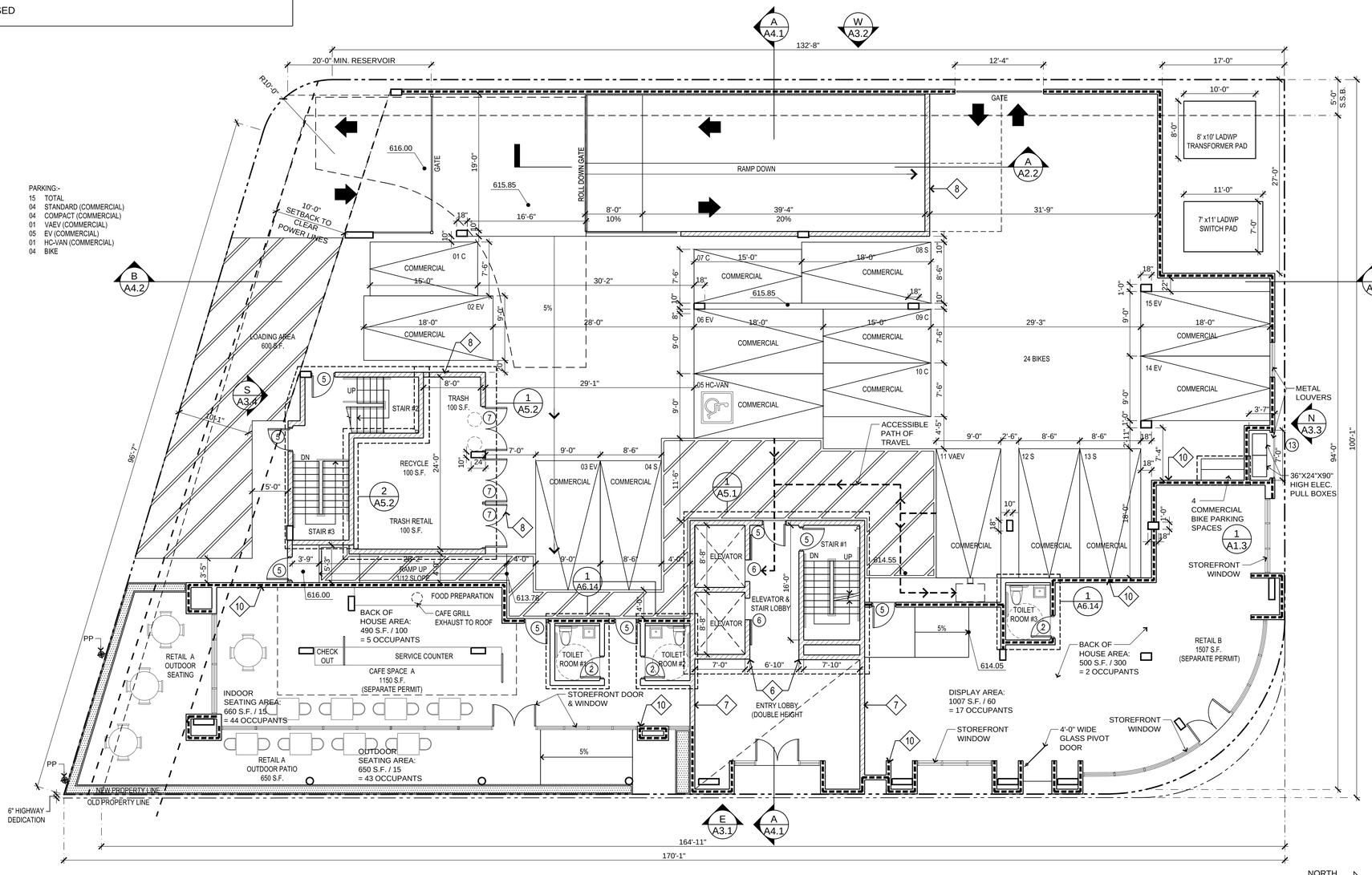
EXHIBIT "A"
Page No. 7 of 26
Case No. DIR-2021-7095-TOC-HCA



FIRST FLOOR PLAN

1/8"=1'-0"

NORTH

SAM ASLANIAN ARCHITECT
19951 TURNBERRY DRIVE
TARZANA CA 91356
TEL: 818.383.3237
FAX: 818.301.2703
email: sam@aslanianarchitects.com
www.aslanianarchitects.com

SIGNATURE

REGISTERED ARCHITECT SAM ASLANIAN No. 24043 Exp. 01-31-2023 STATE OF CALIFORNIA

OWNER

MR. RAFI KUYUMJIAN
3832 GLENEAGLES DRIVE
TARZANA, CA 91356
Tel: 818-398-3886

CONSULTANT

PROJECT TITLE
RADFORD PLACE
54 UNIT MIXED USE PROJECT
4021 RADFORD AVE.,
STUDIO CITY, CA 91604

DATE	REVISIONS

DATE	ISSUED FOR

NOTES

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DATE
12-22-2021
DRAWN
CHECKED

PROJECT
54 UNIT MIXED USE PROJECT

SHEET TITLE
FIRST FLOOR PLAN

SHEET	OF
A 2.3	

BUILDING DATA

OCCUPANCY	TYPE OF CONSTRUCTION	HEIGHT	FIRE SPRINKLER	TOTAL NO. OF DWELLING
R-2 S-2	RES.: V-A GAR.: I-A	4 - STORY O/ 1ST FLR. RETAIL O/ 1-STORY BELOW GRADE GARAGE	NFPA-13 NFPA-13	30

SHEET LEGEND

CALL OUT SYMBOL			CALL OUT SYMBOL		
1		4" NOM. STUD WALL (6 AB.7)	9		CAST IN PLACE CONC. WALL/CLG.
2		6" NOM. STUD WALL (6 AB.7)	10		2-HR EXT. BEARING WALL (7 AB.7)
3		8" NOM. STUD WALL	11		SHEAR WALL
4		1-HOUR FIRE PARTITION WALL (16 AB.7)	12		INDICATES FURRED CLG.
5		3-HOUR FIRE PARTITION WALL (NOT USED) (14 AB.5) (15 AB.5) (16 AB.5)		7'-9"	NOTES CEILING HT.
6		2-HR WALL (4 AB.8) (20 AB.7) (9 AB.7)			EXIT SIGN PER C.B.C. SEC. SEC. 1003.2.8 & 1003.2.9
7		2X6 STAGG. STUD WALL 1HR. WALL, STC.50 (17 AB.7)			INDICATES 1-HR RATED CLG. W/ NO PENETRATION ALLOWED
8		CMU WALL			

BUILDING PLAN SHEET NOTES

1. ALTERNATE EQUAL PROTECTION OF OPENINGS AT EXIT COURT WITH LESS THAN 10 FEET WIDTH SHALL COMPLY WITH THE FOLLOWING:
   1. WATER CURTAIN SPRINKLERS SYSTEM IS INSTALLED OVER EACH OPENINGS ON THE INSIDE OF THE BUILDING.
   2. MECHANICAL PLAN CHECK APPROVAL AND PERMIT SHALL BE OBTAINED PRIOR TO SPRINKLER INSTALLATION.
   3. A MINIMUM 18" DEEP DRAFT STOP SHALL BE PROVIDED IMMEDIATELY ADJACENT TO THE PROTECTED OPENING AS REQUIRED BY 5-13.4 OF DIVISION 20 OF THE PLUMBING CODE.
2. INSTALL WITHIN PROJECT AS AIR INFILTRATION SYSTEM (EITHER CHARCOAL OR ELECTRONIC) TO REDUCE AIR QUALITY EFFECTS ON THE PROJECT RESIDENTS.
3. STAIR, ELEVATOR, MECHANICAL AND TRASH CHUTE SHAFT SHLL BE 2-HR. FIRE RESISTIVE CONST.
4. PENETRATIONS OF FIRE RESISTIVE WALLS, FLOOR - CEILINGS, & ROOF - CEILINGS SHALL BE PROTECTED AS REQUIRED IN U.B.C. SEC. 709 & 710. (A1.7)
5. PORTABLE FIRE EXTINGUISHERS MINIMUM REQ.: (6 AB.9)
   A. PROVIDE A MIN. OF ONE 2-A/10-B-C CLASSIFICATION FIRE EXTINGUISHER WITHIN 75 FT. TRAVEL DISTANCE FOR EACH 6000 SQ.FT. OR PORTION THEREOF.
   B. VERIFY LOCATION, TYPE REQUIRED NUMBER OF FIRE EXTINGUISHER WITH LOCAL FIRE DEPARTMENT PRIOR TO INSTALLATION.
   C. INSTALL SEMI-RECESSED FIRE EXTINGUISHER IN STUD WALLS PER REFERENCED DETAIL.
6. MEANS OF EGRESS IDENTIFICATION:
   A. PROVIDE INTERNALLY ILLUMINATED EXIT SIGNS, PER C.B.C. SEC. 1003.2.8.
   B. PROVIDE FLR. LEVEL EXIT SIGNS & APPROVED PATH MARKING. PER C.B.C. SEC. 1007.6.2.
   C. EXIT SIGNS SHALL BE ILLUMINATED AT ALL TIMES. PROVIDE BACKUP POWER IN CASE OF PRIMARY POWER LOSS IN CONFORMANCE W/ C.B.C. SEC. 1005.2.8.5.
   D. ADDITIONAL EXIST SIGNS MAY BE REQUIRED AND LOCATIONS ARE SUBJECT TO CHANGE DURING FINAL INSPECTION.
7. FIRE ALARM SYSTEM:
   A. BLDG. SHALL HAVE APPROVED MANUAL & AUTO. FIRE ALARM SYSTEM PER C.BC. SEC. 310.10 & U.F.C. ART. 14.
   B. WHEN SERVING MORE THAN 100 SPRINKLER HEADS, AUTOMATIC FIRE SPRINKLER SYSTEM SHALL BE SUPERVISED BY APPROVED CENTRAL PROPRIETARY OR REMOTE STATION SERVICE.
   C. FIRE SPRINKLER SYSTEM SHALL BE SUBMITTED TO THE BUILDING DEPARTMENTS FOR REVIEW AND APPROVAL PRIOR TO INSTALLATION.
8. IN FOUR OR MORE STORIES BUILDING AT LEAST ONE ELEVATOR CAR SHALL BE SUCH A SIZE AND ARRANGEMENT TO ACCOMMODATE AN AMBULANCE STRETCHER 24"X84".

BUILDING PLAN CONSTRUCTION NOTES

ROOF/CLG. ASSEMBLIES SHALL BE ONE-HOUR RATED FIRE-RESISTIVE CONSTRUCTION. (1 AB.7)	INTERIOR WALL INTERSECTIONS AT 1-HR. RATED FIRE-RESISTIVE CONST. SHALL BE PER: (1 AB.8)
FLOOR/CEILING ASSEMBLIES SEPARATING UNITS IN THE SAME BUILDING SHALL BE 1 HR. RATED FIRE-RESISTIVE CONST. PER: (2 AB.7)	HORIZONTAL STRUCTURAL MEMBERS (BEAMS) & THEIR SUPPORT (POSTS) SHALL BE INDIVIDUALLY FIRE PROTECTED WHEN HORIZONTAL MEMBER SUPPORTS DIRECTLY APPLIED LOADS FROM A FLOOR & A ROOF OR MORE THAN ONE FLOOR. CBC SECTION 704.2.6. (12 AB.8) (13 AB.8)
FLOOR/CEILING ASSEMBLIES WITHIN SAME UNIT SHALL BE 1-HR. RATED FIRE-RESISTIVE CONST. PER: (3 AB.7)	NOTE: COLUMNS MUST ALWAYS BE INDIVIDUALLY PROTECTED.
EXT. WALLS INCLUDING COURTYARD WHERE OCCURS WALLS SHALL BE 2-HR. RATED FIRE-RESISTIVE CONST. (7 AB.7) (8 AB.7)	
INTERIOR WALLS SHALL BE 1-HR. RATED FIRE-RESISTIVE CONST. SEE STRL. FOR INTERIOR BEARING WALL LOCATIONS. (6 AB.7)	DUCT PENETRATIONS THROUGH RATED WALLS SHALL BE CONSTRUCTED PER DETAIL: (6 AB.8)
DWELLING UNIT SEPARATION WALLS (PARTY WALLS) SHALL BE 1-HR. RATED FIRE-RESISTIVE CONST. (16 AB.7)	FURRED CEILING BELOW ONE HOUR FIRE-RESISTIVE ASSEMBLIES SHALL BE CONSTRUCTED PER DETAIL. (3 AB.8)
FOR INTERSECTING WALLS AT ONE HOUR DWELLING SEPARATION WALL, REFER TO DETAIL. (18 AB.7)	FOR TYPICAL INTERIOR WALL CORNER BEAD REFER TO: (10 AB.6)
	TUB SHOWER AT DWELLING SEPARATION WALL SHALL BE PER: (7 AB.6)
FLOOR & ROOF TO EXT. WALL INTERSECTIONS AT 1-HR. RATED FIRE-RESISTIVE CONST., PER: (2 AB.8) (11 AB.8)	FOR RECESSED LIGHT FIXTURE AT 1-HR RATED CLG. REFER TO (9 AB.8)
EXT. DECK ASSEMBLIES SHALL BE 1-HR. RATED F.R. CONST. PER: (4 AB.7) (5 AB.7)	ELEC. OUTLETS IN DWELL. UNIT SEPARATION WALLS CLG. FIXTURES IN CLG./FLR., PER: (3 AB.6)
2-HR AREA SEPARATION WALL (2 HR. FIRE WALL) SHALL BE 2-HR. F.R. CONST. PER: (14 AB.8) (15 AB.8) (16 AB.8)	ONE HOUR INTERIOR STAIR SHALL BE CONSTRUCTED PER: (3 AB.8)
FOR INTERSECTING WALLS AT TWO HOUR AREA SEPARATION WALLS REFER TO DETAIL: (10 AB.7)	
STAIR, ELEV., MECH. AND TRASH CHUTE SHAFTS WALLS (2-HR. FIRE BARRIER) SHALL BE 2-HR. FIRE RATED PER: (14 AB.8) (15 AB.8) (16 AB.8)	
RECESSED MEDICINE CABT.S, ELEC. PANELS, FIRE EXTINGUISHER CABT.S AND WASHER/DRYER HOOK-UPS IN RATED WALLS SHALL BE PER REFERENCED DETAIL. SUCH CABT.S SHALL NOT BE LOCATED IN CORRIDOR, DWELLING UNIT SEP. OR AREA SEPARATION WALLS. (7 AB.8) (8 AB.8)	NOTE: ALL CAVITIES SHALL BE FIELD-UP WITH INSULATION.

BUILDING PLAN SHEET KEYNOTES

1	2-HR RATED GARAGE VENTILATION SHAFT, VERIFY SIZE WITH MECHANICAL CONTRACTOR PRIOR TO CONSTRUCTION. (14 AB.8) (15 AB.8) (16 AB.8)
2	LINE OF FLAT ARCH / CEILING ABOVE.
3	LINE OF BUILDING OR BALCONY ABOVE.
4	INDICATES WATER CURTAIN SPRINKLER SYSTEM. SEE SHEET NOTE #1.
5	INDICATES SCUPPER PER: (13 AB.8)
6	INDICATES LOCATION OF DECK / FLR. DRAIN. INSTALL PER DECK WATERPROOFING AND DECK DRAIN MFR. RECOMMENDATIONS.
7	INDICATES CLASS 1 STAND PIPE AS REQUIRED BY LOCAL FIRE DEPARTMENT.
8	PLANTER AREA FOR WATERPROOFING AND PLANETR DRAINS REFER TO LANDSCAPE PLANS.
9	PROPOSED MAIL BOX LOCATION. OBTAIN USPS APPROVAL PRIOR TO CONSTRUCTION.
10	INDICATES ELECTRIC TRANSFORMER LOCATION. REFER TO UTILITY PLANS.
11	NOT USED
12	CANTILEVER CONCRETE DECK.
13	FOR CONCRETE DECKS USE "ALL DECK" ENVIRONMENTAL COATING SYSTEMS, INC. MODEL NO. 07180, LARR 24309. USE COLOR "E66 SHELL" OR ANOTHER COLOR WITH A MINIMUM SOLAR REFLECTANCE 0.30.
14	NON-ABSORBANT INTERIOR FLOOR AND WALL FINISHES SHALL BE USED WITHIN ATLEAST 2 FEET AROUND AND PERPENDICULAR TO EXTERIOR ENTRIES AND/OR OPENINGS SUBJECT TO FOOT TRAFFIC.
15	PROVIDE PRESCRIPTIVE 3 HOUR FIRE RATED SHAFT WALL PER CBC TABLE 720.1(2) ITEM # 11-1.3 TO CONSIST OF 7⅝" FACE TO FACE THICK WALL TO BE CONSTRUCTED AS FOLLOWS: 4" x 0.044" (NO. 18 CARBON SHEET STEEL GAGE) CHANNEL-SHAPED STEEL STUDS AT 16" ON CENTER. ON EACH SIDE APPROVAL RESILIENT CLIPS PRESSED ONTO STUD FLANGE AT 16" VERTICAL SPACING. ½" PENCIL RODS SNAPPED INTO OR WIRE TIED ONTO OUTER LOOP OF CLIPS, METAL LATH WIRE-TIED TO PENCIL RODS AT 6" INTERVALS, 1" PERLITE GYPSUM PLASTER, EACH SIDE.
16	ELEVATOR SHALL HAVE A 60 GALLON MAX. EMERGENCY GENERATOR LOCATED ON ROOF CAPABLE OF OPERATIONG FOR 2-HOURS IN CASE OF POWER FAILURE. SEPARATE PERMIT REQUIRED.
17	42" HIGH METAL GUARD RAIL
18	90 MIN. FIRE RATED FIXED WINDOW
19	TANK LESS WATER HEATER WITH WATER SUB METER BELOW. SEE MECH. DRAWINGS

NOTE: THIS BUILDING AND GARAGE MUST BE EQUIPPED WITH AN AUTOMATIC FIRE EXTINGUISHING SYSTEM, COMPLYING WITH (NFPA-13). THE SPRINKLER SYSTEM SHALL BE APPROVED BY PLUMBING DIV. PRIOR TO INSTALLATION. (903.2.7)

* WINDOW SHALL BE 3/4 HOUR RATED

⊛ SPRINKLER HEAD FOR WATER CURTAIN FOR EXIT CORRIDOR IN COURTYARD AND SIDE YARD EXIT COURT, APPROVED BY MODIFICATION. WATER CURTAIN UNDER SEPARATE PERMIT. SEE A1.13 FOR MODIFICATION.

NOTE:
1. INTERIOR FINISH MATERIALS APPLIED TO WALL AND CEILINGS SHALL BE TESTED AS SPECIFIED IN SECTION 803. SPECIFY THE CLASSIFICATIONS PER TABLE 803.11 AND SECTION 803.1.
2. PROJECT INCLUDES TENANT SHALL SPACE ONLY. FUTURE TENANT BUILD OUT SHALL BE UNDER SEPARATE PERMIT.
3. ALL FLOORS SHALL BE SMOOTH, FIRM AND SLIP RESISTANT.
4. LONGEST DISTANCE TO EXIT: THE LONGEST DISTANCE TO EXIT IS 66' FROM ENTRY DOOR OF UNIT "F" TO STAIR #1.
5. PROVIDE AN ACCESSIBLE ROUTE THROUGHOUT GYM AND TO EACH TYPE OF EXERCISE MACHINE.

OCCUPANT LOAD CALCULATION - CORRIDOR SINGLE 36" FIRE DOOR

TOTAL FIRST FLOOR OCCUPANCY: 3831/200 = 20 < 50; SINGLE DOOR SUFFICIENT

EXHIBIT "A"
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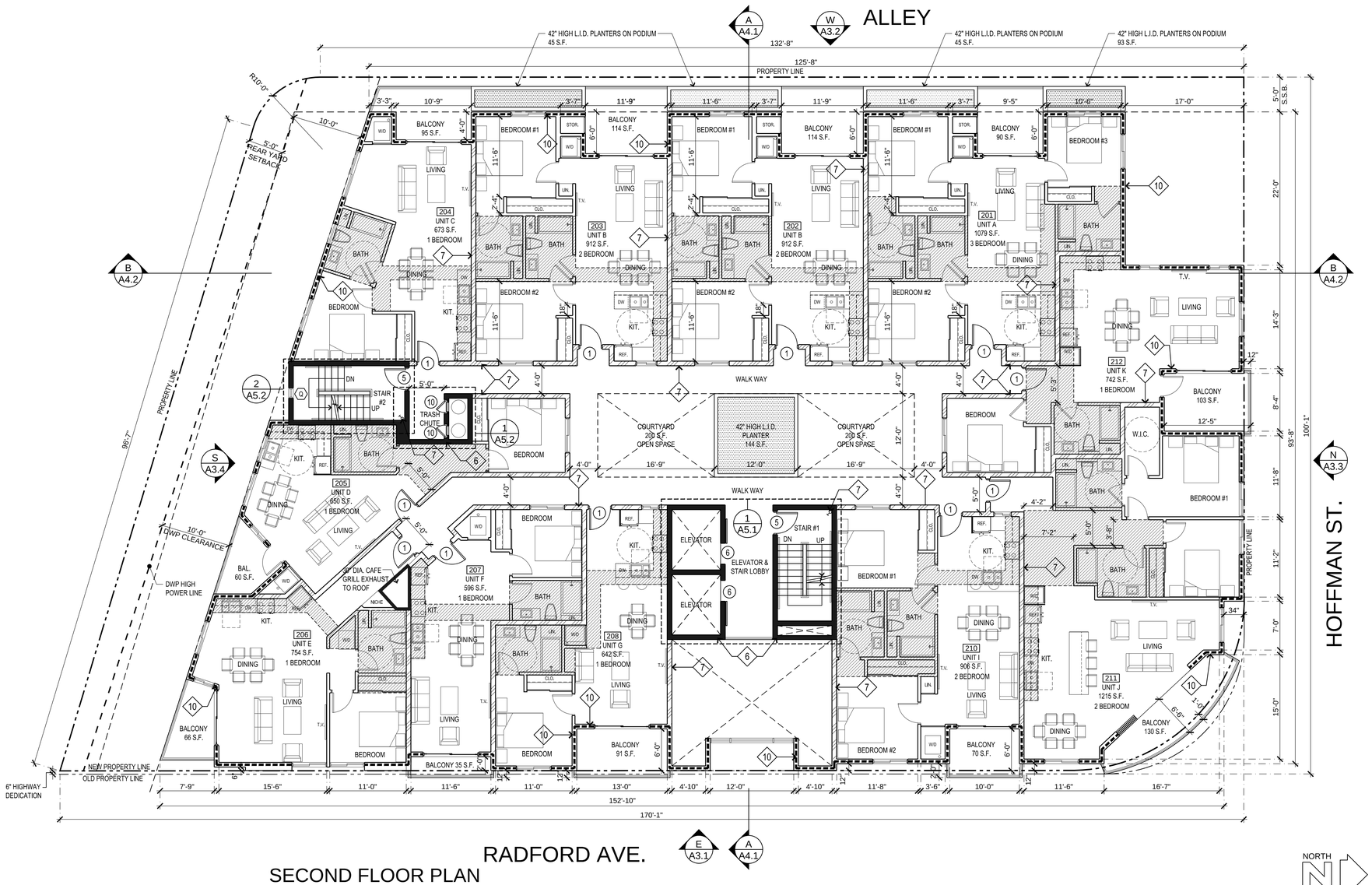

SECOND FLOOR PLAN

1/8"=1'-0"

NORTH

SAM ASLANIAN ARCHITECT
19951 TURNBERRY DRIVE
TARZANA CA 91356
TEL: 818.383.3237
FAX: 818.301.2703
email: sam@aslanianarchitects.com
www.aslanianarchitects.com

SIGNATURE

REGISTERED ARCHITECT SAM ASLANIAN No. 24043 Exp. 01-31-2023 ARCHITECT STATE OF CALIFORNIA

OWNER

MR. RAFI KUYUMJIAN
3832 GLENEAGLES DRIVE
TARZANA, CA 91356
Tel: 818-398-3886

CONSULTANT

PROJECT TITLE
RADFORD PLACE
54 UNIT MIXED USE PROJECT
4021 RADFORD AVE.,
STUDIO CITY, CA 91604

DATE	REVISIONS

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DATE
12-22-2021
DRAWN
CHECKED

PROJECT
54 UNIT MIXED USE PROJECT

SHEET TITLE
SECOND FLOOR PLAN

SHEET	OF
A 2.4	

BUILDING DATA

OCCUPANCY	TYPE OF CONSTRUCTION	HEIGHT	FIRE SPRINKLER	TOTAL NO. OF DWELLING
R-2 S-2	RES.: V-A GAR.: I-A	4 - STORY O/ 1ST FLR. RETAIL O/ 1-STORY BELOW GRADE GARAGE	NFPA-13 NFPA-13	30

SHEET LEGEND

CALL OUT SYMBOL			CALL OUT SYMBOL		
1		4" NOM. STUD WALL (6 AB.7)	9		CAST IN PLACE CONC. WALL/CLG.
2		6" NOM. STUD WALL (6 AB.7)	10		2-HR EXT. BEARING WALL (7 AB.7)
3		8" NOM. STUD WALL	11		SHEAR WALL
4		1-HOUR FIRE PARTITION WALL (16 AB.7)	12		INDICATES FURRED CLG.
5		3-HOUR FIRE PARTITION WALL (NOT USED) (14 AB.9) (15 AB.9) (16 AB.9)		7'-9"	NOTES CEILING HT.
6		2-HR WALL (4 AB.8) (20 AB.7) (9 AB.7)			EXIT SIGN PER C.B.C. SEC. SEC. 1003.2.8 & 1003.2.9
7		2X6 STAGG. STUD WALL 1HR. WALL, STC.50 (17 AB.7)			INDICATES 1-HR RATED CLG. W/ NO PENETRATION ALLOWED
8		CMU WALL			

BUILDING PLAN SHEET NOTES

1. ALTERNATE EQUAL PROTECTION OF OPENINGS AT EXIT COURT WITH LESS THAN 10 FEET WIDTH SHALL COMPLY WITH THE FOLLOWING:
   1. WATER CURTAIN SPRINKLERS SYSTEM IS INSTALLED OVER EACH OPENINGS ON THE INSIDE OF THE BUILDING.
   2. MECHANICAL PLAN CHECK APPROVAL AND PERMIT SHALL BE OBTAINED PRIOR TO SPRINKLER INSTALLATION.
   3. A MINIMUM 18" DEEP DRAFT STOP SHALL BE PROVIDED IMMEDIATELY ADJACENT TO THE PROTECTED OPENING AS REQUIRED BY 5-13.4 OF DIVISION 20 OF THE PLUMBING CODE.
2. INSTALL WITHIN PROJECT AS AIR INFILTRATION SYSTEM (EITHER CHARCOAL OR ELECTRONIC) TO REDUCE AIR QUALITY EFFECTS ON THE PROJECT RESIDENTS.
3. STAIR, ELEVATOR, MECHANICAL AND TRASH CHUTE SHAFT SHLL BE 2-HR. FIRE RESISTIVE CONST.
4. PENETRATIONS OF FIRE RESISTIVE WALLS, FLOOR - CEILINGS, & ROOF - CEILINGS SHALL BE PROTECTED AS REQUIRED IN U.B.C. SEC. 709 & 710. (A1.7)
5. PORTABLE FIRE EXTINGUISHERS MINIMUM REQ.: (6 AB.9)
   A. PROVIDE A MIN. OF ONE 2-A/10-B-C CLASSIFICATION FIRE EXTINGUISHER WITHIN 75 FT. TRAVEL DISTANCE FOR EACH 6000 SQ.FT. OR PORTION THEREOF.
   B. VERIFY LOCATION, TYPE REQUIRED NUMBER OF FIRE EXTINGUISHER WITH LOCAL FIRE DEPARTMENT PRIOR TO INSTALLATION.
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   B. PROVIDE FLR, LEVEL EXIT SIGNS & APPROVED PATH MARKING. PER C.B.C. SEC. 1007.6.2.
   C. EXIT SIGNS SHALL BE ILLUMINATED AT ALL TIMES. PROVIDE BACKUP POWER IN CASE OF PRIMARY POWER LOSS IN CONFORMANCE W/ C.B.C. SEC. 1005.2.8.5.
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7. FIRE ALARM SYSTEM:
   A. BLDG. SHALL HAVE APPROVED MANUAL & AUTO. FIRE ALARM SYSTEM PER C.BC. SEC. 310,10 & U.F.C. ART. 14,
   B. WHEN SERVING MORE THAN 100 SPRINKLER HEADS, AUTOMATIC FIRE SPRINKLER SYSTEM SHALL BE SUPERVISED BY APPROVED CENTRAL PROPRIETARY OR REMOTE STATION SERVICE.
   C. FIRE SPRINKLER SYSTEM SHALL BE SUBMITTED TO THE BUILDING DEPARTMENTS FOR REVIEW AND APPROVAL PRIOR TO INSTALLATION.
8. IN FOUR OR MORE STORIES BUILDING AT LEAST ONE ELEVATOR CAR SHALL BE SUCH A SIZE AND ARRANGEMENT TO ACCOMMODATE AN AMBULANCE STRETCHER 24"X84".

BUILDING PLAN CONSTRUCTION NOTES

ROOF/CLG. ASSEMBLIES SHALL BE ONE-HOUR RATED FIRE-RESISTIVE CONSTRUCTION. (1 AB.7)	INTERIOR WALL INTERSECTIONS AT 1-HR. RATED FIRE-RESISTIVE CONST. SHALL BE PER: (1 AB.8)
FLOOR/CEILING ASSEMBLIES SEPARATING UNITS IN THE SAME BUILDING SHALL BE 1 HR. RATED FIRE-RESISTIVE CONST. PER: (2 AB.7)	HORIZONTAL STRUCTURAL MEMBERS (BEAMS) & THEIR SUPPORT (POSTS) SHALL BE INDIVIDUALLY FIRE PROTECTED WHEN HORIZONTAL MEMBER SUPPORTS DIRECTLY APPLIED LOADS FROM A FLOOR & A ROOF OR MORE THAN ONE FLOOR. CBC SECTION 704.2.6. (12 AB.8) (13 AB.8)
FLOOR/CEILING ASSEMBLIES WITHIN SAME UNIT SHALL BE 1-HR. RATED FIRE-RESISTIVE CONST. PER: (3 AB.7)	NOTE: COLUMNS MUST ALWAYS BE INDIVIDUALLY PROTECTED.
EXT. WALLS INCLUDING COURTYARD WHERE OCCURS WALLS SHALL BE 2-HR. RATED FIRE-RESISTIVE CONST. (7 AB.7) (8 AB.7)	
INTERIOR WALLS SHALL BE 1-HR. RATED FIRE-RESISTIVE CONST. SEE STRL. FOR INTERIOR BEARING WALL LOCATIONS. (6 AB.7)	DUCT PENETRATIONS THROUGH RATED WALLS SHALL BE CONSTRUCTED PER DETAIL: (6 AB.8)
DWELLING UNIT SEPARATION WALLS (PARTY WALLS) SHALL BE 1-HR. RATED FIRE-RESISTIVE CONST. (16 AB.7)	FURRED CEILING BELOW ONE HOUR FIRE-RESISTIVE ASSEMBLIES SHALL BE CONSTRUCTED PER DETAIL. (5 AB.8)
FOR INTERSECTING WALLS AT ONE HOUR DWELLING SEPARATION WALL, REFER TO DETAIL. (18 AB.7)	FOR TYPICAL INTERIOR WALL CORNER BEAD REFER TO: (10 AB.8)
FLOOR & ROOF TO EXT. WALL INTERSECTIONS AT 1-HR. RATED FIRE-RESISTIVE CONST., PER: (2 AB.8) (11 AB.8)	TUB SHOWER AT DWELLING SEPARATION WALL SHALL BE PER: (7 AB.8)
	FOR RECESSED LIGHT FIXTURE AT 1-HR RATED CLG. REFER TO (9 AB.8)
EXT. DECK ASSEMBLIES SHALL BE 1-HR. RATED F.R. CONST. PER: (4 AB.7) (5 AB.7)	ELEC. OUTLETS IN DWELL. UNIT SEPARATION WALLS CLG. FIXTURES IN CLGJ/FLR., PER: (3 AB.8)
2-HR AREA SEPARATION WALL (2 HR. FIRE WALL) SHALL BE 2-HR. F.R. CONST. PER: (14 AB.8) (15 AB.8) (16 AB.8)	ONE HOUR INTERIOR STAIR SHALL BE CONSTRUCTED PER: (3 AB.8)
FOR INTERSECTING WALLS AT TWO HOUR AREA SEPARATION WALLS REFER TO DETAIL: (19 AB.7)	
STAIR, ELEV., MECH. AND TRASH CHUTE SHAFTS WALLS (2-HR. FIRE BARRIER) SHALL BE 2-HR. FIRE RATED PER: (14 AB.8) (15 AB.8) (16 AB.8)	
RECESSED MEDICINE CABT.S, ELEC. PANELS, FIRE EXTINGUISHER CABT.S AND WASHER/DRYER HOOK-UPS IN RATED WALLS SHALL BE PER REFERENCED DETAIL SUCH CABT.S SHALL NOT BE LOCATED IN CORRIDOR, DWELLING UNIT SEP. OR AREA SEPARATION WALLS. (7 AB.8) (8 AB.8)	NOTE: ALL CAVITIES SHALL BE FIELD-UP WITH INSULATION.

BUILDING PLAN SHEET KEYNOTES

1	2-HR RATED GARAGE VENTILATION SHAFT, VERIFY SIZE WITH MECHANICAL CONTRACTOR PRIOR TO CONSTRUCTION. (14 AB.8) (15 AB.8) (16 AB.8)
2	LINE OF FLAT ARCH / CEILING ABOVE.
3	LINE OF BUILDING OR BALCONY ABOVE.
4	INDICATES WATER CURTAIN SPRINKLER SYSTEM. SEE SHEET NOTE #1.
5	INDICATES SCUPPER PER: (13 AB.8)
6	INDICATES LOCATION OF DECK / FLR. DRAIN. INSTALL PER DECK WATERPROOFING AND DECK DRAIN MFR. RECOMMENDATIONS.
7	INDICATES CLASS 1 STAND PIPE AS REQUIRED BY LOCAL FIRE DEPARTMENT.
8	PLANTER AREA FOR WATERPROOFING AND PLANETR DRAINS REFER TO LANDSCAPE PLANS.
9	PROPOSED MAIL BOX LOCATION. OBTAIN USPS APPROVAL PRIOR TO CONSTRUCTION.
10	INDICATES ELECTRIC TRANSFORMER LOCATION. REFER TO UTILITY PLANS.
11	NOT USED
12	CANTILEVER CONCRETE DECK.
13	FOR CONCRETE DECKS USE "ALL DECK" ENVIRONMENTAL COATING SYSTEMS, INC. MODEL NO. 07180, LARR 24309. USE COLOR "E66 SHELL" OR ANOTHER COLOR WITH A MINIMUM SOLAR REFLECTANCE 0.30.
14	NON-ABSORBANT INTERIOR FLOOR AND WALL FINISHES SHALL BE USED WITHIN ATLEAST 2 FEET AROUND AND PERPENDICULAR TO EXTERIOR ENTRIES AND/OR OPENINGS SUBJECT TO FOOT TRAFFIC.
15	PROVIDE PRESCRIPTIVE 3 HOUR FIRE RATED SHAFT WALL PER CBC TABLE 720.1(2) ITEM # 11-1.3 TO CONSIST OF 7⅝" FACE TO FACE THICK WALL TO BE CONSTRUCTED AS FOLLOWS: 4" x 0.044" (NO. 18 CARBON SHEET STEEL GAGE) CHANNEL-SHAPED STEEL STUDS AT 16" ON CENTER. ON EACH SIDE APPROVAL RESILIENT CLIPS PRESSED ONTO STUD FLANGE AT 16" VERTICAL SPACING. ½" PENCIL RODS SNAPPED INTO OR WIRE TIED ONTO OUTER LOOP OF CLIPS, METAL LATH WIRE-TIED TO PENCIL RODS AT 6" INTERVALS, 1" PERLITE GYPSUM PLASTER, EACH SIDE.
16	ELEVATOR SHALL HAVE A 60 GALLON MAX. EMERGENCY GENERATOR LOCATED ON ROOF CAPABLE OF OPERATIONG FOR 2-HOURS IN CASE OF POWER FAILURE. SEPARATE PERMIT REQUIRED.
17	42" HIGH METAL GUARD RAIL
18	90 MIN. FIRE RATED FIXED WINDOW
19	TANK LESS WATER HEATER WITH WATER SUB METER BELOW. SEE MECH. DRAWINGS

NOTE: THIS BUILDING AND GARAGE MUST BE EQUIPPED WITH AN AUTOMATIC FIRE EXTINGUISHING SYSTEM, COMPLYING WITH (NFPA-13). THE SPRINKLER SYSTEM SHALL BE APPROVED BY PLUMBING DIV. PRIOR TO INSTALLATION. (903.2.7)

✱ WINDOW SHALL BE 3/4 HOUR RATED

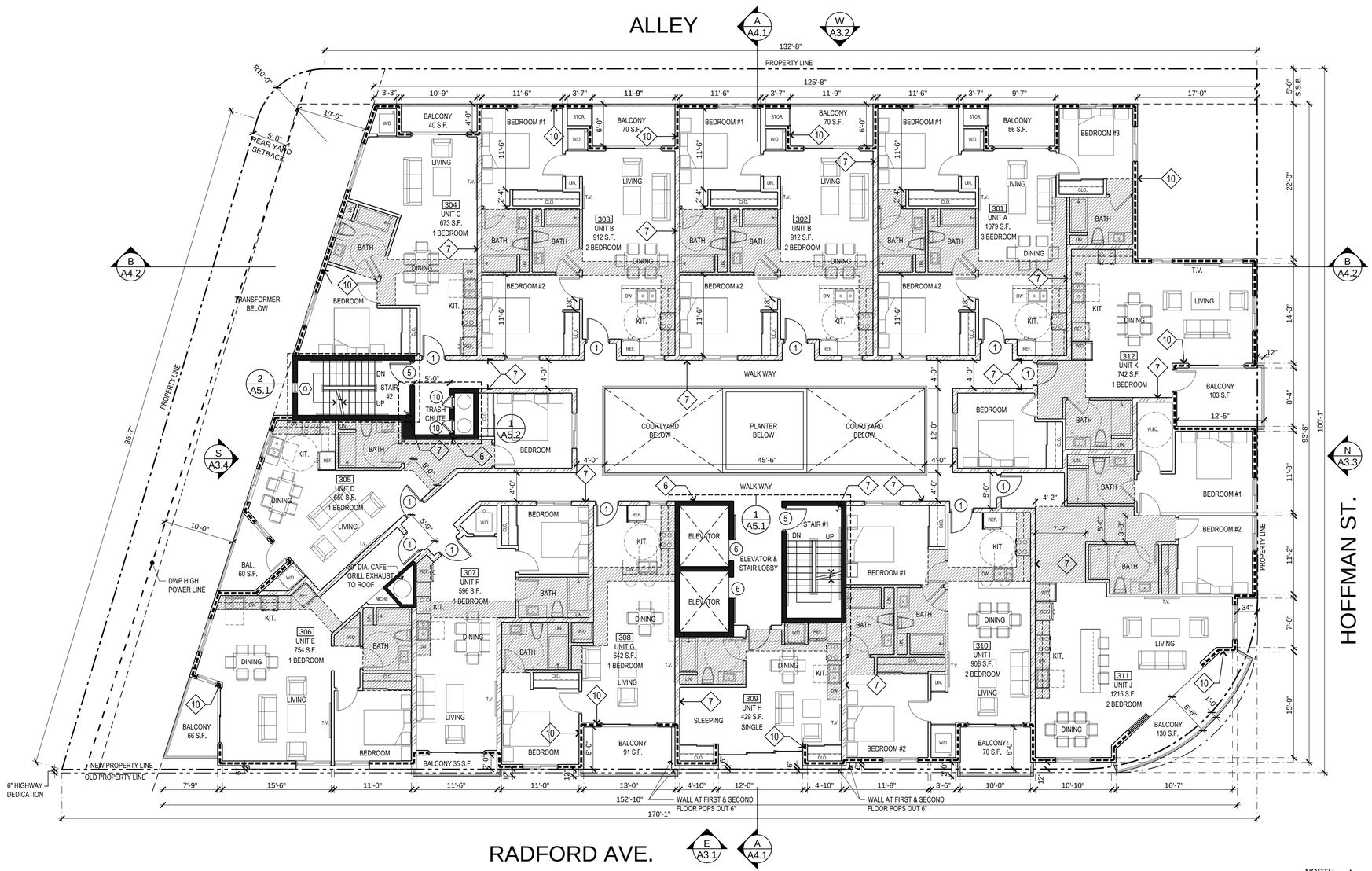
✱ SPRINKLER HEAD FOR WATER CURTAIN FOR EXIT CORRIDOR IN COURTYARD AND SIDE YARD EXIT COURT, APPROVED BY MODIFICATION. WATER CURTAIN UNDER SEPARATE PERMIT. SEE A1.13 FOR MODIFICATION.

NOTE:
1. INTERIOR FINISH MATERIALS APPLIED TO WALL AND CEILINGS SHALL BE TESTED AS SPECIFIED IN SECTION 803. SPECIFY THE CLASSIFICATIONS PER TABLE 803.11 AND SECTION 803.1.
2. PROJECT INCLUDES TENANT SHALL SPACE ONLY. FUTURE TENANT BUILD OUT SHALL BE UNDER SEPARATE PERMIT.
3. ALL FLOORS SHALL BE SMOOTH, FIRM AND SLIP RESISTANT.
4. LONGEST DISTANCE TO EXIT: THE LONGEST DISTANCE TO EXIT IS 66' FROM ENTRY DOOR OF UNIT "F" TO STAIR #1.
5. PROVIDE AN ACCESSIBLE ROUTE THROUGHOUT GYM AND TO EACH TYPE OF EXERCISE MACHINE.

OCCUPANT LOAD CALCULATION - CORRIDOR SINGLE 36" FIRE DOOR

TOTAL FIRST FLOOR OCCUPANCY: 3831/200 = 20 < 50; SINGLE DOOR SUFFICIENT

EXHIBIT "A"
Page No. 9 of 26
Case No. DIR-2021-7095-TOC-HCA



THIRD FLOOR PLAN

1/8"=1'-0"

NORTH

SAM ASLANIAN ARCHITECT
19951 TURNBERRY DRIVE
TARZANA CA 91356
TEL: 818.383.3237
FAX: 818.301.2703
email: sam@aslanianarchitects.com
www.aslanianarchitects.com

SIGNATURE

REGISTERED ARCHITECT SAM ASLANIAN No. 24043 Exp. 01-31-2023 ARCHITECT STATE OF CALIFORNIA

OWNER

MR. RAFI KUYUMJIAN
3832 GLENEAGLES DRIVE
TARZANA, CA 91356
Tel: 818-398-3886

CONSULTANT

PROJECT TITLE
RADFORD PLACE
54 UNIT MIXED USE PROJECT
4021 RADFORD AVE.,
STUDIO CITY, CA 91604

DATE	REVISIONS

DATE	ISSUED FOR

NOTES

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DATE
07-23-2021
DRAWN
CHECKED

PROJECT
54 UNIT MIXED USE PROJECT

SHEET TITLE
THIRD FLOOR PLAN

SHEET	OF
A 2.5	

BUILDING DATA

OCCUPANCY	TYPE OF CONSTRUCTION	HEIGHT	FIRE SPRINKLER	TOTAL NO. OF DWELLING
R-2 S-2	RES.: V-A GAR.: I-A	4 - STORY O/ 1ST FLR. RETAIL O/ 1-STORY BELOW GRADE GARAGE	NFPA-13 NFPA-13	30

SHEET LEGEND

CALL OUT SYMBOL			CALL OUT SYMBOL		
1		4" NOM. STUD WALL (6 AB.7)	9		CAST IN PLACE CONC. WALL/CLG.
2		6" NOM. STUD WALL (6 AB.7)	10		2-HR EXT. BEARING WALL (7 AB.7)
3		8" NOM. STUD WALL	11		SHEAR WALL
4		1-HOUR FIRE PARTITION WALL (16 AB.7)	12		INDICATES FURRED CLG.
5		3-HOUR FIRE PARTITION WALL (NOT USED) (14 AB.9) (15 AB.9) (16 AB.9)		7'-9"	NOTES CEILING HT.
6		2-HR WALL (4 AB.8) (20 AB.7) (9 AB.7)			EXIT SIGN PER C.B.C. SEC. 1003.2.8 & 1003.2.9
7		2X6 STAGG. STUD WALL 1HR. WALL, STC.50 (17 AB.7)			INDICATES 1-HR RATED CLG. W/ NO PENETRATION ALLOWED
8		CMU WALL			

BUILDING PLAN SHEET NOTES

1. ALTERNATE EQUAL PROTECTION OF OPENINGS AT EXIT COURT WITH LESS THAN 10 FEET WIDTH SHALL COMPLY WITH THE FOLLOWING:
   1. WATER CURTAIN SPRINKLERS SYSTEM IS INSTALLED OVER EACH OPENINGS ON THE INSIDE OF THE BUILDING.
   2. MECHANICAL PLAN CHECK APPROVAL AND PERMIT SHALL BE OBTAINED PRIOR TO SPRINKLER INSTALLATION.
   3. A MINIMUM 18" DEEP DRAFT STOP SHALL BE PROVIDED IMMEDIATELY ADJACENT TO THE PROTECTED OPENING AS REQUIRED BY 5-13.4 OF DIVISION 20 OF THE PLUMBING CODE.
2. INSTALL WITHIN PROJECT AS AIR INFILTRATION SYSTEM (EITHER CHARCOAL OR ELECTRONIC) TO REDUCE AIR QUALITY EFFECTS ON THE PROJECT RESIDENTS.
3. STAIR, ELEVATOR, MECHANICAL AND TRASH CHUTE SHAFT SHLL BE 2-HR. FIRE RESISTIVE CONST.
4. PENETRATIONS OF FIRE RESISTIVE WALLS, FLOOR - CEILINGS, & ROOF - CEILINGS SHALL BE PROTECTED AS REQUIRED IN U.B.C. SEC. 709 & 710. (A1.7)
5. PORTABLE FIRE EXTINGUISHERS MINIMUM REQ.: (6 AB.9)
   A. PROVIDE A MIN. OF ONE 2-A/10-B-C CLASSIFICATION FIRE EXTINGUISHER WITHIN 75 FT. TRAVEL DISTANCE FOR EACH 6000 SQ.FT. OR PORTION THEREOF.
   B. VERIFY LOCATION, TYPE REQUIRED NUMBER OF FIRE EXTINGUISHER WITH LOCAL FIRE DEPARTMENT PRIOR TO INSTALLATION.
   C. INSTALL SEMI-RECESSED FIRE EXTINGUISHER IN STUD WALLS PER REFERENCED DETAIL.
6. MEANS OF EGRESS IDENTIFICATION:
   A. PROVIDE INTERNALLY ILLUMINATED EXIT SIGNS, PER C.B.C. SEC. 1003.2.8.
   B. PROVIDE FLR, LEVEL EXIT SIGNS & APPROVED PATH MARKING, PER C.B.C. SEC. 1007.6.2.
   C. EXIT SIGNS SHALL BE ILLUMINATED AT ALL TIMES. PROVIDE BACKUP POWER IN CASE OF PRIMARY POWER LOSS IN CONFORMANCE W/ C.B.C. SEC. 1005.2,8,5.
   D. ADDITIONAL EXIST SIGNS MAY BE REQUIRED AND LOCATIONS ARE SUBJECT TO CHANGE DURING FINAL INSPECTION.
7. FIRE ALARM SYSTEM:
   A. BLDG. SHALL HAVE APPROVED MANUAL & AUTO. FIRE ALARM SYSTEM PER C.BC. SEC. 310,10 & U.F.C. ART. 14,
   B. WHEN SERVING MORE THAN 100 SPRINKLER HEADS, AUTOMATIC FIRE SPRINKLER SYSTEM SHALL BE SUPERVISED BY APPROVED CENTRAL PROPRIETARY OR REMOTE STATION SERVICE.
   C. FIRE SPRINKLER SYSTEM SHALL BE SUBMITTED TO THE BUILDING DEPARTMENTS FOR REVIEW AND APPROVAL PRIOR TO INSTALLATION.
8. IN FOUR OR MORE STORIES BUILDING AT LEAST ONE ELEVATOR CAR SHALL BE SUCH A SIZE AND ARRANGEMENT TO ACCOMMODATE AN AMBULANCE STRETCHER 24"X84".

BUILDING PLAN CONSTRUCTION NOTES

ROOF/CLG. ASSEMBLIES SHALL BE ONE-HOUR RATED FIRE-RESISTIVE CONSTRUCTION. (1 AB.7)	INTERIOR WALL INTERSECTIONS AT 1-HR. RATED FIRE-RESISTIVE CONST. SHALL BE PER: (1 AB.9)
FLOOR/CEILING ASSEMBLIES SEPARATING UNITS IN THE SAME BUILDING SHALL BE 1 HR. RATED FIRE-RESISTIVE CONST. PER: (2 AB.7)	HORIZONTAL STRUCTURAL MEMBERS (BEAMS) & THEIR SUPPORT (POSTS) SHALL BE INDIVIDUALLY FIRE PROTECTED WHEN HORIZONTAL MEMBER SUPPORTS DIRECTLY APPLIED LOADS FROM A FLOOR & A ROOF OR MORE THAN ONE FLOOR. CBC SECTION 704.2.6. (12 AB.9) (13 AB.8)
FLOOR/CEILING ASSEMBLIES WITHIN SAME UNIT SHALL BE 1-HR. RATED FIRE-RESISTIVE CONST. PER: (3 AB.7)	NOTE: COLUMNS MUST ALWAYS BE INDIVIDUALLY PROTECTED.
EXT. WALLS INCLUDING COURTYARD WHERE OCCURS WALLS SHALL BE 2-HR. RATED FIRE-RESISTIVE CONST. (7 AB.7) (8 AB.7)	
INTERIOR WALLS SHALL BE 1-HR. RATED FIRE-RESISTIVE CONST. SEE STRL. FOR INTERIOR BEARING WALL LOCATIONS. (6 AB.7)	DUCT PENETRATIONS THROUGH RATED WALLS SHALL BE CONSTRUCTED PER DETAIL: (6 AB.8)
DWELLING UNIT SEPARATION WALLS (PARTY WALLS) SHALL BE 1-HR. RATED FIRE-RESISTIVE CONST. (16 AB.7)	FURRED CEILING BELOW ONE HOUR FIRE-RESISTIVE ASSEMBLIES SHALL BE CONSTRUCTED PER DETAIL: (5 AB.8)
FOR INTERSECTING WALLS AT ONE HOUR DWELLING SEPARATION WALL, REFER TO DETAIL. (18 AB.7)	FOR TYPICAL INTERIOR WALL CORNER BEAD REFER TO: (10 AB.9)
FLOOR & ROOF TO EXT. WALL INTERSECTIONS AT 1-HR. RATED FIRE-RESISTIVE CONST., PER: (2 AB.9) (11 AB.9)	TUB SHOWER AT DWELLING SEPARATION WALL SHALL BE PER: (1 AB.9)
EXT. DECK ASSEMBLIES SHALL BE 1-HR. RATED F.R. CONST. PER: (4 AB.7) (5 AB.7)	FOR RECESSED LIGHT FIXTURE AT 1-HR RATED CLG. REFER TO (9 AB.9)
2-HR AREA SEPARATION WALL (2 HR. FIRE WALL) SHALL BE 2-HR. F.R. CONST. PER: (14 AB.9) (15 AB.9) (16 AB.9)	ELEC. OUTLETS IN DWELL. UNIT SEPARATION WALLS CLG. FIXTURES IN CLG/FLR., PER: (3 AB.6)
FOR INTERSECTING WALLS AT TWO HOUR AREA SEPARATION WALLS REFER TO DETAIL: (19 AB.7)	ONE HOUR INTERIOR STAIR SHALL BE CONSTRUCTED PER: (3 AB.8)
STAIR, ELEV., MECH. AND TRASH CHUTE SHAFTS WALLS (2-HR. FIRE BARRIER) SHALL BE 2-HR. FIRE RATED PER: (14 AB.9) (15 AB.9) (16 AB.9)	
RECESSED MEDICINE CABT.S, ELEC. PANELS, FIRE EXTINGUISHER CABT.S AND WASHER/DRYER HOOK-UPS IN RATED WALLS SHALL BE PER REFERENCED DETAIL SUCH CABT.S SHALL NOT BE LOCATED IN CORRIDOR, DWELLING UNIT SEP. OR AREA SEPARATION WALLS. (7 AB.9) (8 AB.9)	NOTE: ALL CAVITIES SHALL BE FIELD-UP WITH INSULATION.

BUILDING PLAN SHEET KEYNOTES

1	2-HR RATED GARAGE VENTILATION SHAFT, VERIFY SIZE WITH MECHANICAL CONTRACTOR PRIOR TO CONSTRUCTION. (14 AB.8) (15 AB.8) (16 AB.8)
2	LINE OF FLAT ARCH / CEILING ABOVE.
3	LINE OF BUILDING OR BALCONY ABOVE.
4	INDICATES WATER CURTAIN SPRINKLER SYSTEM. SEE SHEET NOTE #1.
5	INDICATES SCUPPER PER: (13 AB.8)
6	INDICATES LOCATION OF DECK / FLR. DRAIN. INSTALL PER DECK WATERPROOFING AND DECK DRAIN MFR. RECOMMENDATIONS.
7	INDICATES CLASS 1 STAND PIPE AS REQUIRED BY LOCAL FIRE DEPARTMENT.
8	PLANTER AREA FOR WATERPROOFING AND PLANETR DRAINS REFER TO LANDSCAPE PLANS.
9	PROPOSED MAIL BOX LOCATION. OBTAIN USPS APPROVAL PRIOR TO CONSTRUCTION.
10	INDICATES ELECTRIC TRANSFORMER LOCATION. REFER TO UTILITY PLANS.
11	NOT USED
12	CANTILEVER CONCRETE DECK.
13	FOR CONCRETE DECKS USE "ALL DECK" ENVIRONMENTAL COATING SYSTEMS, INC. MODEL NO. 07180, LARR 24309. USE COLOR "E66 SHELL" OR ANOTHER COLOR WITH A MINIMUM SOLAR REFLECTANCE 0.30.
14	NON-ABSORBANT INTERIOR FLOOR AND WALL FINISHES SHALL BE USED WITHIN ATLEAST 2 FEET AROUND AND PERPENDICULAR TO EXTERIOR ENTRIES AND/OR OPENINGS SUBJECT TO FOOT TRAFFIC.
15	PROVIDE PRESCRIPTIVE 3 HOUR FIRE RATED SHAFT WALL PER CBC TABLE 720.1(2) ITEM # 11-1.3 TO CONSIST OF 7⅝" FACE TO FACE THICK WALL TO BE CONSTRUCTED AS FOLLOWS: 4" x 0.044" (NO. 18 CARBON SHEET STEEL GAGE) CHANNEL-SHAPED STEEL STUDS AT 16" ON CENTER. ON EACH SIDE APPROVAL RESILIENT CLIPS PRESSED ONTO STUD FLANGE AT 16" VERTICAL SPACING. ¾" PENCIL RODS SNAPPED INTO OR WIRE TIED ONTO OUTER LOOP OF CLIPS, METAL LATH WIRE-TIED TO PENCIL RODS AT 6" INTERVALS, 1" PERLITE GYPSUM PLASTER, EACH SIDE.
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17	42" HIGH METAL GUARD RAIL
18	90 MIN. FIRE RATED FIXED WINDOW
19	TANK LESS WATER HEATER WITH WATER SUB METER BELOW. SEE MECH. DRAWINGS

NOTE: THIS BUILDING AND GARAGE MUST BE EQUIPPED WITH AN AUTOMATIC FIRE EXTINGUISHING SYSTEM, COMPLYING WITH (NFPA-13). THE SPRINKLER SYSTEM SHALL BE APPROVED BY PLUMBING DIV. PRIOR TO INSTALLATION. (903.2.7)

* WINDOW SHALL BE 3/4 HOUR RATED

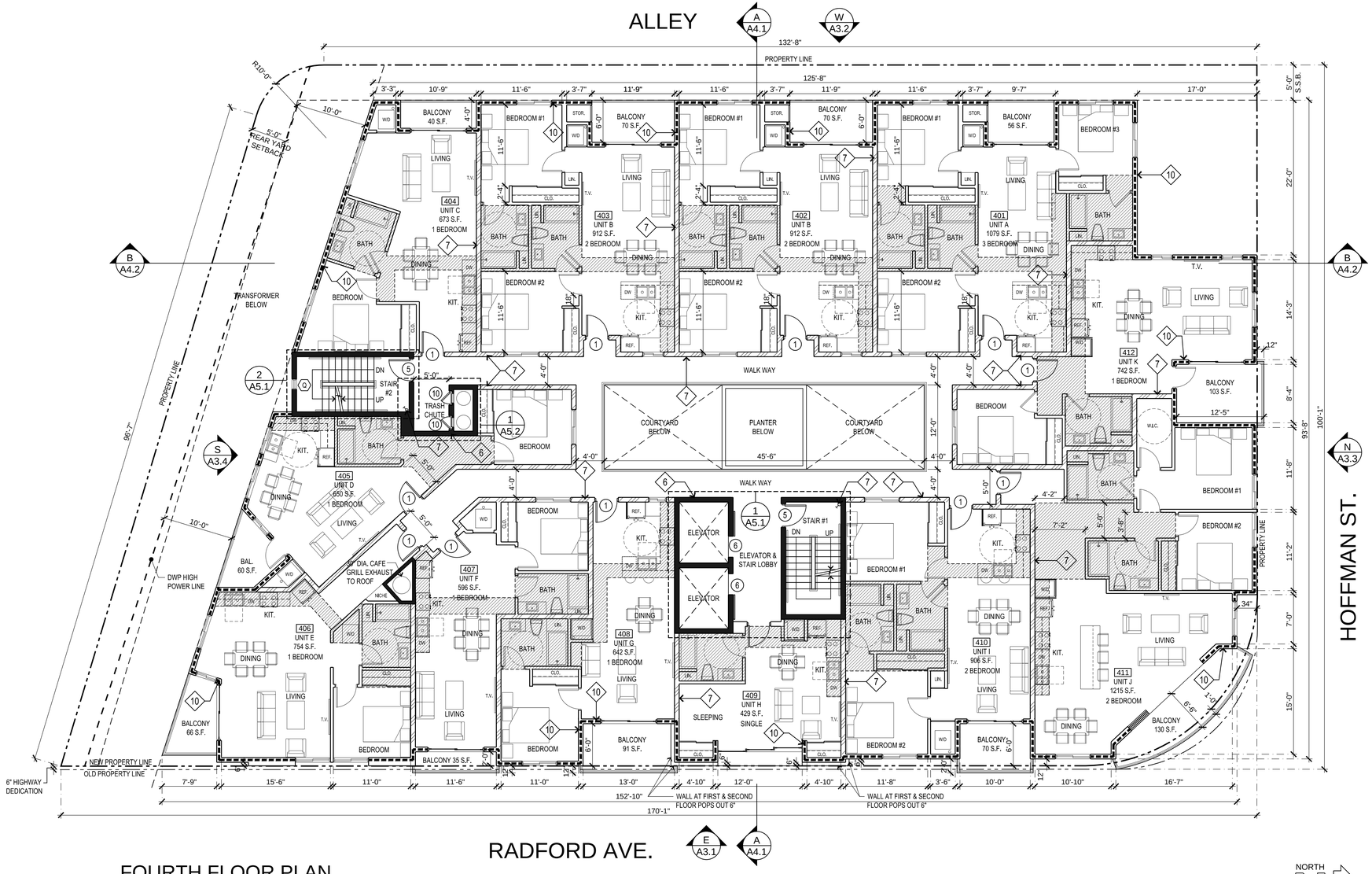
⊛ SPRINKLER HEAD FOR WATER CURTAIN FOR EXIT CORRIDOR IN COURTYARD AND SIDE YARD EXIT COURT, APPROVED BY MODIFICATION. WATER CURTAIN UNDER SEPARATE PERMIT. SEE A1.13 FOR MODIFICATION.

NOTE:
1. INTERIOR FINISH MATERIALS APPLIED TO WALL AND CEILINGS SHALL BE TESTED AS SPECIFIED IN SECTION 803. SPECIFY THE CLASSIFICATIONS PER TABLE 803.11 AND SECTION 803.1.
2. PROJECT INCLUDES TENANT SHALL SPACE ONLY. FUTURE TENANT BUILD OUT SHALL BE UNDER SEPARATE PERMIT.
3. ALL FLOORS SHALL BE SMOOTH, FIRM AND SLIP RESISTANT.
4. LONGEST DISTANCE TO EXIT: THE LONGEST DISTANCE TO EXIT IS 66' FROM ENTRY DOOR OF UNIT "F" TO STAIR #1.
5. PROVIDE AN ACCESSIBLE ROUTE THROUGHOUT GYM AND TO EACH TYPE OF EXERCISE MACHINE.

OCCUPANT LOAD CALCULATION - CORRIDOR SINGLE 36" FIRE DOOR

TOTAL FIRST FLOOR OCCUPANCY: 3831/200 = 20 < 50; SINGLE DOOR SUFFICIENT

EXHIBIT "A"
Page No. 10 of 26
Case No. DIR-2021-7095-TOC-HCA



RADFORD AVE.

HOFFMAN ST.

FOURTH FLOOR PLAN

1/8"=1'-0"

NORTH N

SAM ASLANIAN ARCHITECT
19951 TURNBERRY DRIVE
TARZANA CA 91356
TEL: 818.383.3237
FAX: 818.301.2703
email: sam@aslanianarchitects.com
www.aslanianarchitects.com

SIGNATURE

REGISTERED ARCHITECT SAM ASLANIAN No. 24043 Exp. 01-31-2023 ARCHITECT STATE OF CALIFORNIA

OWNER

MR. RAFI KUYUMJIAN
3832 GLENEAGLES DRIVE
TARZANA, CA 91356
Tel: 818-398-3886

CONSULTANT

PROJECT TITLE
RADFORD PLACE
54 UNIT MIXED USE PROJECT
4021 RADFORD AVE.,
STUDIO CITY, CA 91604

DATE	REVISIONS

DATE	ISSUED FOR

NOTES

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DATE
12-22-2021
DRAWN
CHECKED

PROJECT
54 UNIT MIXED USE PROJECT

SHEET TITLE
FOURTH FLOOR PLAN

SHEET	OF
A 2.6	

BUILDING DATA

OCCUPANCY	TYPE OF CONSTRUCTION	HEIGHT	FIRE SPRINKLER	TOTAL NO. OF DWELLING
R-2 S-2	RES.: V-A GAR.: I-A	4 - STORY O/ 1ST FLR. RETAIL O/ 1-STORY BELOW GRADE GARAGE	NFPA-13 NFPA-13	30

SHEET LEGEND

CALL OUT SYMBOL			CALL OUT SYMBOL		
1		4" NOM. STUD WALL (6 / A8.7)	9		CAST IN PLACE CONC. WALL/CLG.
2		6" NOM. STUD WALL (6 / A8.7)	10		2-HR EXT. BEARING WALL (7 / A8.7)
3		8" NOM. STUD WALL	11		SHEAR WALL
4		1-HOUR FIRE PARTITION WALL (16 / A8.7)	12		INDICATES FURRED CLG.
5		3-HOUR FIRE PARTITION WALL (NOT USED) (14 / A8.9) (15 / A8.9) (16 / A8.9)		7'-9"	NOTES CEILING HT.
6		2-HR WALL (4 / A8.8) (20 / A8.7) (9 / A8.7)			EXIT SIGN PER C.B.C. SEC. 1003.2.8 & 1003.2.9
7		2X6 STAGG. STUD WALL 1HR. WALL, STC.50 (17 / A8.7)			INDICATES 1-HR RATED CLG. W/ NO PENETRATION ALLOWED
8		CMU WALL			

BUILDING PLAN SHEET NOTES

1. ALTERNATE EQUAL PROTECTION OF OPENINGS AT EXIT COURT WITH LESS THAN 10 FEET WIDTH SHALL COMPLY WITH THE FOLLOWING:
   1. WATER CURTAIN SPRINKLERS SYSTEM IS INSTALLED OVER EACH OPENINGS ON THE INSIDE OF THE BUILDING.
   2. MECHANICAL PLAN CHECK APPROVAL AND PERMIT SHALL BE OBTAINED PRIOR TO SPRINKLER INSTALLATION.
   3. A MINIMUM 18" DEEP DRAFT STOP SHALL BE PROVIDED IMMEDIATELY ADJACENT TO THE PROTECTED OPENING AS REQUIRED BY 5-13.4 OF DIVISION 20 OF THE PLUMBING CODE.
2. INSTALL WITHIN PROJECT AS AIR INFILTRATION SYSTEM (EITHER CHARCOAL OR ELECTRONIC) TO REDUCE AIR QUALITY EFFECTS ON THE PROJECT RESIDENTS.
3. STAIR, ELEVATOR, MECHANICAL AND TRASH CHUTE SHAFT SHLL BE 2-HR. FIRE RESISTIVE CONST.
4. PENETRATIONS OF FIRE RESISTIVE WALLS, FLOOR - CEILINGS, & ROOF - CEILINGS SHALL BE PROTECTED AS REQUIRED IN U.B.C. SEC. 709 & 710. (A1.7)
5. PORTABLE FIRE EXTINGUISHERS MINIMUM REQ.: (6 / A8.9)
   A. PROVIDE A MIN. OF ONE 2-A/10-B-C CLASSIFICATION FIRE EXTINGUISHER WITHIN 75 FT. TRAVEL DISTANCE FOR EACH 6000 SQ.FT. OR PORTION THEREOF.
   B. VERIFY LOCATION, TYPE REQUIRED NUMBER OF FIRE EXTINGUISHER WITH LOCAL FIRE DEPARTMENT PRIOR TO INSTALLATION.
   C. INSTALL SEMI-RECESSED FIRE EXTINGUISHER IN STUD WALLS PER REFERENCED DETAIL.
6. MEANS OF EGRESS IDENTIFICATION:
   A. PROVIDE INTERNALLY ILLUMINATED EXIT SIGNS, PER C.B.C. SEC. 1003.2.8.
   B. PROVIDE FLR, LEVEL EXIT SIGNS & APPROVED PATH MARKING. PER C.B.C. SEC. 1007.6.2.
   C. EXIT SIGNS SHALL BE ILLUMINATED AT ALL TIMES. PROVIDE BACKUP POWER IN CASE OF PRIMARY POWER LOSS IN CONFORMANCE W/ C.B.C. SEC. 1005.2.8.5.
   D. ADDITIONAL EXIST SIGNS MAY BE REQUIRED AND LOCATIONS ARE SUBJECT TO CHANGE DURING FINAL INSPECTION.
7. FIRE ALARM SYSTEM:
   A. BLDG. SHALL HAVE APPROVED MANUAL & AUTO. FIRE ALARM SYSTEM PER C.BC. SEC. 310.10 & U.F.C. ART. 14.
   B. WHEN SERVING MORE THAN 100 SPRINKLER HEADS, AUTOMATIC FIRE SPRINKLER SYSTEM SHALL BE SUPERVISED BY APPROVED CENTRAL PROPRIETARY OR REMOTE STATION SERVICE.
   C. FIRE SPRINKLER SYSTEM SHALL BE SUBMITTED TO THE BUILDING DEPARTMENTS FOR REVIEW AND APPROVAL PRIOR TO INSTALLATION.
8. IN FOUR OR MORE STORIES BUILDING AT LEAST ONE ELEVATOR CAR SHALL BE SUCH A SIZE AND ARRANGEMENT TO ACCOMMODATE AN AMBULANCE STRETCHER 24"X84".

BUILDING PLAN CONSTRUCTION NOTES

ROOF/CLG. ASSEMBLIES SHALL BE ONE-HOUR RATED FIRE-RESISTIVE CONSTRUCTION. (1 / A8.7)	INTERIOR WALL INTERSECTIONS AT 1-HR. RATED FIRE-RESISTIVE CONST. SHALL BE PER: (1 / A8.9)
FLOOR/CEILING ASSEMBLIES SEPARATING UNITS IN THE SAME BUILDING SHALL BE 1 HR. RATED FIRE-RESISTIVE CONST. PER: (2 / A8.7)	HORIZONTAL STRUCTURAL MEMBERS (BEAMS) & THEIR SUPPORT (POSTS) SHALL BE INDIVIDUALLY FIRE PROTECTED WHEN HORIZONTAL MEMBER SUPPORTS DIRECTLY APPLIED LOADS FROM A FLOOR & A ROOF OR MORE THAN ONE FLOOR. CBC SECTION 704.2.6. (12 / A8.8) (13 / A8.8) NOTE: COLUMNS MUST ALWAYS BE INDIVIDUALLY PROTECTED.
FLOOR/CEILING ASSEMBLIES WITHIN SAME UNIT SHALL BE 1-HR. RATED FIRE-RESISTIVE CONST. PER: (3 / A8.7)	
EXT. WALLS INCLUDING COURTYARD WHERE OCCURS WALLS SHALL BE 2-HR. RATED FIRE-RESISTIVE CONST. (7 / A8.7) (8 / A8.7)	
INTERIOR WALLS SHALL BE 1-HR. RATED FIRE-RESISTIVE CONST. SEE STRL. FOR INTERIOR BEARING WALL LOCATIONS. (6 / A8.7)	DUCT PENETRATIONS THROUGH RATED WALLS SHALL BE CONSTRUCTED PER DETAIL: (6 / A8.8)
DWELLING UNIT SEPARATION WALLS (PARTY WALLS) SHALL BE 1-HR. RATED FIRE-RESISTIVE CONST. (16 / A8.7)	FURRED CEILING BELOW ONE HOUR FIRE-RESISTIVE ASSEMBLIES SHALL BE CONSTRUCTED PER DETAIL. (5 / A8.8)
FOR INTERSECTING WALLS AT ONE HOUR DWELLING SEPARATION WALL, REFER TO DETAIL. (18 / A8.7)	FOR TYPICAL INTERIOR WALL CORNER BEAD REFER TO: (10 / A8.6) TUB SHOWER AT DWELLING SEPARATION WALL SHALL BE PER: (7 / A8.6)
FLOOR & ROOF TO EXT. WALL INTERSECTIONS AT 1-HR. RATED FIRE-RESISTIVE CONST., PER: (2 / A8.5) (11 / A8.5)	FOR RECESSED LIGHT FIXTURE AT 1-HR RATED CLG. REFER TO (9 / A8.6)
EXT. DECK ASSEMBLIES SHALL BE 1-HR. RATED F.R. CONST. PER: (4 / A8.7) (5 / A8.7)	ELEC. OUTLETS IN DWELL. UNIT SEPARATION WALLS CLG. FIXTURES IN CLG./FLR., PER: (3 / A8.6)
2-HR AREA SEPARATION WALL (2 HR. FIRE WALL) SHALL BE 2-HR. F.R. CONST. PER: (14 / A8.9) (15 / A8.9) (16 / A8.9)	ONE HOUR INTERIOR STAIR SHALL BE CONSTRUCTED PER: (3 / A8.5)
FOR INTERSECTING WALLS AT TWO HOUR AREA SEPARATION WALLS REFER TO DETAIL: (19 / A8.7)	
STAIR, ELEV., MECH. AND TRASH CHUTE SHAFTS WALLS (2-HR. FIRE BARRIER) SHALL BE 2-HR. FIRE RATED PER: (14 / A8.9) (15 / A8.9) (16 / A8.9)	
RECESSED MEDICINE CABT.S, ELEC. PANELS, FIRE EXTINGUISHER CABT.S AND WASHER/DRYER HOOK-UPS IN RATED WALLS SHALL BE PER REFERENCED DETAIL. SUCH CABT.S SHALL NOT BE LOCATED IN CORRIDOR, DWELLING UNIT SEP. OR AREA SEPARATION WALLS. (7 / A8.9) (8 / A8.9)	NOTE: ALL CAVITIES SHALL BE FIELD-UP WITH INSULATION.

BUILDING PLAN SHEET KEYNOTES

1	2-HR RATED GARAGE VENTILATION SHAFT, VERIFY SIZE WITH MECHANICAL CONTRACTOR PRIOR TO CONSTRUCTION. (14 / A8.8) (15 / A8.8) (16 / A8.8)
2	LINE OF FLAT ARCH / CEILING ABOVE.
3	LINE OF BUILDING OR BALCONY ABOVE.
4	INDICATES WATER CURTAIN SPRINKLER SYSTEM. SEE SHEET NOTE #1.
5	INDICATES SCUPPER PER: (13 / A8.8)
6	INDICATES LOCATION OF DECK / FLR. DRAIN. INSTALL PER DECK WATERPROOFING AND DECK DRAIN MFR. RECOMMENDATIONS.
7	INDICATES CLASS 1 STAND PIPE AS REQUIRED BY LOCAL FIRE DEPARTMENT.
8	PLANTER AREA FOR WATERPROOFING AND PLANETR DRAINS REFER TO LANDSCAPE PLANS.
9	PROPOSED MAIL BOX LOCATION. OBTAIN USPS APPROVAL PRIOR TO CONSTRUCTION.
10	INDICATES ELECTRIC TRANSFORMER LOCATION. REFER TO UTILITY PLANS.
11	NOT USED
12	CANTILEVER CONCRETE DECK.
13	FOR CONCRETE DECKS USE "ALL DECK" ENVIRONMENTAL COATING SYSTEMS, INC. MODEL NO. 07180, LARR 24309. USE COLOR "E66 SHELL" OR ANOTHER COLOR WITH A MINIMUM SOLAR REFLECTANCE 0.30.
14	NON-ABSORBANT INTERIOR FLOOR AND WALL FINISHES SHALL BE USED WITHIN ATLEAST 2 FEET AROUND AND PERPENDICULAR TO EXTERIOR ENTRIES AND/OR OPENINGS SUBJECT TO FOOT TRAFFIC.
15	PROVIDE PRESCRIPTIVE 3 HOUR FIRE RATED SHAFT WALL PER CBC TABLE 720.1(2) ITEM # 11-1.3 TO CONSIST OF 7⅝" FACE TO FACE THICK WALL TO BE CONSTRUCTED AS FOLLOWS: 4" x 0.044" (NO. 18 CARBON SHEET STEEL GAGE) CHANNEL-SHAPED STEEL STUDS AT 16" ON CENTER. ON EACH SIDE APPROVAL RESILIENT CLIPS PRESSED ONTO STUD FLANGE AT 16" VERTICAL SPACING. ⅞" PENCIL RODS SNAPPED INTO OR WIRE TIED ONTO OUTER LOOP OF CLIPS, METAL LATH WIRE-TIED TO PENCIL RODS AT 6" INTERVALS, 1" PERLITE GYPSUM PLASTER, EACH SIDE.
16	ELEVATOR SHALL HAVE A 60 GALLON MAX. EMERGENCY GENERATOR LOCATED ON ROOF CAPABLE OF OPERATIONG FOR 2-HOURS IN CASE OF POWER FAILURE. SEPARATE PERMIT REQUIRED.
17	42" HIGH METAL GUARD RAIL
18	90 MIN. FIRE RATED FIXED WINDOW
19	TANK LESS WATER HEATER WITH WATER SUB METER BELOW. SEE MECH. DRAWINGS

NOTE: THIS BUILDING AND GARAGE MUST BE EQUIPPED WITH AN AUTOMATIC FIRE EXTINGUISHING SYSTEM, COMPLYING WITH (NFPA-13). THE SPRINKLER SYSTEM SHALL BE APPROVED BY PLUMBING DIV. PRIOR TO INSTALLATION. (903.2.7)

* WINDOW SHALL BE 3/4 HOUR RATED

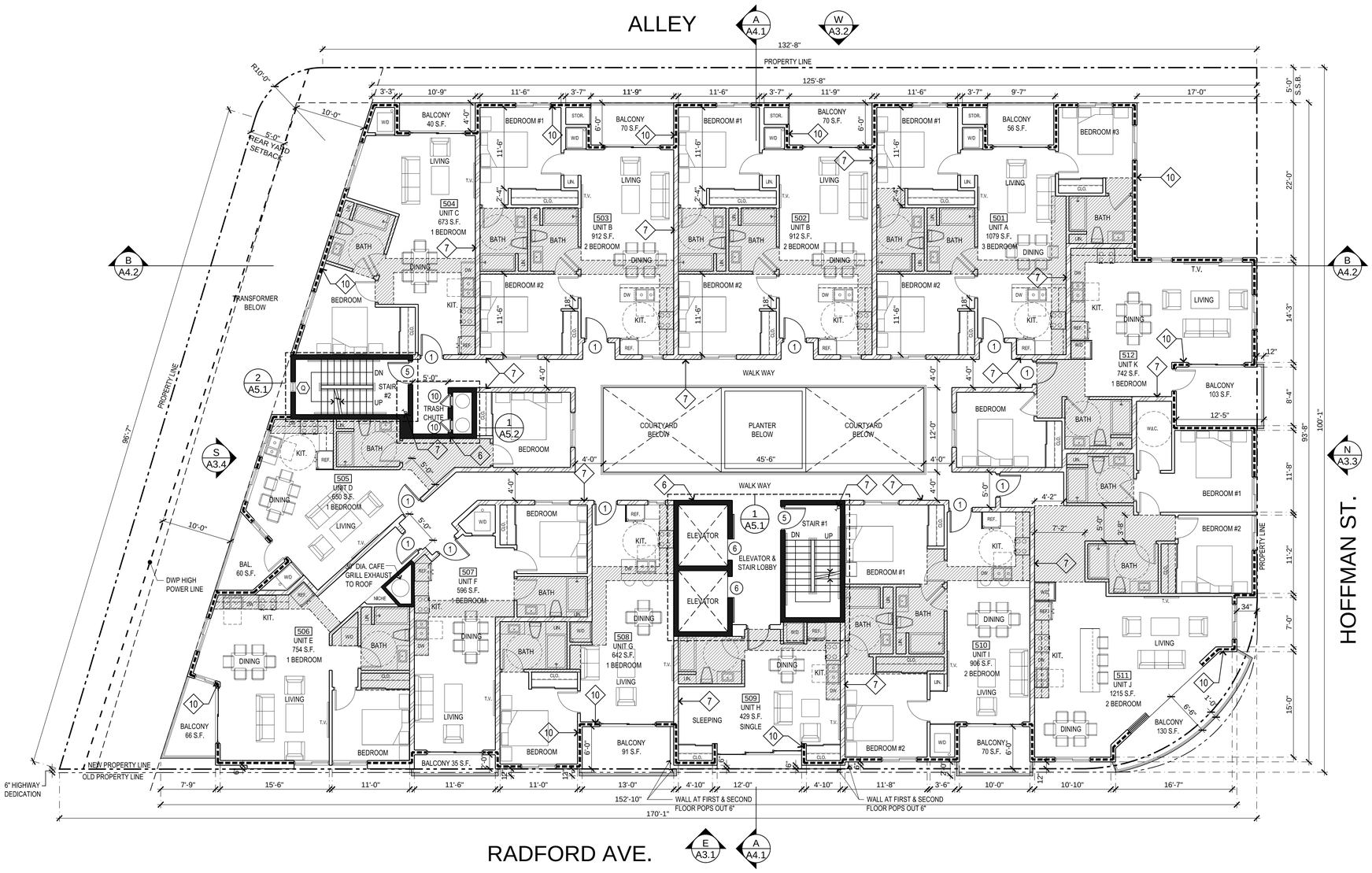
⊛ SPRINKLER HEAD FOR WATER CURTAIN FOR EXIT CORRIDOR IN COURTYARD AND SIDE YARD EXIT COURT, APPROVED BY MODIFICATION. WATER CURTAIN UNDER SEPARATE PERMIT. SEE A1.13 FOR MODIFICATION.

NOTE:
1. INTERIOR FINISH MATERIALS APPLIED TO WALL AND CEILINGS SHALL BE TESTED AS SPECIFIED IN SECTION 803. SPECIFY THE CLASSIFICATIONS PER TABLE 803.11 AND SECTION 803.1.
2. PROJECT INCLUDES TENANT SHALL SPACE ONLY. FUTURE TENANT BUILD OUT SHALL BE UNDER SEPARATE PERMIT.
3. ALL FLOORS SHALL BE SMOOTH, FIRM AND SLIP RESISTANT.
4. LONGEST DISTANCE TO EXIT: THE LONGEST DISTANCE TO EXIT IS 66' FROM ENTRY DOOR OF UNIT "F" TO STAIR #1.
5. PROVIDE AN ACCESSIBLE ROUTE THROUGHOUT GYM AND TO EACH TYPE OF EXERCISE MACHINE.

OCCUPANT LOAD CALCULATION - CORRIDOR SINGLE 36" FIRE DOOR

TOTAL FIRST FLOOR OCCUPANCY: 3831/200 = 20 < 50; SINGLE DOOR SUFFICIENT

EXHIBIT "A"
Page No. 11 of 26
Case No. DIR-2021-7095-TOC-HCA



FIFTH FLOOR PLAN

1/8"=1'-0"

NORTH

SAM ASLANIAN ARCHITECT
19951 TURNBERRY DRIVE
TARZANA CA 91356
TEL: 818.383.3237
FAX: 818.301.2703
email: sam@aslanianarchitects.com
www.aslanianarchitects.com

SIGNATURE

REGISTERED ARCHITECT SAM ASLANIAN No. 24043 Exp. 01-31-2023 ARCHITECT STATE OF CALIFORNIA

OWNER

MR. RAFI KUYUMJIAN
3832 GLENEAGLES DRIVE
TARZANA, CA 91356
Tel: 818-398-3886

CONSULTANT

PROJECT TITLE
RADFORD PLACE
54 UNIT MIXED USE PROJECT
4021 RADFORD AVE.,
STUDIO CITY, CA 91604

DATE	REVISIONS

DATE	ISSUED FOR

NOTES

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DATE
12-22-2021
DRAWN
CHECKED

PROJECT
54 UNIT MIXED USE PROJECT

SHEET TITLE
FIFTH FLOOR PLAN

SHEET	OF
A 2.7	

BUILDING DATA

OCCUPANCY	TYPE OF CONSTRUCTION	HEIGHT	FIRE SPRINKLER	TOTAL NO. OF DWELLING
R-2 S-2	RES.: V-A GAR.: I-A	4 - STORY O/ 1ST FLR. RETAIL O/ 1-STORY BELOW GRADE GARAGE	NFPA-13 NFPA-13	30

SHEET LEGEND

CALL OUT SYMBOL			CALL OUT SYMBOL		
1		4" NOM. STUD WALL (6/A8.7)	9		CAST IN PLACE CONC. WALL/CLG.
2		6" NOM. STUD WALL (6/A8.7)	10		2-HR EXT. BEARING WALL (7/A8.7)
3		8" NOM. STUD WALL	11		SHEAR WALL
4		1-HOUR FIRE PARTITION WALL (16/A8.7)	12		INDICATES FURRED CLG.
5		3-HOUR FIRE PARTITION WALL (14/A8.9) (15/A8.9) (16/A8.9) (NOT USED)		7'-9"	NOTES CEILING HT.
6		2-HR WALL (4/A8.8) (20/A8.7) (9/A8.7)			EXIT SIGN PER C.B.C. SEC. SEC. 1003.2.8 & 1003.2.9
7		2X6 STAGG. STUD WALL 1HR. WALL, STC.50 (17/A8.7)			INDICATES 1-HR RATED CLG. W/ NO PENETRATION ALLOWED
8		CMU WALL			

BUILDING PLAN SHEET NOTES

1. ALTERNATE EQUAL PROTECTION OF OPENINGS AT EXIT COURT WITH LESS THAN 10 FEET WIDTH SHALL COMPLY WITH THE FOLLOWING:
   1. WATER CURTAIN SPRINKLERS SYSTEM IS INSTALLED OVER EACH OPENINGS ON THE INSIDE OF THE BUILDING.
   2. MECHANICAL PLAN CHECK APPROVAL AND PERMIT SHALL BE OBTAINED PRIOR TO SPRINKLER INSTALLATION.
   3. A MINIMUM 18" DEEP DRAFT STOP SHALL BE PROVIDED IMMEDIATELY ADJACENT TO THE PROTECTED OPENING AS REQUIRED BY 5-13.4 OF DIVISION 20 OF THE PLUMBING CODE.
2. INSTALL WITHIN PROJECT AS AIR INFILTRATION SYSTEM (EITHER CHARCOAL OR ELECTRONIC) TO REDUCE AIR QUALITY EFFECTS ON THE PROJECT RESIDENTS.
3. STAIR, ELEVATOR, MECHANICAL AND TRASH CHUTE SHAFT SHLL BE 2-HR. FIRE RESISTIVE CONST.
4. PENETRATIONS OF FIRE RESISTIVE WALLS, FLOOR - CEILINGS, & ROOF - CEILINGS SHALL BE PROTECTED AS REQUIRED IN U.B.C. SEC. 709 & 710. (A1.7)
5. PORTABLE FIRE EXTINGUISHERS MINIMUM REQ.: (8/A8.9)
   A. PROVIDE A MIN. OF ONE 2-A/10-B-C CLASSIFICATION FIRE EXTINGUISHER WITHIN 75 FT. TRAVEL DISTANCE FOR EACH 6000 SQ.FT. OR PORTION THEREOF.
   B. VERIFY LOCATION, TYPE REQUIRED NUMBER OF FIRE EXTINGUISHER WITH LOCAL FIRE DEPARTMENT PRIOR TO INSTALLATION.
   C. INSTALL SEMI-RECESSED FIRE EXTINGUISHER IN STUD WALLS PER REFERENCED DETAIL.
6. MEANS OF EGRESS IDENTIFICATION:
   A. PROVIDE INTERNALLY ILLUMINATED EXIT SIGNS, PER C.B.C. SEC. 1003.2.8.
   B. PROVIDE FLR, LEVEL EXIT SIGNS & APPROVED PATH MARKING. PER C.B.C. SEC. 1007.6.2.
   C. EXIT SIGNS SHALL BE ILLUMINATED AT ALL TIMES. PROVIDE BACKUP POWER IN CASE OF PRIMARY POWER LOSS IN CONFORMANCE W/ C.B.C. SEC. 1005.2.8.5.
   D. ADDITIONAL EXIST SIGNS MAY BE REQUIRED AND LOCATIONS ARE SUBJECT TO CHANGE DURING FINAL INSPECTION.
7. FIRE ALARM SYSTEM:
   A. BLDG. SHALL HAVE APPROVED MANUAL & AUTO. FIRE ALARM SYSTEM PER C.BC. SEC. 310.10 & U.F.C. ART. 14.
   B. WHEN SERVING MORE THAN 100 SPRINKLER HEADS, AUTOMATIC FIRE SPRINKLER SYSTEM SHALL BE SUPERVISED BY APPROVED CENTRAL PROPRIETARY OR REMOTE STATION SERVICE.
   C. FIRE SPRINKLER SYSTEM SHALL BE SUBMITTED TO THE BUILDING DEPARTMENTS FOR REVIEW AND APPROVAL PRIOR TO INSTALLATION.
8. IN FOUR OR MORE STORIES BUILDING AT LEAST ONE ELEVATOR CAR SHALL BE SUCH A SIZE AND ARRANGEMENT TO ACCOMMODATE AN AMBULANCE STRETCHER 24"X84".

BUILDING PLAN CONSTRUCTION NOTES

- ROOF/CLG. ASSEMBLIES SHALL BE ONE-HOUR RATED FIRE-RESISTIVE CONSTRUCTION. (1/A8.7)
- FLOOR/CEILING ASSEMBLIES SEPARATING UNITS IN THE SAME BUILDING SHALL BE 1 HR. RATED FIRE-RESISTIVE CONST. PER: (2/A8.7)
- FLOOR/CEILING ASSEMBLIES WITHIN SAME UNIT SHALL BE 1-HR. RATED FIRE-RESISTIVE CONST. PER: (3/A8.7)
- EXT. WALLS INCLUDING COURTYARD WHERE OCCURS WALLS SHALL BE 2-HR. RATED FIRE-RESISTIVE CONST. (7/A8.7) (8/A8.7)
- INTERIOR WALLS SHALL BE 1-HR. RATED FIRE-RESISTIVE CONST. SEE STRL. FOR INTERIOR BEARING WALL LOCATIONS. (6/A8.7)
- DWELLING UNIT SEPARATION WALLS (PARTY WALLS) SHALL BE 1-HR. RATED FIRE-RESISTIVE CONST. (16/A8.7)
- FOR INTERSECTING WALLS AT ONE HOUR DWELLING SEPARATION WALL, REFER TO DETAIL. (18/A8.7)
- FLOOR & ROOF TO EXT. WALL INTERSECTIONS AT 1-HR. RATED FIRE-RESISTIVE CONST., PER: (2/A8.8) (11/A8.8)
- EXT. DECK ASSEMBLIES SHALL BE 1-HR. RATED F.R. CONST. PER: (4/A8.7) (5/A8.7)
- 2-HR AREA SEPARATION WALL (2 HR. FIRE WALL) SHALL BE 2-HR. F.R. CONST. PER: (14/A8.9) (15/A8.9) (16/A8.9)
- FOR INTERSECTING WALLS AT TWO HOUR AREA SEPARATION WALLS REFER TO DETAIL: (19/A8.7)
- STAIR, ELEV., MECH. AND TRASH CHUTE SHAFTS WALLS (2-HR. FIRE BARRIER) SHALL BE 2-HR. FIRE RATED PER: (14/A8.9) (15/A8.9) (16/A8.9)
- RECESSED MEDICINE CABT.S, ELEC. PANELS, FIRE EXTINGUISHER CABT.S AND WASHER/DRYER HOOK-UPS IN RATED WALLS SHALL BE PER REFERENCED DETAIL. SUCH CABT.S SHALL NOT BE LOCATED IN CORRIDOR, DWELLING UNIT SEP. OR AREA SEPARATION WALLS. (7/A8.9) (8/A8.9)

- INTERIOR WALL INTERSECTIONS AT 1-HR. RATED FIRE-RESISTIVE CONST. SHALL BE PER: (1/A8.9)
- HORIZONTAL STRUCTURAL MEMBERS (BEAMS) & THEIR SUPPORT (POSTS) SHALL BE INDIVIDUALLY FIRE PROTECTED WHEN HORIZONTAL MEMBER SUPPORTS DIRECTLY APPLIED LOADS FROM A FLOOR & A ROOF OR MORE THAN ONE FLOOR. CBC SECTION 704.2.6. (12/A8.9) (13/A8.9)

  NOTE: COLUMNS MUST ALWAYS BE INDIVIDUALLY PROTECTED.
- DUCT PENETRATIONS THROUGH RATED WALLS SHALL BE CONSTRUCTED PER DETAIL: (6/A8.9)
- FURRED CEILING BELOW ONE HOUR FIRE-RESISTIVE ASSEMBLIES SHALL BE CONSTRUCTED PER DETAIL. (5/A8.9)
- FOR TYPICAL INTERIOR WALL CORNER BEAD REFER TO: (10/A8.6)

  TUB SHOWER AT DWELLING SEPARATION WALL SHALL BE PER: (7/A8.6)
- FOR RECESSED LIGHT FIXTURE AT 1-HR RATED CLG. REFER TO (9/A8.9)
- ELEC. OUTLETS IN DWELL. UNIT SEPARATION WALLS CLG. FIXTURES IN CLG./FLR., PER: (3/A8.6)
- ONE HOUR INTERIOR STAIR SHALL BE CONSTRUCTED PER: (3/A8.9)

NOTE: ALL CAVITIES SHALL BE FIELD-UP WITH INSULATION.

BUILDING PLAN SHEET KEYNOTES

1	2-HR RATED GARAGE VENTILATION SHAFT, VERIFY SIZE WITH MECHANICAL CONTRACTOR PRIOR TO CONSTRUCTION. (14/A8.9) (15/A8.9) (16/A8.9)
2	LINE OF FLAT ARCH / CEILING ABOVE.
3	LINE OF BUILDING OR BALCONY ABOVE.
4	INDICATES WATER CURTAIN SPRINKLER SYSTEM. SEE SHEET NOTE #1.
5	INDICATES SCUPPER PER: (13/A8.9)
6	INDICATES LOCATION OF DECK / FLR. DRAIN. INSTALL PER DECK WATERPROOFING AND DECK DRAIN MFR. RECOMMENDATIONS.
7	INDICATES CLASS 1 STAND PIPE AS REQUIRED BY LOCAL FIRE DEPARTMENT.
8	PLANTER AREA FOR WATERPROOFING AND PLANETR DRAINS REFER TO LANDSCAPE PLANS.
9	PROPOSED MAIL BOX LOCATION. OBTAIN USPS APPROVAL PRIOR TO CONSTRUCTION.
10	INDICATES ELECTRIC TRANSFORMER LOCATION. REFER TO UTILITY PLANS.
11	NOT USED
12	CANTILEVER CONCRETE DECK.
13	FOR CONCRETE DECKS USE "ALL DECK" ENVIRONMENTAL COATING SYSTEMS, INC. MODEL NO. 07180, LARR 24309. USE COLOR "E66 SHELL" OR ANOTHER COLOR WITH A MINIMUM SOLAR REFLECTANCE 0.30.
14	NON-ABSORBANT INTERIOR FLOOR AND WALL FINISHES SHALL BE USED WITHIN ATLEAST 2 FEET AROUND AND PERPENDICULAR TO EXTERIOR ENTRIES AND/OR OPENINGS SUBJECT TO FOOT TRAFFIC.
15	PROVIDE PRESCRIPTIVE 3 HOUR FIRE RATED SHAFT WALL PER CBC TABLE 720.1(2) ITEM # 11-1.3 TO CONSIST OF 7⅝" FACE TO FACE THICK WALL TO BE CONSTRUCTED AS FOLLOWS: 4" x 0.044" (NO. 18 CARBON SHEET STEEL GAGE) CHANNEL-SHAPED STEEL STUDS AT 16" ON CENTER. ON EACH SIDE APPROVAL RESILIENT CLIPS PRESSED ONTO STUD FLANGE AT 16" VERTICAL SPACING. ⅝" PENCIL RODS SNAPPED INTO OR WIRE TIED ONTO OUTER LOOP OF CLIPS, METAL LATH WIRE-TIED TO PENCIL RODS AT 6" INTERVALS, 1" PERLITE GYPSUM PLASTER, EACH SIDE.
16	ELEVATOR SHALL HAVE A 60 GALLON MAX. EMERGENCY GENERATOR LOCATED ON ROOF CAPABLE OF OPERATIONG FOR 2-HOURS IN CASE OF POWER FAILURE. SEPARATE PERMIT REQUIRED.
17	42" HIGH METAL GUARD RAIL
18	90 MIN. FIRE RATED FIXED WINDOW
19	TANK LESS WATER HEATER WITH WATER SUB METER BELOW. SEE MECH. DRAWINGS

NOTE: THIS BUILDING AND GARAGE MUST BE EQUIPPED WITH AN AUTOMATIC FIRE EXTINGUISHING SYSTEM, COMPLYING WITH (NFPA-13). THE SPRINKLER SYSTEM SHALL BE APPROVED BY PLUMBING DIV. PRIOR TO INSTALLATION. (903.2.7)

✱ WINDOW SHALL BE 3/4 HOUR RATED

✱ SPRINKLER HEAD FOR WATER CURTAIN FOR EXIT CORRIDOR IN COURTYARD AND SIDE YARD EXIT COURT, APPROVED BY MODIFICATION. WATER CURTAIN UNDER SEPARATE PERMIT. SEE A1.13 FOR MODIFICATION.

NOTE:
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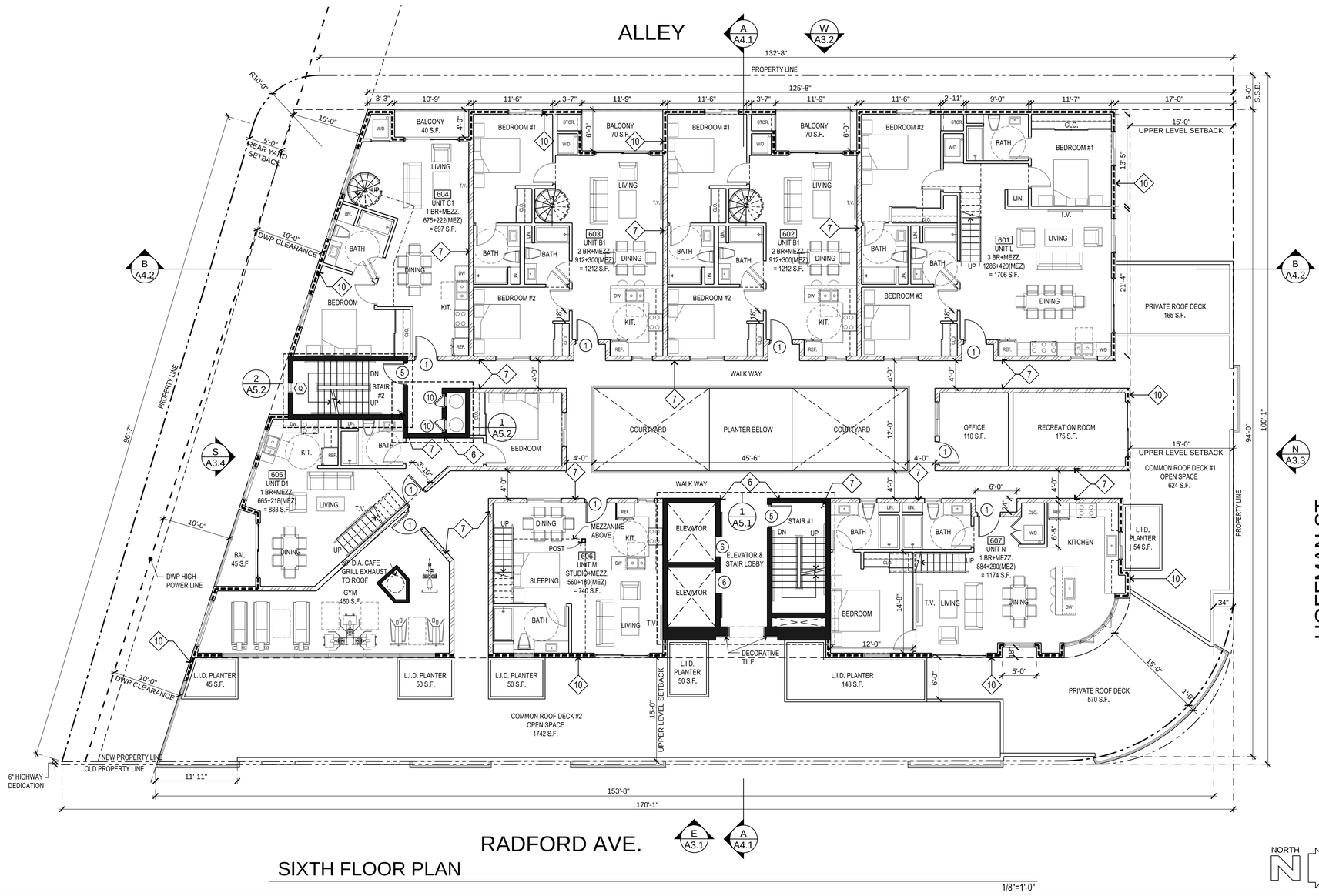
3. ALL FLOORS SHALL BE SMOOTH, FIRM AND SLIP RESISTANT.
4. LONGEST DISTANCE TO EXIT: THE LONGEST DISTANCE TO EXIT IS 66' FROM ENTRY DOOR OF UNIT "F" TO STAIR #1.
5. PROVIDE AN ACCESSIBLE ROUTE THROUGHOUT GYM AND TO EACH TYPE OF EXERCISE MACHINE.

OCCUPANT LOAD CALCULATION - CORRIDOR SINGLE 36" FIRE DOOR

TOTAL FIRST FLOOR OCCUPANCY: 3831/200 = 20 < 50; SINGLE DOOR SUFFICIENT

EXHIBIT "A"
Page No. 12 of 26
Case No. DIR-2021-7095-TOC-HCA



RADFORD AVE.

E A3.1 A A4.1

SIXTH FLOOR PLAN

1/8"=1'-0"

NORTH

SAM ASLANIAN ARCHITECT
19951 TURNBERRY DRIVE
TARZANA CA 91356
TEL: 818.383.3237
FAX: 818.301.2703
email: sam@aslanianarchitects.com
www.aslanianarchitects.com

SIGNATURE

REGISTERED ARCHITECT SAM ASLANIAN No. 24043 Exp. 01-31-2023 ARCHITECT STATE OF CALIFORNIA

OWNER

MR. RAFI KUYUMJIAN
3832 GLENEAGLES DRIVE
TARZANA, CA 91356
Tel: 818-398-3886

CONSULTANT

PROJECT TITLE
RADFORD PLACE
54 UNIT MIXED USE PROJECT
4021 RADFORD AVE.,
STUDIO CITY, CA 91604

DATE	REVISIONS

DATE	ISSUED FOR

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DATE
12-22-2021
DRAWN
CHECKED

PROJECT
54 UNIT MIXED USE PROJECT

SHEET TITLE
SIXTH FLOOR PLAN

SHEET	OF
A 2.8	

BUILDING DATA

OCCUPANCY	TYPE OF CONSTRUCTION	HEIGHT	FIRE SPRINKLER	TOTAL NO. OF DWELLING
R-2 S-2	RES.: V-A GAR.: I-A	4 - STORY O/ 1ST FLR. RETAIL O/ 1-STORY BELOW GRADE GARAGE	NFPA-13 NFPA-13	30

SHEET LEGEND

CALL OUT SYMBOL			CALL OUT SYMBOL		
1		4" NOM. STUD WALL (6 AB.7)	9		CAST IN PLACE CONC. WALL/CLG.
2		6" NOM. STUD WALL (6 AB.7)	10		2-HR EXT. BEARING WALL (7 AB.7)
3		8" NOM. STUD WALL	11		SHEAR WALL
4		1-HOUR FIRE PARTITION WALL (16 AB.7)	12		INDICATES FURRED CLG.
5		3-HOUR FIRE PARTITION WALL (NOT USED) (14 AB.9) (15 AB.9) (16 AB.9)		7'-9"	NOTES CEILING HT.
6		2-HR WALL (4 AB.8) (20 AB.7) (9 AB.7)			EXIT SIGN PER C.B.C. SEC. SEC. 1003.2.8 & 1003.2.9
7		2X6 STAGG. STUD WALL 1HR. WALL, STC.50 (17 AB.7)			INDICATES 1-HR RATED CLG. W/ NO PENETRATION ALLOWED
8		CMU WALL			

BUILDING PLAN SHEET NOTES

1. ALTERNATE EQUAL PROTECTION OF OPENINGS AT EXIT COURT WITH LESS THAN 10 FEET WIDTH SHALL COMPLY WITH THE FOLLOWING:
   1. WATER CURTAIN SPRINKLERS SYSTEM IS INSTALLED OVER EACH OPENINGS ON THE INSIDE OF THE BUILDING.
   2. MECHANICAL PLAN CHECK APPROVAL AND PERMIT SHALL BE OBTAINED PRIOR TO SPRINKLER INSTALLATION.
   3. A MINIMUM 18" DEEP DRAFT STOP SHALL BE PROVIDED IMMEDIATELY ADJACENT TO THE PROTECTED OPENING AS REQUIRED BY 5-13.4 OF DIVISION 20 OF THE PLUMBING CODE.
2. INSTALL WITHIN PROJECT AS AIR INFILTRATION SYSTEM (EITHER CHARCOAL OR ELECTRONIC) TO REDUCE AIR QUALITY EFFECTS ON THE PROJECT RESIDENTS.
3. STAIR, ELEVATOR, MECHANICAL AND TRASH CHUTE SHAFT SHLL BE 2-HR. FIRE RESISTIVE CONST.
4. PENETRATIONS OF FIRE RESISTIVE WALLS, FLOOR - CEILINGS, & ROOF - CEILINGS SHALL BE PROTECTED AS REQUIRED IN U.B.C. SEC. 709 & 710. (A1.7)
5. PORTABLE FIRE EXTINGUISHERS MINIMUM REQ.: (9 AB.8)
   A. PROVIDE A MIN. OF ONE 2-A/10-B-C CLASSIFICATION FIRE EXTINGUISHER WITHIN 75 FT. TRAVEL DISTANCE FOR EACH 6000 SQ.FT. OR PORTION THEREOF.
   B. VERIFY LOCATION, TYPE REQUIRED NUMBER OF FIRE EXTINGUISHER WITH LOCAL FIRE DEPARTMENT PRIOR TO INSTALLATION.
   C. INSTALL SEMI-RECESSED FIRE EXTINGUISHER IN STUD WALLS PER REFERENCED DETAIL.
6. MEANS OF EGRESS IDENTIFICATION:
   A. PROVIDE INTERNALLY ILLUMINATED EXIT SIGNS, PER C.B.C. SEC. 1003.2.8.
   B. PROVIDE FLR. LEVEL EXIT SIGNS & APPROVED PATH MARKING. PER C.B.C. SEC. 1007.6.2.
   C. EXIT SIGNS SHALL BE ILLUMINATED AT ALL TIMES. PROVIDE BACKUP POWER IN CASE OF PRIMARY POWER LOSS IN CONFORMANCE W/ C.B.C. SEC. 1005.2.8.5.
   D. ADDITIONAL EXIST SIGNS MAY BE REQUIRED AND LOCATIONS ARE SUBJECT TO CHANGE DURING FINAL INSPECTION.
7. FIRE ALARM SYSTEM:
   A. BLDG. SHALL HAVE APPROVED MANUAL & AUTO. FIRE ALARM SYSTEM PER C.BC. SEC. 310.10 & U.F.C. ART. 14.
   B. WHEN SERVING MORE THAN 100 SPRINKLER HEADS, AUTOMATIC FIRE SPRINKLER SYSTEM SHALL BE SUPERVISED BY APPROVED CENTRAL PROPRIETARY OR REMOTE STATION SERVICE.
   C. FIRE SPRINKLER SYSTEM SHALL BE SUBMITTED TO THE BUILDING DEPARTMENTS FOR REVIEW AND APPROVAL PRIOR TO INSTALLATION.
8. IN FOUR OR MORE STORIES BUILDING AT LEAST ONE ELEVATOR CAR SHALL BE SUCH A SIZE AND ARRANGEMENT TO ACCOMMODATE AN AMBULANCE STRETCHER 24"X84".

BUILDING PLAN CONSTRUCTION NOTES

ROOF/CLG. ASSEMBLIES SHALL BE ONE-HOUR RATED FIRE-RESISTIVE CONSTRUCTION. (1 AB.7)	INTERIOR WALL INTERSECTIONS AT 1-HR. RATED FIRE-RESISTIVE CONST. SHALL BE PER: (1 AB.8)
FLOOR/CEILING ASSEMBLIES SEPARATING UNITS IN THE SAME BUILDING SHALL BE 1 HR. RATED FIRE-RESISTIVE CONST. PER: (2 AB.7)	HORIZONTAL STRUCTURAL MEMBERS (BEAMS) & THEIR SUPPORT (POSTS) SHALL BE INDIVIDUALLY FIRE PROTECTED WHEN HORIZONTAL MEMBER SUPPORTS DIRECTLY APPLIED LOADS FROM A FLOOR & A ROOF OR MORE THAN ONE FLOOR. CBC SECTION 704.2.6. (12 AB.8) (13 AB.8)
FLOOR/CEILING ASSEMBLIES WITHIN SAME UNIT SHALL BE 1-HR. RATED FIRE-RESISTIVE CONST. PER: (3 AB.7)	NOTE: COLUMNS MUST ALWAYS BE INDIVIDUALLY PROTECTED.
EXT. WALLS INCLUDING COURTYARD WHERE OCCURS WALLS SHALL BE 2-HR. RATED FIRE-RESISTIVE CONST. (7 AB.7) (8 AB.7)	
INTERIOR WALLS SHALL BE 1-HR. RATED FIRE-RESISTIVE CONST. SEE STRL. FOR INTERIOR BEARING WALL LOCATIONS. (6 AB.7)	DUCT PENETRATIONS THROUGH RATED WALLS SHALL BE CONSTRUCTED PER DETAIL: (6 AB.8)
DWELLING UNIT SEPARATION WALLS (PARTY WALLS) SHALL BE 1-HR. RATED FIRE-RESISTIVE CONST. (16 AB.7)	FURRED CEILING BELOW ONE HOUR FIRE-RESISTIVE ASSEMBLIES SHALL BE CONSTRUCTED PER DETAIL: (5 AB.8)
FOR INTERSECTING WALLS AT ONE HOUR DWELLING SEPARATION WALL, REFER TO DETAIL. (18 AB.7)	FOR TYPICAL INTERIOR WALL CORNER BEAD REFER TO: (10 AB.6)
FLOOR & ROOF TO EXT. WALL INTERSECTIONS AT 1-HR. RATED FIRE-RESISTIVE CONST., PER: (2 AB.8) (11 AB.8)	TUB SHOWER AT DWELLING SEPARATION WALL SHALL BE PER: (1 AB.6)
EXT. DECK ASSEMBLIES SHALL BE 1-HR. RATED F.R. CONST. PER: (4 AB.7) (5 AB.7)	FOR RECESSED LIGHT FIXTURE AT 1-HR RATED CLG. REFER TO (9 AB.8)
2-HR AREA SEPARATION WALL (2 HR. FIRE WALL) SHALL BE 2-HR. F.R. CONST. PER: (14 AB.8) (15 AB.8) (16 AB.8)	ELEC. OUTLETS IN DWELL. UNIT SEPARATION WALLS CLG. FIXTURES IN CLG/FLR., PER: (3 AB.6)
FOR INTERSECTING WALLS AT TWO HOUR AREA SEPARATION WALLS REFER TO DETAIL: (19 AB.7)	ONE HOUR INTERIOR STAIR SHALL BE CONSTRUCTED PER: (3 AB.8)
STAIR, ELEV., MECH. AND TRASH CHUTE SHAFTS WALLS (2-HR. FIRE BARRIER) SHALL BE 2-HR. FIRE RATED PER: (14 AB.8) (15 AB.8) (16 AB.8)	
RECESSED MEDICINE CABT.S, ELEC. PANELS, FIRE EXTINGUISHER CABT.S AND WASHER/DRYER HOOK-UPS IN RATED WALLS SHALL BE PER REFERENCED DETAIL SUCH CABT.S SHALL NOT BE LOCATED IN CORRIDOR, DWELLING UNIT SEP. OR AREA SEPARATION WALLS. (7 AB.8) (8 AB.8)	NOTE: ALL CAVITIES SHALL BE FIELD-UP WITH INSULATION.

BUILDING PLAN SHEET KEYNOTES

1	2-HR RATED GARAGE VENTILATION SHAFT, VERIFY SIZE WITH MECHANICAL CONTRACTOR PRIOR TO CONSTRUCTION. (14 AB.8) (15 AB.8) (16 AB.8)
2	LINE OF FLAT ARCH / CEILING ABOVE.
3	LINE OF BUILDING OR BALCONY ABOVE.
4	INDICATES WATER CURTAIN SPRINKLER SYSTEM. SEE SHEET NOTE #1.
5	INDICATES SCUPPER PER: (13 AB.8)
6	INDICATES LOCATION OF DECK / FLR. DRAIN. INSTALL PER DECK WATERPROOFING AND DECK DRAIN MFR. RECOMMENDATIONS.
7	INDICATES CLASS 1 STAND PIPE AS REQUIRED BY LOCAL FIRE DEPARTMENT.
8	PLANTER AREA FOR WATERPROOFING AND PLANETR DRAINS REFER TO LANDSCAPE PLANS.
9	PROPOSED MAIL BOX LOCATION. OBTAIN USPS APPROVAL PRIOR TO CONSTRUCTION.
10	INDICATES ELECTRIC TRANSFORMER LOCATION. REFER TO UTILITY PLANS.
11	NOT USED
12	CANTILEVER CONCRETE DECK.
13	FOR CONCRETE DECKS USE "ALL DECK" ENVIRONMENTAL COATING SYSTEMS, INC. MODEL NO. 07180, LARR 24309. USE COLOR "E66 SHELL" OR ANOTHER COLOR WITH A MINIMUM SOLAR REFLECTANCE 0.30.
14	NON-ABSORBANT INTERIOR FLOOR AND WALL FINISHES SHALL BE USED WITHIN ATLEAST 2 FEET AROUND AND PERPENDICULAR TO EXTERIOR ENTRIES AND/OR OPENINGS SUBJECT TO FOOT TRAFFIC.
15	PROVIDE PRESCRIPTIVE 3 HOUR FIRE RATED SHAFT WALL PER CBC TABLE 720.1(2) ITEM # 11-1.3 TO CONSIST OF 7⅝" FACE TO FACE THICK WALL TO BE CONSTRUCTED AS FOLLOWS: 4" x 0.044" (NO. 18 CARBON SHEET STEEL GAGE) CHANNEL-SHAPED STEEL STUDS AT 16" ON CENTER. ON EACH SIDE APPROVAL RESILIENT CLIPS PRESSED ONTO STUD FLANGE AT 16" VERTICAL SPACING. ⅞" PENCIL RODS SNAPPED INTO OR WIRE TIED ONTO OUTER LOOP OF CLIPS, METAL LATH WIRE-TIED TO PENCIL RODS AT 6" INTERVALS, 1" PERLITE GYPSUM PLASTER, EACH SIDE.
16	ELEVATOR SHALL HAVE A 60 GALLON MAX. EMERGENCY GENERATOR LOCATED ON ROOF CAPABLE OF OPERATIONG FOR 2-HOURS IN CASE OF POWER FAILURE. SEPARATE PERMIT REQUIRED.
17	42" HIGH METAL GUARD RAIL
18	90 MIN. FIRE RATED FIXED WINDOW
19	TANK LESS WATER HEATER WITH WATER SUB METER BELOW. SEE MECH. DRAWINGS

NOTE: THIS BUILDING AND GARAGE MUST BE EQUIPPED WITH AN AUTOMATIC FIRE EXTINGUISHING SYSTEM, COMPLYING WITH (NFPA-13). THE SPRINKLER SYSTEM SHALL BE APPROVED BY PLUMBING DIV. PRIOR TO INSTALLATION. (903.2.7)

* WINDOW SHALL BE 3/4 HOUR RATED

⊛ SPRINKLER HEAD FOR WATER CURTAIN FOR EXIT CORRIDOR IN COURTYARD AND SIDE YARD EXIT COURT, APPROVED BY MODIFICATION. WATER CURTAIN UNDER SEPARATE PERMIT. SEE A1.13 FOR MODIFICATION.

NOTE:
1. INTERIOR FINISH MATERIALS APPLIED TO WALL AND CEILINGS SHALL BE TESTED AS SPECIFIED IN SECTION 803. SPECIFY THE CLASSIFICATIONS PER TABLE 803.11 AND SECTION 803.1.
2. PROJECT INCLUDES TENANT SHALL SPACE ONLY. FUTURE TENANT BUILD OUT SHALL BE UNDER SEPARATE PERMIT.
3. ALL FLOORS SHALL BE SMOOTH, FIRM AND SLIP RESISTANT.
4. LONGEST DISTANCE TO EXIT: THE LONGEST DISTANCE TO EXIT IS 66' FROM ENTRY DOOR OF UNIT "F" TO STAIR #1.
5. PROVIDE AN ACCESSIBLE ROUTE THROUGHOUT GYM AND TO EACH TYPE OF EXERCISE MACHINE.

OCCUPANT LOAD CALCULATION - CORRIDOR SINGLE 36" FIRE DOOR

TOTAL FIRST FLOOR OCCUPANCY: 3831/200 = 20 < 50; SINGLE DOOR SUFFICIENT

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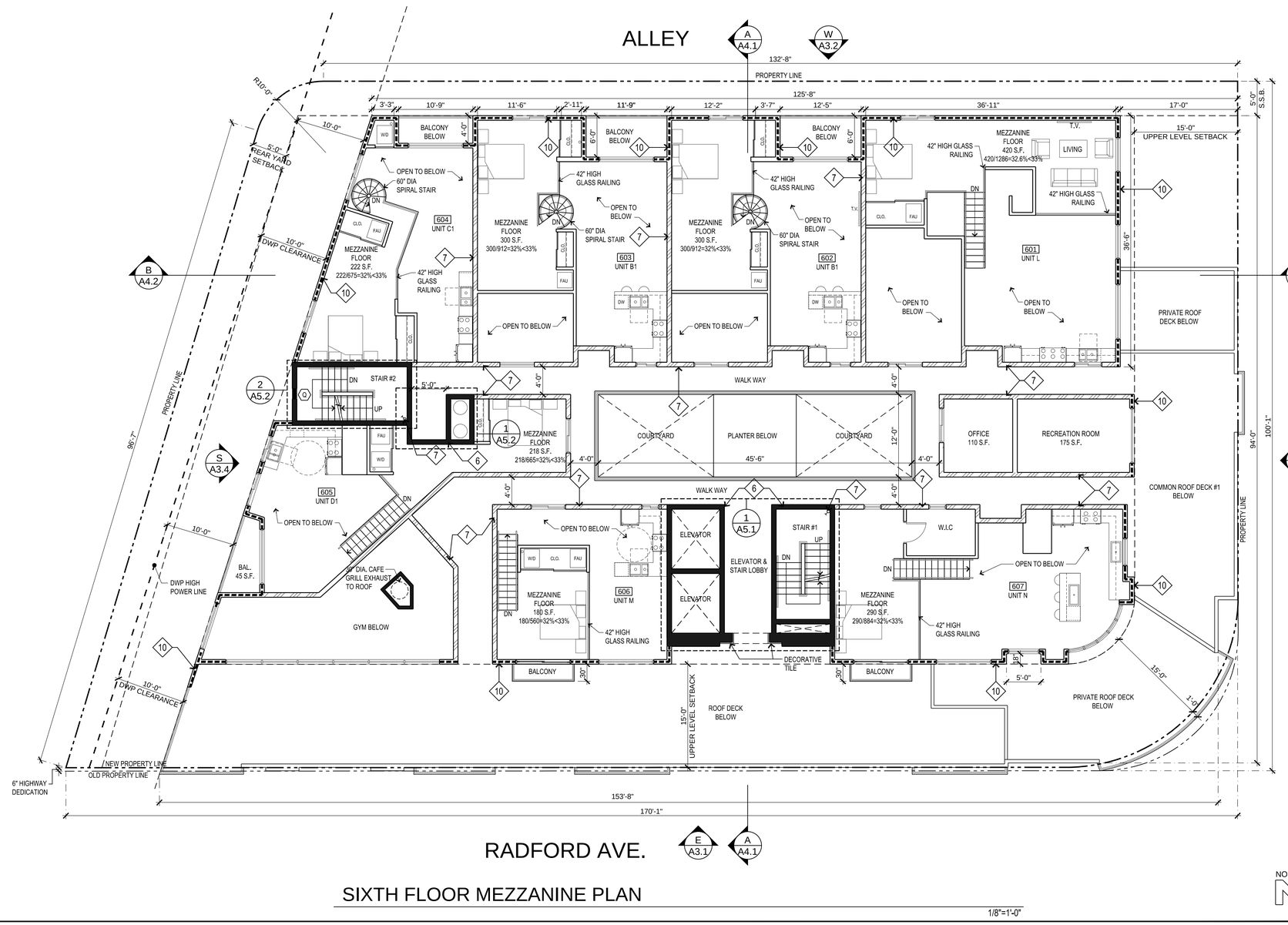

SIXTH FLOOR MEZZANINE PLAN

1/8"=1'-0"

NORTH N

SAM ASLANIAN ARCHITECT
19951 TURNBERRY DRIVE
TARZANA CA 91356
TEL: 818.383.3237
FAX: 818.301.2703
email: sam@aslanianarchitects.com
www.aslanianarchitects.com

SIGNATURE

REGISTERED ARCHITECT SAM ASLANIAN No. 24043 Exp. 01-31-2023 ARCHITECT STATE OF CALIFORNIA

OWNER

MR. RAFI KUYUMJIAN
3832 GLENEAGLES DRIVE
TARZANA, CA 91356
Tel: 818-398-3886

CONSULTANT

PROJECT TITLE
RADFORD PLACE
54 UNIT MIXED USE PROJECT
4021 RADFORD AVE.,
STUDIO CITY, CA 91604

DATE	REVISIONS

DATE	ISSUED FOR

NOTES

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DATE
12-22-2021
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PROJECT
54 UNIT MIXED USE PROJECT

SHEET TITLE
SIXTH FLOOR MEZZANINE PLAN

SHEET	OF
A 2.9	

ROOF PLAN SHEET LEGEND

D.S.	INDICATES GALV. MTL. DOWNSPOUT, FILTERED AND DISCHARGED PER CIVIL PLANS. PRIME AND PAINT DOWNSPOUT, TO MATCH ADJ. FINISH.
→	INDICATES DIRECTION OF SLOPED BUILT-UP ROOF 3/8"/FT.
▲	INDICATES DIRECTION OF PITCHED ROOF TYP. 5:12
	INDICATES LOCATION OF CONCEALED METAL ROOF VENTILATORS COLOR & PROFILE TO MATCH ROOF TILE.
	INDICATES ATTIC DRAFTSTOP PER C.B.C.
	1-HOUR DWELLING SEPARATION WALL
	1-HOUR WALL W/ NO OPENINGS
	2-HOUR FIRE WALL
	INDICATES 1-HR. FIRE RESISTIVE ROOF ASSEMBLY WITH NO PENETRATIONS ALLOWED.

ROOF PLAN SHEET NOTES

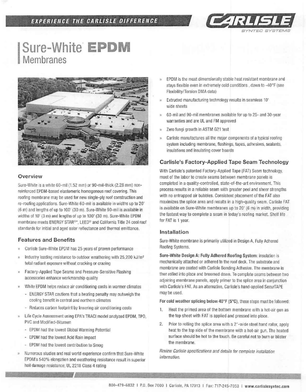
1.	FOR TYP. PIPE PENETRATION AT BUILT-UP ROOF REFER TO DETAIL:
2.	FOR TYP. VENT FLASHING AT ROOF REFER TO DETAILS:
3.	FOR TYP. PIPE SUPPORT AT BUILT-UP ROOF REFER TO DETAIL:
4.	CONTRACTOR PRIOR TO CONSTRUCTION SHALL COORDINATE ROOF MOUNTED MECHANICAL EQUIPMENT LOCATION AND WEIGHT WITH MECHANICAL CONSULTANT & STRUCTURAL ENGINEER.
5.	REFER TO PLANS PREPARED BY OTHERS FOR SIZE, ROUTE, FILTER AND DISCHARGE POINT OF ALL ROOF RUN-OFF WATER
6.	AS A MINIMUM STANDARDS ALL BUILT-UP ROOF SHEATHING EDGES SHALL BE BLOCKED, EDGE NAILED AND GAPPED PER ROOFING MANUFACTURER RECOMMENDATIONS. REFER TO STRL. PLANS FOR MORE RESTRICTED REQUIREMENTS.
7.	PROTECT ALL TRAFFIC AND MECH. EQUIP. REPAIR AREA BY "DYNATREAD PLUS ROOF WALKWAY" BY "JOHNS MANVILLE" ROOFING PRODUCT OR EQUAL.
8.	ROOF DRAINAGE MUST BE CONDUCTED UNDER SIDEWALK.
9.	ALL ROOF VENTS SHALL BE LOCATED A MINIMUM OF 2'-0" FROM ANY ROOF FLASHING CONDITION.
10.	ROOF / CLG. ASSEMBLIES SHALL BE ONE-HOUR RATED FIRE-RESISTIVE CONSTRUCTION.

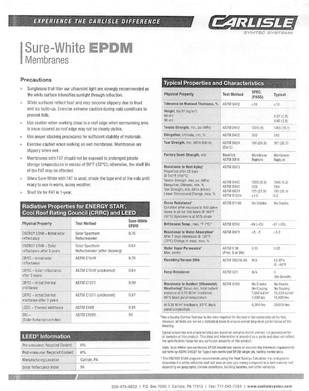
ROOF PLAN SHEET KEYNOTES

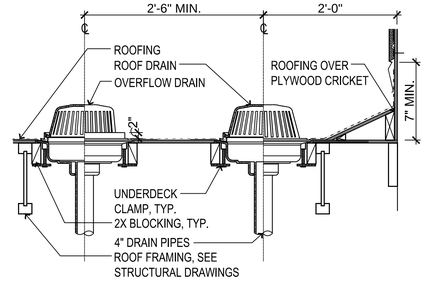
1	DOWNSPOUT AND SCUPPER (7 A5.1)	12	INDICATES LINE OF CLOSED OR OPEN WATER COLLECTOR PER PLUMBING PLANS.
2	ROOFING SYSTEM: CARLISLE SURE-WHITE EPDM ROOF MEMBRANE L.A.R.R. 25844 CLASS "A" SEE (1) FOR CUT SHEET.	13	INDICATES LOCATION OF COMBINED ROOF DRAIN AND OVERFLOW SCUPPER.
3	ROOF MOUNTED MECHANICAL EQUIPMENT PLATFORM PER: (13 A5.3)	14	INDICATES 2-HR PARAPET 30" ABOVE ROOF SHEATHING. (18 A5.3)
4	INDICATES 22"x22" SELF FLASHING ALUM. SKYLIGHT BY "BRISTOLITE" MODEL NO. "2222-AL-SF-2-P" OR APPROVED EQUAL. (EVALUATION REPORT NO. "ER-2469"). (9 A5.3)	15	WATERPROOF DECK TOPPING OVER CONCRETE WITH A SOLAR REFLECTANCE OF AT LEAST .30, DEX-O-TEX OR EQUAL R.R #02360.
5	INDICATES LINE OF BLDG. BELOW.	16	SOLAR ZONE TO BE FREE OF OBSTRUCTIONS AND BE SETBACK AT LEAST TWO TIMES THE HEIGHT OF ANY OBSTRUCTION, INCLUDING BUT NOT LIMITED TO, VENTS, CHIMNEYS, AND EQUIPMENT. REFER TO ELECTRICAL PLANS FOR INVERTERS AND METERING EQUIPMENT AND A PATHWAY FOR ROUTING FROM THE SOLAR ZONE TO THE MAIN SERVICE PANEL. ALL EQUIPMENT TO BE ROUTED TO ELECTRICAL ROOM.
6	INDICATES LINE OF DRAFT STOP. INSTALL PER C.B.C SEC 708.3.		
7	INDICATES ROOF CRICKET, SLOPED 1/2" / FT. VALLEYS SLOPED 1/4" / FT. REFER TO DETAIL: (5 A5.3)		
8	LINE OF ROOF OVERHANG W/ RESAWN EXP. WD. TAILS. (2 A5.3)		
9	INDICATES LOCKABLE 22"x30" ATTIC ACCESS.	17	HARDY TIE BACK DEVISE MODEL # HTB 16. INSTALL PER MANUFACTURE'S SPECIFICATIONS. PROVIDE FRAMING AND ANCHOR DESIGNED BY STRUCTURE ENGINEER. PROVIDE 12' SPACING BETWEEN ANCHORS AND 6' BETWEEN ANCHOR AND PARAPET WALL
10	INDICATES LINE OF GUTTER PRIME & PAINTED TO MATCH ADJ. FINISH.		
11	INDICATES RES. TRELLIS PER PLANS.		
		18	ROOF DRAIN TO PLANTER

ROOF NOTES:-

1. ROOFING SYSTEM: CARLISLE SURE-WHITE EPDM ROOF MEMBRANE L.A.R.R. 25844 CLASS "A" SEE (1) FOR CUT SHEET.
2. THE SOLAR ZONE SHALL BE FREE OF OBSTRUCTIONS AND BE SETBACK AT LEAST TWO TIMES THE HEIGHT OF ANY OBSTRUCTION, INCLUDING BUT NOT LIMITED TO, VENTS, CHIMNEYS, EQUIPMENT, PARAPETS, AND STAIRWELLS.
3. FOR ROOF SLOPES ≤ 2:12, A MINIMUM 4 FOOT CENTER LINE AXIS PATHWAY SHALL BE PROVIDED ON BOTH AXES OF THE ROOF.
4. FOR ROOF SLOPES ≤ 2:12, A MINIMUM 4-FOOT STRAIGHT LINE PATHWAY SHALL BE PROVIDED FROM THE ACCESS PATH TO ROOF STANDPIPES, ROOF ACCESS HATCHES, SKYLIGHTS AND/OR VENTILATION HATCHES.
5. SKYLIGHTS SET AT AN ANGLE OF LESS THAN 45 DEGREES FROM THE HORIZONTAL PLANE SHALL BE MOUNTED AT LEAST 4 INCHES ABOVE THE PLANE OF THE ROOF ON A CURB CONSTRUCTED AS REQUIRED FOR THE FRAME, EXCEPT FOR R3 OCCUPANCIES, SKYLIGHTS WITHOUT A CURB SHALL BE PERMITTED ON ROOF S WITH A MINIMUM SLOPE OF 14 DEGREES (THREE UNITS VERTICAL IN 12 UNITS HORIZONTAL) (SECTION 2405.4; 2610.2) GLASS SKYLIGHTS SHALL COMPLY WITH SECTION PC/STR/CORR.LST.18 (REV. 11/02/17) WWW.LADBS.ORG PAGE 16 OF 19 2405. PLASTIC SKYLIGHTS SHALL COMPLY WITH SECTION 2610 - NOT USED
6. INTERIOR FINISH MATERIALS APPLIED TO WALL AND CEILINGS SHALL BE TESTED AS SPECIFIED IN SECTION 803. SPECIFY THE CLASSIFICATIONS PER TABLE 803.11 AND SECTION 803.1.
7. ROOF TIEBACKS ARE REQUIRED ON ROOF WHEN THE BUILDING IS 36 FEET HIGH OR GREATER AS PER CCR TITLE 8 SECTION 3291(f)
8. PARAPET/GUARDRAILS SHALL BE PROVIDED ON ALL OPEN SIDES OF UNENCLOSED ELEVATED WORK LOCATIONS AS PER CCR TITLE 8 SECTION 3210(a)
9. PERSONNEL CONSTRUCTION HOIST IS REQUIRED AT 36 FEET FOR BUILDINGS 60 FEET OR GREATER AS PER CCR TITLE 8 1630(a)







1 **ROOF DRAIN AND OVERFLOW**
1" = 1'-0"

1 **ROOF CUT SHEETS**

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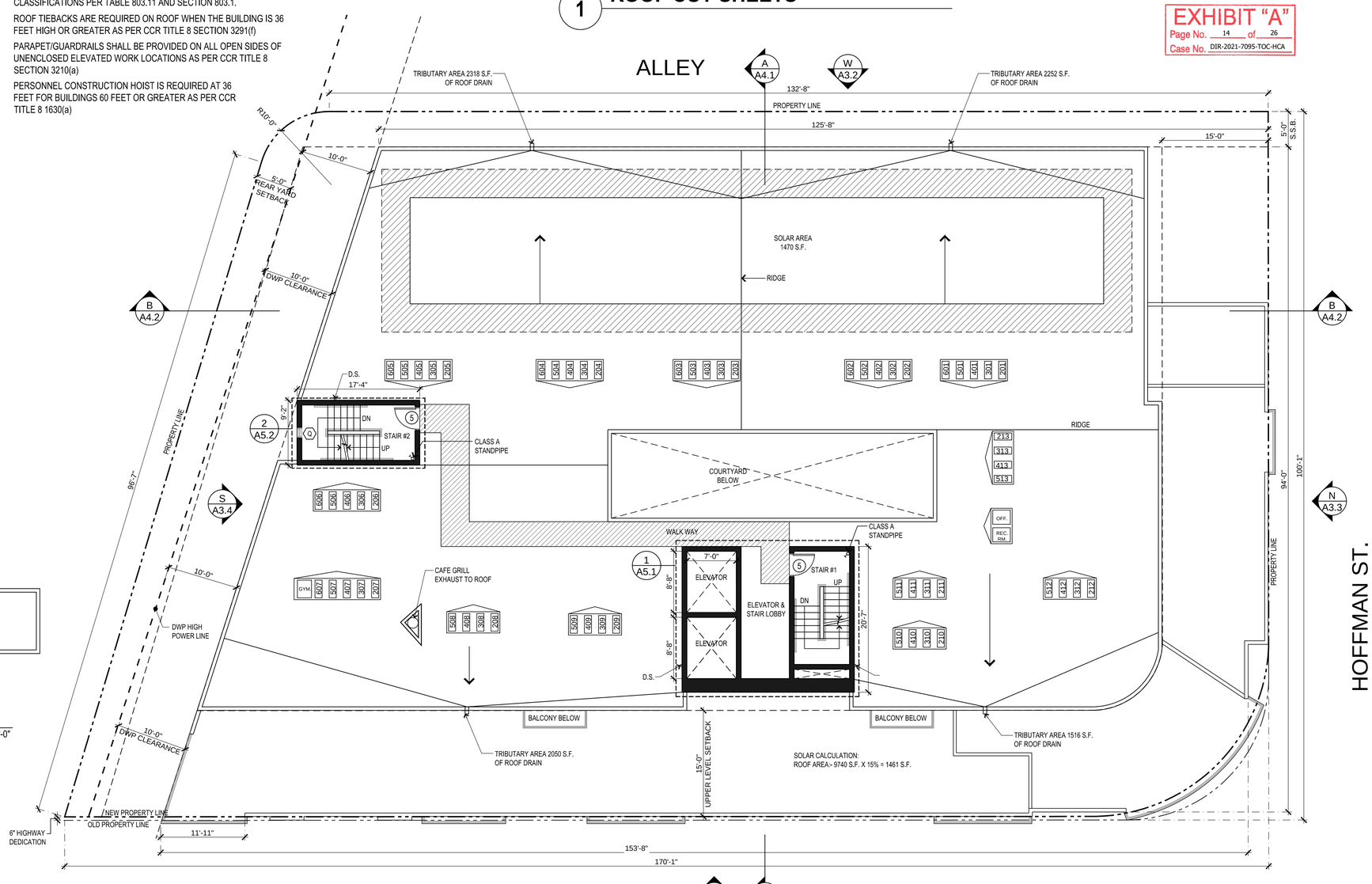
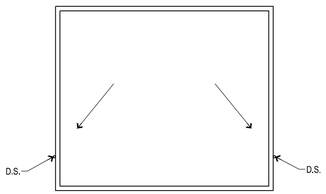
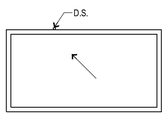
Case No. DIR-2021-7095-TOC-HCA







ROOF PLANS
1/8"=1'-0"

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

NORTH

SAM ASLANIAN ARCHITECT
19951 TURNBERRY DRIVE
TARZANA CA 91356
TEL: 818.383.3237
FAX: 818.301.2703
email: sam@aslanianarchitects.com
www.aslanianarchitects.com

SIGNATURE

REGISTERED ARCHITECT SAM ASLANIAN No. 24043 Exp. 03-31-2023 STATE OF CALIFORNIA

OWNER

MR. RAFI KUYUMJIAN
3832 GLENEAGLES DRIVE
TARZANA, CA 91356
Tel: 818-398-3886

CONSULTANT

PROJECT TITLE
RADFORD PLACE
54 UNIT MIXED USE PROJECT
4021 RADFORD AVE.,
STUDIO CITY, CA 91604

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DATE
12-22-2021
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PROJECT
54 UNIT MIXED USE PROJECT

SHEET TITLE
ROOF PLAN

SHEET	OF
A2.10	

ELEVATION SHEET NOTES

1.	FOR TYPICAL FLASHING AT EXTERIOR OPENINGS REFER TO DETAIL: (1 / A8.4)
2.	FOR PENETRATION AT EXTERIOR WALLS REFER TO DETAIL: (18 / A8.5)
3.	PER PORTLAND CEMENT PLASTER/STUCCO MANUAL EB049 AND NAAMM STANDARD EMLA GUIDE SPECIFICATIONS FOR EXPANDED METAL LATH AND FURRING 920 INSTALL STUCCO CONTROL JOINTS WITH THE FOLLOWING CRITERIA: A. WALL AREAS: NOT MORE THAN 144 SQ.FT. IN AREA. B. THE RATIO OF HEIGHT TO WIDTH OF EACH AREA SHALL NOT EXCEED 2½ :1 OR 1:2½. C. HORIZONTAL SURFACES: NOT MORE THAN 100 SQ.FT. IN AREA.
4.	REFER TO ROOF PLAN FOR TYP. ARCHITECTURAL ROOF DETAILS.
5.	DISCHARGE POINT FOR EXHAUST AIR SHALL BE AT LEAST 3' AWAY FROM ANY OPENING WHICH ALLOWS AIR ENTRY INTO OCCUPIED PORTIONS OF THE BLDG. (7 / A8.5)
6.	INSTALL DRIP SCREED AT ALL EXT. HORIZ. SURFACES MEETING (VERT) WALLS AND PARAPETS TO PREVENT EXT. FIN. STUCCO FROM STAINING.
7.	THE FIRST 9' HEIGHT FROM FINISH GRADE OF EXTERIOR FINISH SHALL HAVE ANTI GRAFFITI TREATMENT BY "MONOPOLE INC." R.R. #25080.
8.	PROVIDE ½" EXPANSION MATERIAL (COMPRESSIBLE FILLER STRIP) WHERE ALL EXTERIOR FLATWORK ABUTS BUILDING FOUNDATIONS.
9.	JOINTS: A. SOLID FRAMING IS RECOMMENDED BEHIND ALL STUCCO JOINTS. B. REINFORCE THE WATER-RESISTIVE BARRIER WITH SELF ADHERED FLASHING AT ALL JOINT LOCATIONS. AT HORIZONTAL ASSEMBLIES, THE SAF SHOULD BE WEATHER LAPPED TO THE WATER RESISTIVE BARRIER. C. LATH SHOULD ALWAYS BE INTERRUPTED AT EXPANSION JOINTS PER ASTM C 1063. D. BUTT JOINTS AND MITERED CORNERS OF STUCCO CONTROL AND EXPANSION JOINTS SHALL BE EMBEDDED IN SEALANT TO PREVENT WATER INTRUSION AT THIS UNSEALED JUNCTION PER ASTM E2266.
10.	ALL SEISMIC STRAPS AND OTHER EXPOSED STRUCTURAL HARDWARE TO BE COVERED WITH SELF ADHERED FLASHING PRIOR TO THE APPLICATION OF THE WATER RESISTIVE BARRIER.

ELEVATION SHEET KEYNOTES

1	CLASS 'A' BUILT-UP ROOFING 'GAFGLAS' BY 'GAF' OR EQUAL. ICC ESR 1274	14	LINE OF GALV. MTL. DOWNSPOUT. SIZE PER PLUMBING PLANS. PRIMED AND PAINTED.	26	MCELROY METAL MINI RIB SIDING WITH 3" HORIZONTAL PATTERN.COLOR: CHARCOAL
2	⅞" THK. EXT. SMOOTH FINISH PLASTER. LA HABRA COLOR STUCCO COLOR #50 CRYSTAL WHITE (79) BASE 100	15	NOT USED	27	METAL AWING- PRIMED & PAINTED WITH GLOSS ENAMEL PAINT. USE BEHR-COLOR SHARK FIN PPU24-19
3	ALUMINUM FRAME WINDOW. COLOR: MILGARD "TWEED"	16	42" HIGH METAL RAILING PRIMED & PAINTED WITH GLOSS ENAMEL PAINT. USE BEHR-COLOR SHARK FIN PPU24-19	28	GLASS GUARD RAIL
4	LINE OF BUILDING BEYOND.	17	GALVANIZED METAL BALC. SCUPPER.		
5	ALUMINUM FRAME GLASS DOOR. DARK BRONZE ANODIZED ALUMINUM	18	PROPOSED LOCATION OF BLDG. ADDRESS IN ACCORDANCE TO L.A.M.C. 57.09.11		
6	PAINTED SMOOTH STUCCO. COLOR: LA HABRA STUCCO "TUXEDO" 3033L (12)	19	PROVIDE STUCCO CONTROL JOINTS AT HORIZ. SURFACES AT MAX. 10' EA. DIRECTION TYPICAL.		
7	⅞" THK. EXT. SMOOTH FINISH PLASTER. COLOR: LA HABRA STUCCO "PEWTER"	20	ALUMIINIUM STOREFRONT PARTITION: ARCADIA 400 SERIES 1¾"x4" CENTERED GLASS SYSTEM FOR ¼" THK. GLASS.		
8	GALV. MTL. ENTRY GATE. PRIMED & PAINTED WITH GLOSS ENAMEL PAINT. USE BEHR-COLOR SHARK FIN PPU24-19	21	12" HARDIPLANK SIDING ICC - ER - 5896 LARR 26085. COLOR:- MONTEREY TAUPE SMOOTH		
9	GALV. MTL. LVR. WALL VENT. PAINT TO MATCH ADJ. FIN.	22	ALUMINUM FRAME WINDOW. COLOR: MILGARD BRONZE		
10	LINE OF MTL. FLASHING AT ROOF TO WALL CONDITION.	23	9" HIGH x 1" THICK CHANNEL LETTERS		
11	INDICATES LOCATION OF ELECTRIC TRANSFORMER.	24	EXPOSE CONCRETE WALK SURFACE SHALL BE LIGHT GREY UNCOLORED CONCRETE ON SECOND FLOOR. FOR BALCONIES ON LEVELS 3-5 USE PLY-DECK DECK COATING LARR 25375		
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NOTE:

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4. OPERABLE WINDOW SHALL HAVE 42" MIN. SILL HEIGHT.
5. SEE SITE PLAN FOR GRADE PLANE CALC. AND LOWEST POINT 5' FROM BUILDING FOOTPRINT

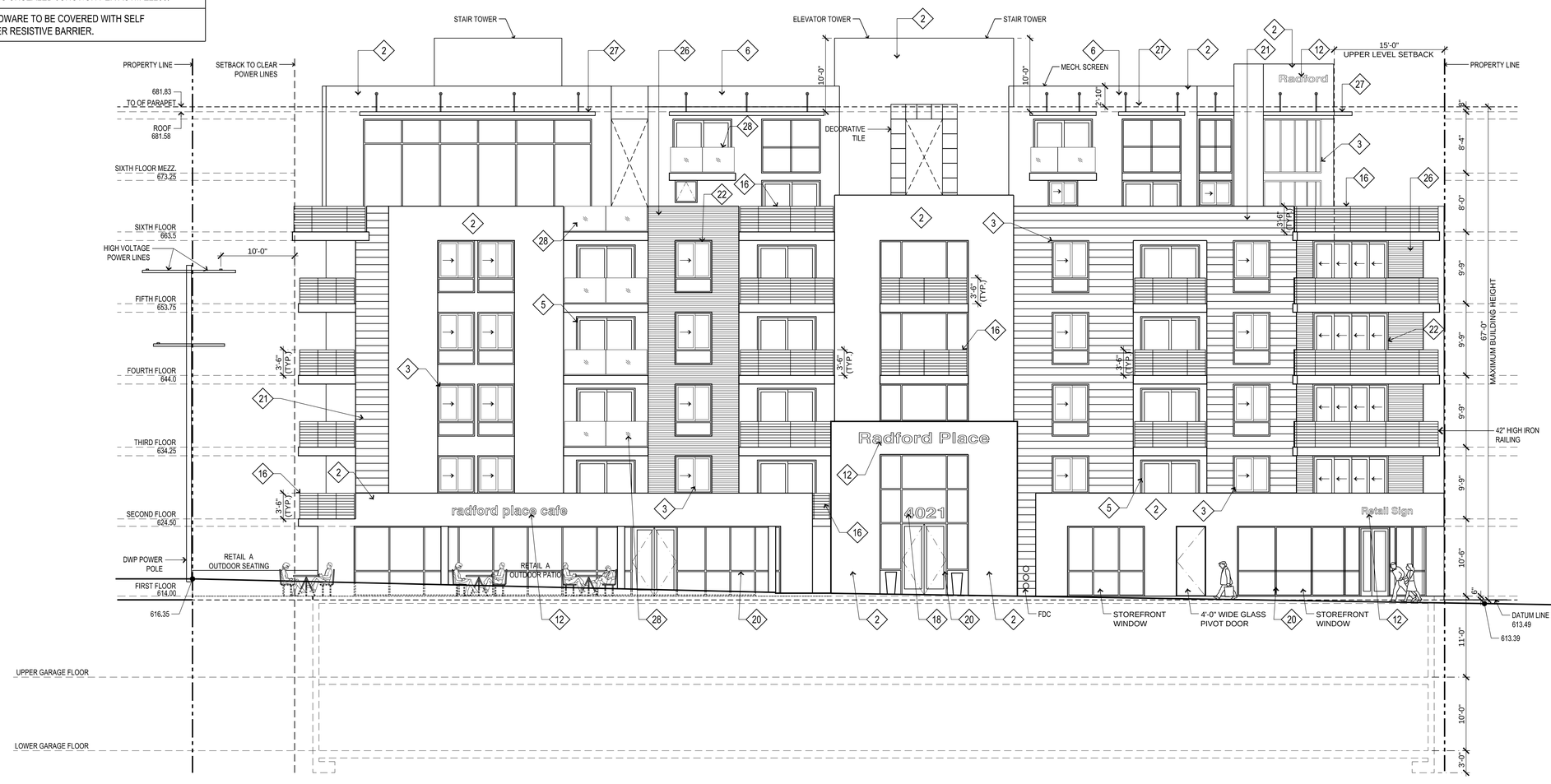
EXHIBIT "A"
Page No. 15 of 26
Case No. DIR-2021-7095-TOC-HCA

FOUR STORY JUSTIFICATION

BUILDING PERIMETER: 98'-6"+60'-2"+94'-2"+55'-10" = 308.7'
HALF PERIMETER = 308.7' / 2 = 154.35'

BUILT-UP AREA 6' BELOW FIRST FLOOR
NORTH ELEVATION = 59'-10" = 59'-10"
SOUTH ELEVATION = 8'-3" + 33'-7" = 41'-9"
EAST ELEVATION = 68'-9" = 68'-9"
WEST ELEVATION = 64'-8" = 64'-8"

TOTAL BUILT-UP AREA 6' BELOW FIRST FLOOR =
59'-10"+41'-9"+68'-9"+64'-8" = 235'-3"
235'-3" > 154.35' PROJECT COMPILES



EAST ELEVATION

1/8"=1'-0"

SAM ASLANIAN ARCHITECT
19951 TURNBERRY DRIVE
TARZANA CA 91356
TEL: 818.383.3237
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OWNER

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Tel: 818-398-3886

CONSULTANT

PROJECT TITLE
RADFORD PLACE
54 UNIT MIXED USE PROJECT
4021 RADFORD AVE.,
STUDIO CITY, CA 91604

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DATE
12-22-2021
DRAWN
CHECKED

PROJECT
54 UNIT MIXED USE PROJECT

SHEET TITLE
EAST ELEVATION

SHEET	OF
A 3.1	

ELEVATION SHEET NOTES

1.	FOR TYPICAL FLASHING AT EXTERIOR OPENINGS REFER TO DETAIL: (1 / A8.4)
2.	FOR PENETRATION AT EXTERIOR WALLS REFER TO DETAIL: (18 / A8.5)
3.	PER PORTLAND CEMENT PLASTER/STUCCO MANUAL EB049 AND NAAMM STANDARD EMLA GUIDE SPECIFICATIONS FOR EXPANDED METAL LATH AND FURRING 920 INSTALL STUCCO CONTROL JOINTS WITH THE FOLLOWING CRITERIA: A. WALL AREAS: NOT MORE THAN 144 SQ.FT. IN AREA. B. THE RATIO OF HEIGHT TO WIDTH OF EACH AREA SHALL NOT EXCEED 2½ :1 OR 1:2½. C. HORIZONTAL SURFACES: NOT MORE THAN 100 SQ.FT. IN AREA.
4.	REFER TO ROOF PLAN FOR TYP. ARCHITECTURAL ROOF DETAILS.
5.	DISCHARGE POINT FOR EXHAUST AIR SHALL BE AT LEAST 3' AWAY FROM ANY OPENING WHICH ALLOWS AIR ENTRY INTO OCCUPIED PORTIONS OF THE BLDG. (7 / A8.5)
6.	INSTALL DRIP SCREED AT ALL EXT. HORIZ. SURFACES MEETING (VERT) WALLS AND PARAPETS TO PREVENT EXT. FIN. STUCCO FROM STAINING.
7.	THE FIRST 9' HEIGHT FROM FINISH GRADE OF EXTERIOR FINISH SHALL HAVE ANTI GRAFFITI TREATMENT BY "MONOPOLE INC." R.R. #25080.
8.	PROVIDE ½" EXPANSION MATERIAL (COMPRESSIBLE FILLER STRIP) WHERE ALL EXTERIOR FLATWORK ABUTS BUILDING FOUNDATIONS.
9.	JOINTS: A. SOLID FRAMING IS RECOMMENDED BEHIND ALL STUCCO JOINTS. B. REINFORCE THE WATER-RESISTIVE BARRIER WITH SELF ADHERED FLASHING AT ALL JOINT LOCATIONS. AT HORIZONTAL ASSEMBLIES, THE SAF SHOULD BE WEATHER LAPPED TO THE WATER RESISTIVE BARRIER. C. LATH SHOULD ALWAYS BE INTERRUPTED AT EXPANSION JOINTS PER ASTM C 1063. D. BUTT JOINTS AND MITERED CORNERS OF STUCCO CONTROL AND EXPANSION JOINTS SHALL BE EMBEDDED IN SEALANT TO PREVENT WATER INTRUSION AT THIS UNSEALED JUNCTION PER ASTM E2266.
10.	ALL SEISMIC STRAPS AND OTHER EXPOSED STRUCTURAL HARDWARE TO BE COVERED WITH SELF ADHERED FLASHING PRIOR TO THE APPLICATION OF THE WATER RESISTIVE BARRIER.

ELEVATION SHEET KEYNOTES

1	CLASS 'A' BUILT-UP ROOFING 'GAFGLAS' BY 'GAF' OR EQUAL. ICC ESR 1274	14	LINE OF GALV. MTL. DOWNSPOUT. SIZE PER PLUMBING PLANS. PRIMED AND PAINTED.	26	MCELROY METAL MINI RIB SIDING WITH 3" HORIZONTAL PATTERN.COLOR: CHARCOAL
2	⅞" THK. EXT. SMOOTH FINISH PLASTER. LA HABRA COLOR STUCCO COLOR #50 CRYSTAL WHITE (79) BASE 100	15	NOT USED	27	METAL AWING- PRIMED & PAINTED WITH GLOSS ENAMEL PAINT. USE BEHR-COLOR SHARK FIN PPU24-19
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EXHIBIT "A"
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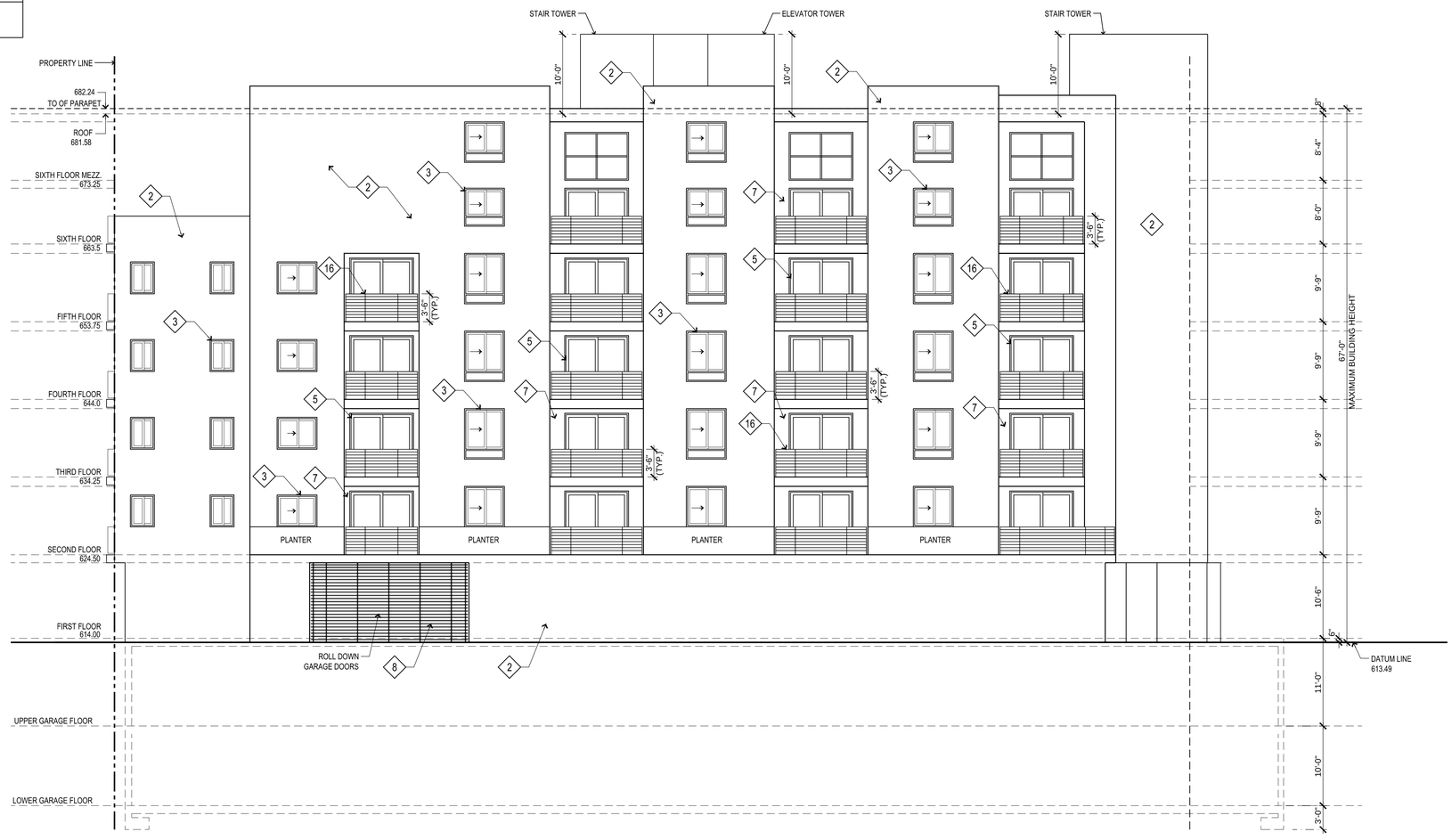

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SHEET TITLE
WEST ELEVATION

SHEET	OF
A 3.2	

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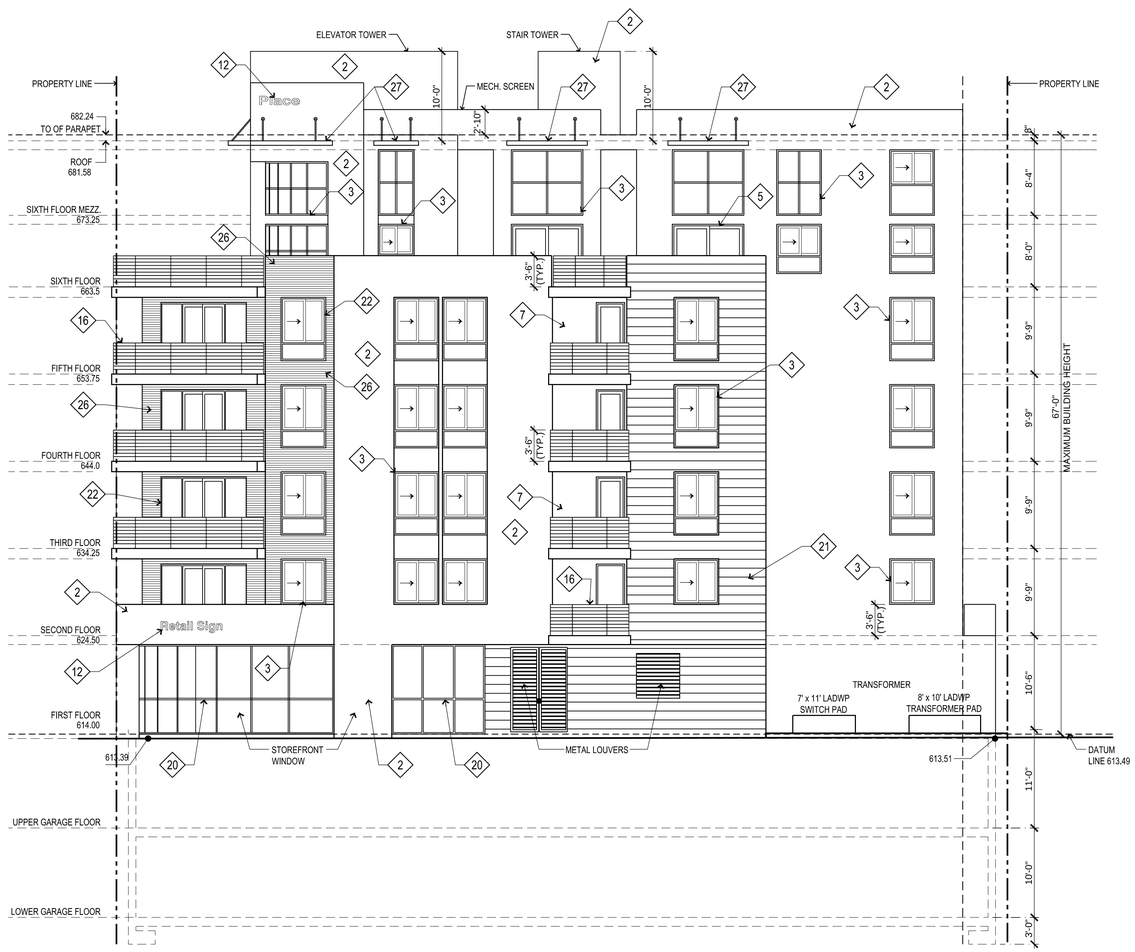

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SHEET TITLE
NORTH ELEVATION

SHEET	OF
A 3.3	

ELEVATION SHEET NOTES

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6	PAINTED SMOOTH STUCCO. COLOR: LA HABRA STUCCO "TUXEDO" 3033L (12)	19	PROVIDE STUCCO CONTROL JOINTS AT HORIZ. SURFACES AT MAX. 10' EA. DIRECTION TYPICAL.		
7	⅞" THK. EXT. SMOOTH FINISH PLASTER. COLOR: LA HABRA STUCCO "PEWTER"	20	ALUMIINIUM STOREFRONT PARTITION: ARCADIA 400 SERIES 1¾"x4" CENTERED GLASS SYSTEM FOR ¼" THK. GLASS.		
8	GALV. MTL. ENTRY GATE. PRIMED & PAINTED WITH GLOSS ENAMEL PAINT. USE BEHR-COLOR SHARK FIN PPU24-19	21	12" HARDIPLANK SIDING ICC - ER - 5896 LARR 26085. COLOR:- MONTEREY TAUPE SMOOTH		
9	GALV. MTL. LVR. WALL VENT. PAINT TO MATCH ADJ. FIN.	22	ALUMINUM FRAME WINDOW. COLOR: MILGARD BRONZE		
10	LINE OF MTL. FLASHING AT ROOF TO WALL CONDITION.	23	9" HIGH x 1" THICK CHANNEL LETTERS		
11	INDICATES LOCATION OF ELECTRIC TRANSFORMER.	24	EXPOSE CONCRETE WALK SURFACE SHALL BE LIGHT GREY UNCOLORED CONCRETE ON SECOND FLOOR. FOR BALCONIES ON LEVELS 3-5 USE PLY-DECK DECK COATING LARR 25375		
12	RETAIL SIGN - SEPARATE PERMIT	25	MECHANICAL SUPPLY OR EXHAUST GRILL - SEE MECHNICAL		
13	INDICATES LINE OF ROOF GUTTER. SIZE PER PLUMBING PLANS.				

SOUTH ELEVATION

1/8"=1'-0"

NOTE:

1. ROOF TIEBACKS ARE REQUIRED ON ROOF WHEN THE BUILDING IS 36 FEET HIGH OR GREATER AS PER CCR TITLE 8 SECTION 3291(f)
2. PARAPET/GUARDRAILS SHALL BE PROVIDED ON ALL OPEN SIDES OF UNENCLOSED ELEVATED WORK LOCATIONS AS PER CCR TITLE 8 SECTION 3210(a)
3. PERSONNEL CONSTRUCTION HOIST IS REQUIRED AT 36 FEET FOR BUILDINGS 60 FEET OR GREATER AS PER CCR TITLE 8 1630(a)
4. OPERABLE WINDOW SHALL HAVE 42" MIN. SILL HEIGHT.
5. SEE SITE PLAN FOR GRADE PLANE CALC. AND LOWEST POINT 5' FROM BUILDING FOOTPRINT

EXHIBIT "A"
Page No. 18 of 26
Case No. DIR-2021-7095-TOC-HCA

SAM ASLANIAN ARCHITECT
19951 TURNBERRY DRIVE
TARZANA CA 91356
TEL: 818.383.3237
FAX: 818.301.2703
email: sam@aslanianarchitects.com
www.aslanianarchitects.com

SIGNATURE

REGISTERED ARCHITECT SAM ASLANIAN No. 24043 Exp. 01-31-2023 ARCHITECT STATE OF CALIFORNIA

OWNER

MR. RAFI KUYUMJIAN
3832 GLENEAGLES DRIVE
TARZANA, CA 91356
Tel: 818-398-3886

CONSULTANT

PROJECT TITLE
RADFORD PLACE
54 UNIT MIXED USE PROJECT
4021 RADFORD AVE.,
STUDIO CITY, CA 91604

DATE	REVISIONS

DATE	ISSUED FOR

NOTES

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DATE
12-22-2021
DRAWN
CHECKED

PROJECT
54 UNIT MIXED USE PROJECT

SHEET TITLE
SOUTH ELEVATION

SHEET	OF
A 3.4	

SECTION SHEET LEGEND

———	INDICATES FIBERGLASS BATT INSULATION.	▨	INDICATES WD. BLOCK MEMBER REFER TO STRL.
▭	INDICATES SECTION THROUGH CONC. MAT'L.	▨	INDICATES CONT. WOOD MEMBER REFER TO STRL.
———	INDICATES SECTION THROUGH CMU WALL	▭	INDICATES SECTION THROUGH EARTH / GRADE

SECTION SHEET NOTES

1.	FOR INTERIOR FINISHES REFER TO 'INTERIOR FINISH LEGEND' ON UNIT FLOOR PLAN SHEETS.
2.	FOR TYPICAL SOUND TRANSMISSION DETAILS, REFER TO DETAILS: (1/A8.6) (2/A8.6) (3/A8.6) (5/A8.6) (6/A8.6) (7/A8.6)
3.	CONT. BATT FIBERGLASS INSULATION AT EXT. WALLS, ROOFS & FLRS. SEPARATING CONDITIONED & UNCONDITIONED SPACES & UNCONDITIONED SPACES INTENDED FOR USE BY TENANTS SUCH AS STAIR AND ELEVATOR SHAFT, AS A MINIMUM STANDARD USE R-30 MIN. AT ROOF & R-13 MIN. AT WALLS. PROVIDE KRAFT FACE AT EXT. WALLS & ROOF CLG.. UNFACED AT INT. WALLS & FLOORS. REFER TO ENERGY CALCULATIONS FOR ACTUAL REQUIRED INSULATION.
4.	ALL PENETRATIONS INTO SOUND RATED PARTITIONS, FLR. OR CLG. ASSEMBIES SHALL BE SEALED WITH APPROVED PERMANENT RESILIENT SEALANT. ELEC. DEVICES, PLUMBING PENETRATIONS, ETC. SHALL BE SEALED, LINED, INSULATED OR OTHERWISE TREATED TO MAINTAIN THE INTEGRITY OF THE ACOUSTICAL ASSEMBLY.
5.	PENETRATIONS IN FIRE RESIST. ASSEMBLIES SHALL BE PROTECTED W/ THROUGH-PENETRATION FIRE STOPS & MEMBRANE-PENETRATION FIRE STOPS IN ACCORDANCE W/ U.B.C. SEC. 709. REFER TO: (-/GN.4)
6.	PENETRATIONS OF FIRE RESISTIVE WALLS, FLR.-CLGS., & ROOF-CLGS. SHALL BE PROTECTED AS REQUIRED PER U.B.C. SEC. 709 & 710.
7.	FOR TYPICAL FIRE STOP AT PENETRATION THROUGH FIRE RESISTIVE ASSEMBLY REFER TO: (-/GN.4)
8.	ALL ROOF, DECK AND FLOOR SHEATHING SHALL BE BLOCKED AND GAPPED AS REQ. BY ROOFING, INTERIOR FLOOR TOPPING AND EXT. DECK TOPPING MANUFACTURERS RECOMMENDATIONS.
9.	FOR CONC. SLAB, FOOTINGS AND FRAMING LAYOUT REFER TO STRUCTURAL PLANS.
10.	INSTALL DRIP SCREED AT ALL EXT. HORIZ. SURFACES MEETING (VERT) WALLS AND PARAPETS TO PREVENT EXT. FIN. STUCCO FROM STAINING. (7/A8.5)

SECTION SHEET KEYNOTES

1	CLASS 'A' BUILT-UP ROOFING 'GAFGLAS' BY 'GAF' OR EQUAL. ICC ESR 1274.	15	DECK JOIST PER STRUCTURAL PLANS.
2	ROOF / FLOOR SHEATHING, PER STRUCTURAL PLANS.	16	LINE OF BUILDING BEYOND.
3	CLASS 'A' BUILT-UP ROOFING, PER SPEC'S.	17	METAL STUD SOFFIT FRAMING. (5/A8.6)
4	1 1/2" L.W. CONC. FLR. TOPPING PER SPEC'S.	18	CONC. SLAB ON GRADE, PER STRL. SUB-GRADE PREPARATION PER SOILS REPORT.
5	FLOOR JOISTS, PER STRUCTURAL PLANS.	19	EXT. GRADE PLYWOOD SHEATHING. GAPPED MIN. 1/8". SECURED TO FRAMIMG MEMBER W/ SCREWS AND EXT. GRADE GLUE. O.S.B. AT EXT. DECKS NOT PERMITTED.
6	ROOF FRAMING PER STRUCTURAL PLANS.	20	GALV. METAL GATE WITH MIN. 8'-2" HEAD CLEARANCE AND VOICE RESPONSE SYSTEM. PRIMED AND PAINTED PER SPEC'S.
7	2X WALL FRAMING AT 16" O.C. MAX. - U.N.O.	21	42" HIGH METAL RAILING
8	1-HR. DWELLING SEPARATION WALL (PARTY WALL). (16/A8.7)	22	3-HR. FIRE DAMPER PER MECHANICAL PLANS.
9	CONT. FIBERGLASS INSUL. REFER TO SHEET NOTE #3.	23	CONC. DECK, SEE STRUCTURAL.
10	GYP. BOARD INT. FINISH: A. REFER TO FIRE RATED ASSEMBLY DETAILS FOR NO. OF LAYERS AND GYP. BD. TYPE. B. MOISTURE RESISTANT GYP. BD. SHALL BE INSTALLED IN ALL INTERIOR WET AREAS AS RECOM. BY MANUFACTURER.	24	R-13 INSULATION.
11	EXT. STUCCO SMOOTH FINISH PER SPECS. COLOR & TEXTURE TO BE APPROVED BY OWNER PRIOR TO INSTALLATION.	25	MIRA CLAY WATERPROOFING, R.R # 24783.
12	PROVIDE STUCCO CONTROL JOINTS AT HORIZ. SURFACES AT MAX. 10' EA. DIRECTION TYPICAL.	26	FOUNDATION DRAIN. SEE DETAIL (16/A8.3)
13	INSTALL DRAFTSTOP PER C.B.C. SECTION 708.3	27	GRAVEL, SEE SOIL REPORT RECOMMENDATION.
14	WATERPROOF DECK TOPPING, INSTALL PER MFR. RECOMM.	28	FOR CONCRETE DECKS USE ENVIRONMENTAL COATING SYSTEM, INC, MODEL NO. 07180. LARR 24309

NOTE:

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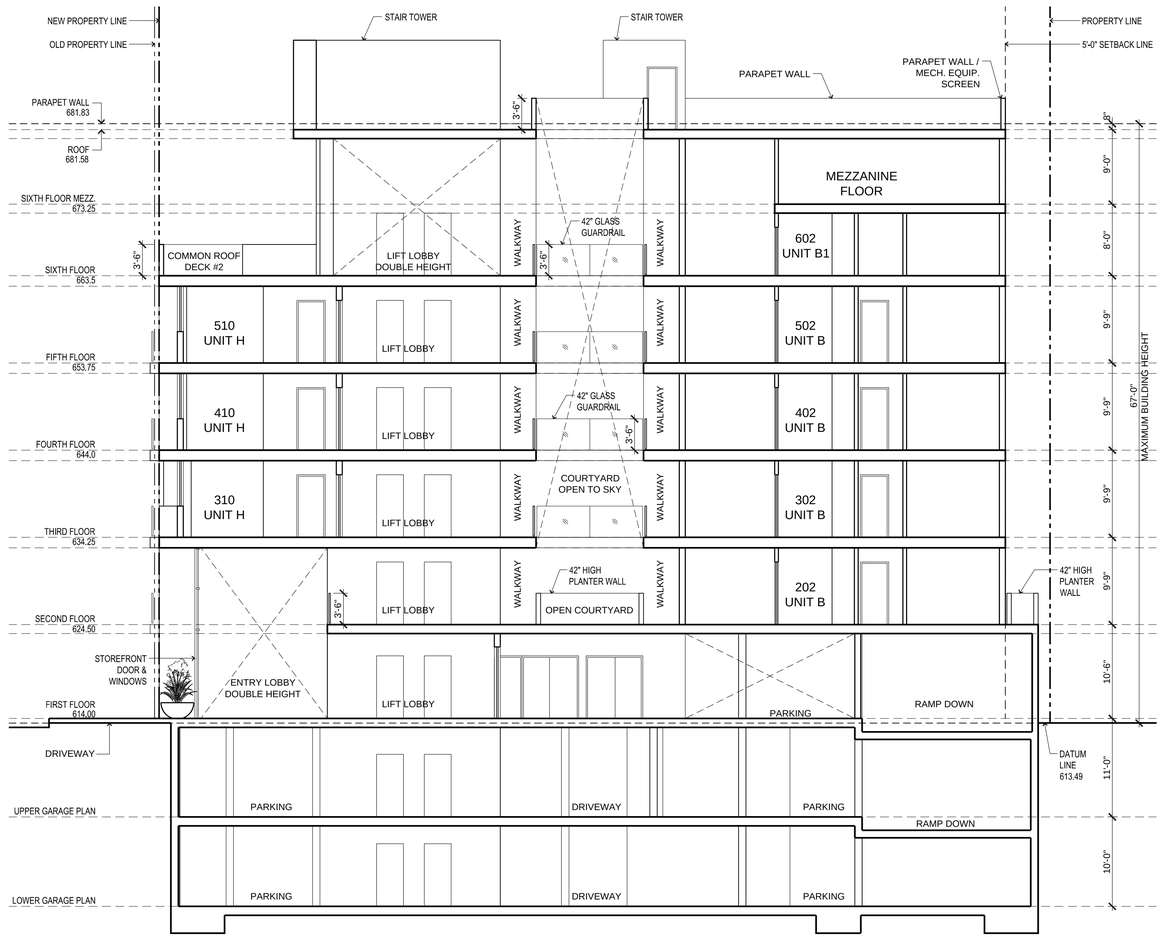
EXHIBIT "A"
Page No. 19 of 26
Case No. DIR-2021-7095-TOC-HCA



SECTION AA

1/8"=1'-0"

SAM ASLANIAN
ARCHITECT
19951 TURNBERRY DRIVE
TARZANA CA 91356
TEL: 818.383.3237
FAX: 818.301.2703
email: sam@aslanianarchitects.com
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SIGNATURE

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MR. RAFI KUYUMJIAN
3832 GLENEAGLES DRIVE
TARZANA, CA 91356
Tel: 818-398-3886

CONSULTANT

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DATE
07-23-2021
DRAWN
CHECKED

PROJECT
58 UNIT MIXED USE PROJECT

SHEET TITLE
SECTION AA

SHEET	OF
A 4.1	

SECTION SHEET LEGEND

———	INDICATES FIBERGLASS BATT INSULATION.	▭	INDICATES WD. BLOCK MEMBER REFER TO STRL.
▭	INDICATES SECTION THROUGH CONC. MAT'L.	▭	INDICATES CONT. WOOD MEMBER REFER TO STRL.
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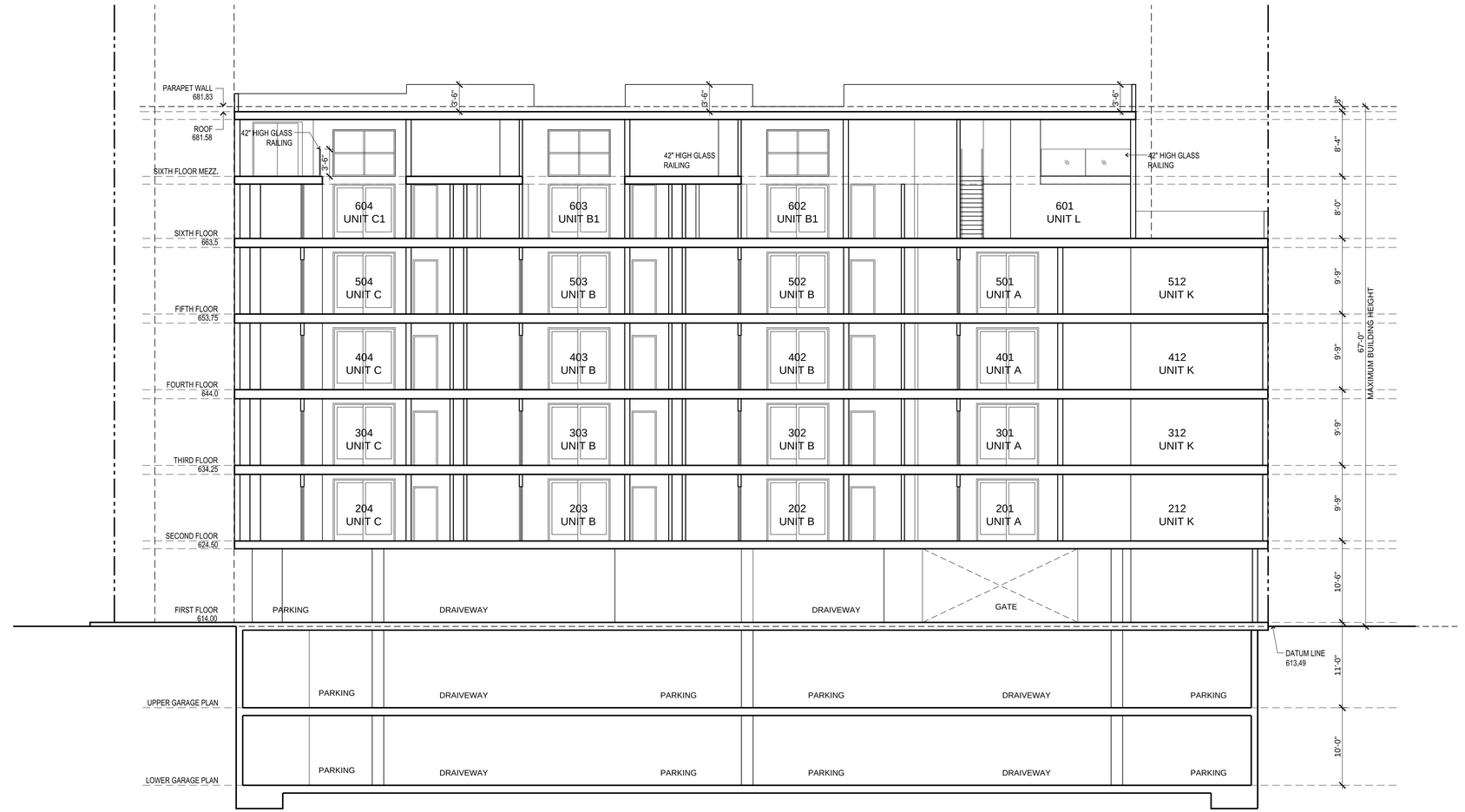
EXHIBIT "A"
Page No. 20 of 26
Case No. DIR-2021-7095-TOC-HCA



SECTION BB

1/8"=1'-0"

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DATE
07-23-2021
DRAWN
CHECKED

PROJECT
58 UNIT MIXED USE PROJECT

SHEET TITLE
SECTION BB

SHEET	OF
A 4.2	

ELEVATION SHEET NOTES

1.	FOR TYPICAL FLASHING AT EXTERIOR OPENINGS REFER TO DETAIL: (1 / A8.4)
2.	FOR PENETRATION AT EXTERIOR WALLS REFER TO DETAIL: (18 / A8.5)
3.	PER PORTLAND CEMENT PLASTER/STUCCO MANUAL EB049 AND NAAMM STANDARD EMLA GUIDE SPECIFICATIONS FOR EXPANDED METAL LATH AND FURRING 920 INSTALL STUCCO CONTROL JOINTS WITH THE FOLLOWING CRITERIA: A. WALL AREAS: NOT MORE THAN 144 SQ.FT. IN AREA. B. THE RATIO OF HEIGHT TO WIDTH OF EACH AREA SHALL NOT EXCEED 2½ :1 OR 1:2½. C. HORIZONTAL SURFACES: NOT MORE THAN 100 SQ.FT. IN AREA.
4.	REFER TO ROOF PLAN FOR TYP. ARCHITECTURAL ROOF DETAILS.
5.	DISCHARGE POINT FOR EXHAUST AIR SHALL BE AT LEAST 3' AWAY FROM ANY OPENING WHICH ALLOWS AIR ENTRY INTO OCCUPIED PORTIONS OF THE BLDG. (7 / A8.5)
6.	INSTALL DRIP SCREED AT ALL EXT. HORIZ. SURFACES MEETING (VERT) WALLS AND PARAPETS TO PREVENT EXT. FIN. STUCCO FROM STAINING.
7.	THE FIRST 9' HEIGHT FROM FINISH GRADE OF EXTERIOR FINISH SHALL HAVE ANTI GRAFFITI TREATMENT BY "MONOPOLE INC." R.R. #25080.
8.	PROVIDE ½" EXPANSION MATERIAL (COMPRESSIBLE FILLER STRIP) WHERE ALL EXTERIOR FLATWORK ABUTS BUILDING FOUNDATIONS.
9.	JOINTS: A. SOLID FRAMING IS RECOMMENDED BEHIND ALL STUCCO JOINTS. B. REINFORCE THE WATER-RESISTIVE BARRIER WITH SELF ADHERED FLASHING AT ALL JOINT LOCATIONS. AT HORIZONTAL ASSEMBLIES, THE SAF SHOULD BE WEATHER LAPPED TO THE WATER RESISTIVE BARRIER. C. LATH SHOULD ALWAYS BE INTERRUPTED AT EXPANSION JOINTS PER ASTM C 1063. D. BUTT JOINTS AND MITERED CORNERS OF STUCCO CONTROL AND EXPANSION JOINTS SHALL BE EMBEDDED IN SEALANT TO PREVENT WATER INTRUSION AT THIS UNSEALED JUNCTION PER ASTM E2266.
10.	ALL SEISMIC STRAPS AND OTHER EXPOSED STRUCTURAL HARDWARE TO BE COVERED WITH SELF ADHERED FLASHING PRIOR TO THE APPLICATION OF THE WATER RESISTIVE BARRIER.

ELEVATION SHEET KEYNOTES

1	CLASS 'A' BUILT-UP ROOFING 'GAFGLAS' BY 'GAF' OR EQUAL. ICC ESR 1274	14	LINE OF GALV. MTL. DOWNSPOUT. SIZE PER PLUMBING PLANS. PRIMED AND PAINTED.	26	MCELROY METAL MINI RIB SIDING WITH 3" HORIZONTAL PATTERN.COLOR: CHARCOAL
2	⅞" THK. EXT. SMOOTH FINISH PLASTER. LA HABRA COLOR STUCCO COLOR #50 CRYSTAL WHITE (79) BASE 100	15	NOT USED	27	METAL AWING- PRIMED & PAINTED WITH GLOSS ENAMEL PAINT. USE BEHR-COLOR SHARK FIN PPU24-19
3	ALUMINUM FRAME WINDOW. COLOR: MILGARD "TWEED"	16	42" HIGH METAL RAILING PRIMED & PAINTED WITH GLOSS ENAMEL PAINT. USE BEHR-COLOR SHARK FIN PPU24-19	28	GLASS GUARD RAIL
4	LINE OF BUILDING BEYOND.	17	GALVANIZED METAL BALC. SCUPPER.		
5	ALUMINUM FRAME GLASS DOOR. DARK BRONZE ANODIZED ALUMINUM	18	PROPOSED LOCATION OF BLDG. ADDRESS IN ACCORDANCE TO L.A.M.C. 57.09.11		
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11	INDICATES LOCATION OF ELECTRIC TRANSFORMER.	24	EXPOSE CONCRETE WALK SURFACE SHALL BE LIGHT GREY UNCOLORED CONCRETE ON SECOND FLOOR. FOR BALCONIES ON LEVELS 3-5 USE PLY-DECK DECK COATING LARR 25375		
12	RETAIL SIGN - SEPARATE PERMIT	25	MECHANICAL SUPPLY OR EXHAUST GRILL - SEE MECHNICAL		
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NOTE:

1. ROOF TIEBACKS ARE REQUIRED ON ROOF WHEN THE BUILDING IS 36 FEET HIGH OR GREATER AS PER CCR TITLE 8 SECTION 3291(f)
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3. PERSONNEL CONSTRUCTION HOIST IS REQUIRED AT 36 FEET FOR BUILDINGS 60 FEET OR GREATER AS PER CCR TITLE 8 1630(a)
4. OPERABLE WINDOW SHALL HAVE 42" MIN. SILL HEIGHT.
5. SEE SITE PLAN FOR GRADE PLANE CALC. AND LOWEST POINT 5' FROM BUILDING FOOTPRINT

EXHIBIT "A"
Page No. 21 of 26
Case No. DIR-2021-7095-TOC-HCA

EAST ELEVATION

1/8"=1'-0"

SAM ASLANIAN ARCHITECT
19951 TURNBERRY DRIVE
TARZANA CA 91356
TEL: 818.383.3237
FAX: 818.301.2703
email: sam@aslanianarchitects.com
www.aslanianarchitects.com

SIGNATURE

REGISTERED ARCHITECT SAM ASLANIAN No. 24043 Exp. 01-31-2023 ARCHITECT STATE OF CALIFORNIA

OWNER

MR. RAFI KUYUMJIAN
3832 GLENEAGLES DRIVE
TARZANA, CA 91356
Tel: 818-398-3886

CONSULTANT

PROJECT TITLE
RADFORD PLACE
54 UNIT MIXED USE PROJECT
4021 RADFORD AVE.,
STUDIO CITY, CA 91604

DATE	REVISIONS

DATE	ISSUED FOR

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DATE
12-21-2021
DRAWN
CHECKED

PROJECT
54 UNIT MIXED USE PROJECT

SHEET TITLE
EAST ELEVATION

SHEET	OF
A 3.1	

ELEVATION SHEET NOTES

1.	FOR TYPICAL FLASHING AT EXTERIOR OPENINGS REFER TO DETAIL: (1 / A8.4)
2.	FOR PENETRATION AT EXTERIOR WALLS REFER TO DETAIL: (18 / A8.5)
3.	PER PORTLAND CEMENT PLASTER/STUCCO MANUAL EB049 AND NAAMM STANDARD EMLA GUIDE SPECIFICATIONS FOR EXPANDED METAL LATH AND FURRING 920 INSTALL STUCCO CONTROL JOINTS WITH THE FOLLOWING CRITERIA: A. WALL AREAS: NOT MORE THAN 144 SQ.FT. IN AREA. B. THE RATIO OF HEIGHT TO WIDTH OF EACH AREA SHALL NOT EXCEED 2½ :1 OR 1:2½. C. HORIZONTAL SURFACES: NOT MORE THAN 100 SQ.FT. IN AREA.
4.	REFER TO ROOF PLAN FOR TYP. ARCHITECTURAL ROOF DETAILS.
5.	DISCHARGE POINT FOR EXHAUST AIR SHALL BE AT LEAST 3' AWAY FROM ANY OPENING WHICH ALLOWS AIR ENTRY INTO OCCUPIED PORTIONS OF THE BLDG. (7 / A8.5)
6.	INSTALL DRIP SCREED AT ALL EXT. HORIZ. SURFACES MEETING (VERT) WALLS AND PARAPETS TO PREVENT EXT. FIN. STUCCO FROM STAINING.
7.	THE FIRST 9' HEIGHT FROM FINISH GRADE OF EXTERIOR FINISH SHALL HAVE ANTI GRAFFITI TREATMENT BY "MONOPOLE INC." R.R. #25080.
8.	PROVIDE ½" EXPANSION MATERIAL (COMPRESSIBLE FILLER STRIP) WHERE ALL EXTERIOR FLATWORK ABUTS BUILDING FOUNDATIONS.
9.	JOINTS: A. SOLID FRAMING IS RECOMMENDED BEHIND ALL STUCCO JOINTS. B. REINFORCE THE WATER-RESISTIVE BARRIER WITH SELF ADHERED FLASHING AT ALL JOINT LOCATIONS. AT HORIZONTAL ASSEMBLIES, THE SAF SHOULD BE WEATHER LAPPED TO THE WATER RESISTIVE BARRIER. C. LATH SHOULD ALWAYS BE INTERRUPTED AT EXPANSION JOINTS PER ASTM C 1063. D. BUTT JOINTS AND MITERED CORNERS OF STUCCO CONTROL AND EXPANSION JOINTS SHALL BE EMBEDDED IN SEALANT TO PREVENT WATER INTRUSION AT THIS UNSEALED JUNCTION PER ASTM E2266.
10.	ALL SEISMIC STRAPS AND OTHER EXPOSED STRUCTURAL HARDWARE TO BE COVERED WITH SELF ADHERED FLASHING PRIOR TO THE APPLICATION OF THE WATER RESISTIVE BARRIER.

ELEVATION SHEET KEYNOTES

1	CLASS 'A' BUILT-UP ROOFING 'GAFGLAS' BY 'GAF' OR EQUAL. ICC ESR 1274	14	LINE OF GALV. MTL. DOWNSPOUT. SIZE PER PLUMBING PLANS. PRIMED AND PAINTED.	26	MCELROY METAL MINI RIB SIDING WITH 3" HORIZONTAL PATTERN.COLOR: CHARCOAL
2	⅞" THK. EXT. SMOOTH FINISH PLASTER. LA HABRA COLOR STUCCO COLOR #50 CRYSTAL WHITE (79) BASE 100	15	NOT USED	27	METAL AWING- PRIMED & PAINTED WITH GLOSS ENAMEL PAINT. USE BEHR-COLOR SHARK FIN PPU24-19
3	ALUMINUM FRAME WINDOW. COLOR: MILGARD "TWEED"	16	42" HIGH METAL RAILING PRIMED & PAINTED WITH GLOSS ENAMEL PAINT. USE BEHR-COLOR SHARK FIN PPU24-19	28	GLASS GUARD RAIL
4	LINE OF BUILDING BEYOND.	17	GALVANIZED METAL BALC. SCUPPER.		
5	ALUMINUM FRAME GLASS DOOR. DARK BRONZE ANODIZED ALUMINUM	18	PROPOSED LOCATION OF BLDG. ADDRESS IN ACCORDANCE TO L.A.M.C. 57.09.11		
6	PAINTED SMOOTH STUCCO. COLOR: LA HABRA STUCCO "TUXEDO" 3033L (12)	19	PROVIDE STUCCO CONTROL JOINTS AT HORIZ. SURFACES AT MAX. 10' EA. DIRECTION TYPICAL.		
7	⅞" THK. EXT. SMOOTH FINISH PLASTER. COLOR: LA HABRA STUCCO "PEWTER"	20	ALUMIINIUM STOREFRONT PARTITION: ARCADIA 400 SERIES 1¾"x4" CENTERED GLASS SYSTEM FOR ¼" THK. GLASS.		
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WEST ELEVATION

1/8"=1'-0"

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DRAWN
CHECKED

PROJECT
54 UNIT MIXED USE PROJECT

SHEET TITLE
WEST ELEVATION

SHEET	OF
A 3.2	

ELEVATION SHEET NOTES

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NORTH ELEVATION

1/8"=1'-0"

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DATE
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PROJECT
54 UNIT MIXED USE PROJECT

SHEET TITLE
NORTH ELEVATION

SHEET	OF
A 3.3	

ELEVATION SHEET NOTES

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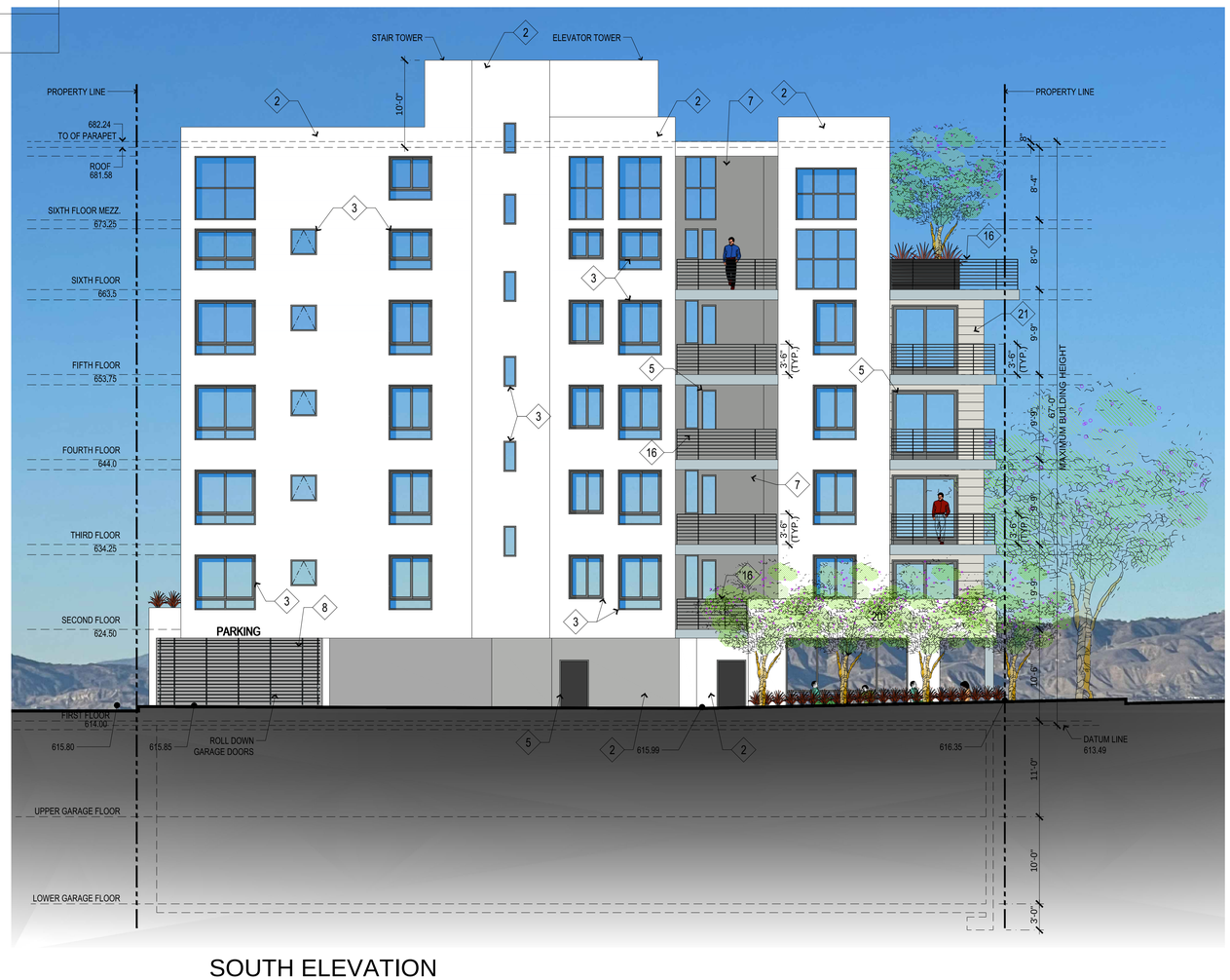

SOUTH ELEVATION

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4021 RADFORD AVE.,
STUDIO CITY, CA 91604

DATE	REVISIONS

DATE	ISSUED FOR

NOTES

THE USE OF THESE PLANS AND SPECIFICATIONS SHALL BE RESTRICTED TO THE ORIGINAL SITE FOR WHICH THEY WERE PREPARED AND PUBLICATION THEREOF IS EXPRESSLY LIMITED TO SUCH USE. REUSE, REPRODUCTION OR PRODUCTION BY ANY METHOD IN WHOLE OR IN PART IS PROHIBITED. TITLE TO THE PLANS AND SPECIFICATIONS SHALL REMAIN WITH SAM ASLANIAN ARCHITECT, INC. WITHOUT PREJUDICE. SAM ASLANIAN ARCHITECT, INC. WAIVES ANY AND ALL RESPONSIBILITY AND LIABILITY FOR PROBLEMS WHICH ARISE FROM FAILURE TO FOLLOW THESE PLANS, SPECIFICATIONS AND DESIGN INTENT THEY CONVEY, OR FOR PROBLEMS WHICH ARISE FROM OTHERS' FAILURE TO OBTAIN AND/OR FOLLOW THE DESIGN PROFESSIONAL'S GUIDANCE WITH RESPECT TO ANY ERRORS, OMISSIONS, INCONSISTENCIES, AMBIGUITIES OR CONFLICTS WHICH ARE ALLEGED. WRITTEN DIMENSIONS TAKE PREFERENCE OVER SCALED DIMENSIONS AND SHALL BE VERIFIED ON THE JOB SITE. DISCREPANCY SHALL BE BROUGHT TO THE NOTICE OF THE ARCHITECT PRIOR TO COMMENCEMENT OF AND WORK. VISUAL CONTACT WITH THESE PLANS AND SPECIFICATIONS SHALL CONSTITUTE PRIMA FACIE EVIDENCE OF THE ACCEPTANCE OF THE RESTRICTIONS.

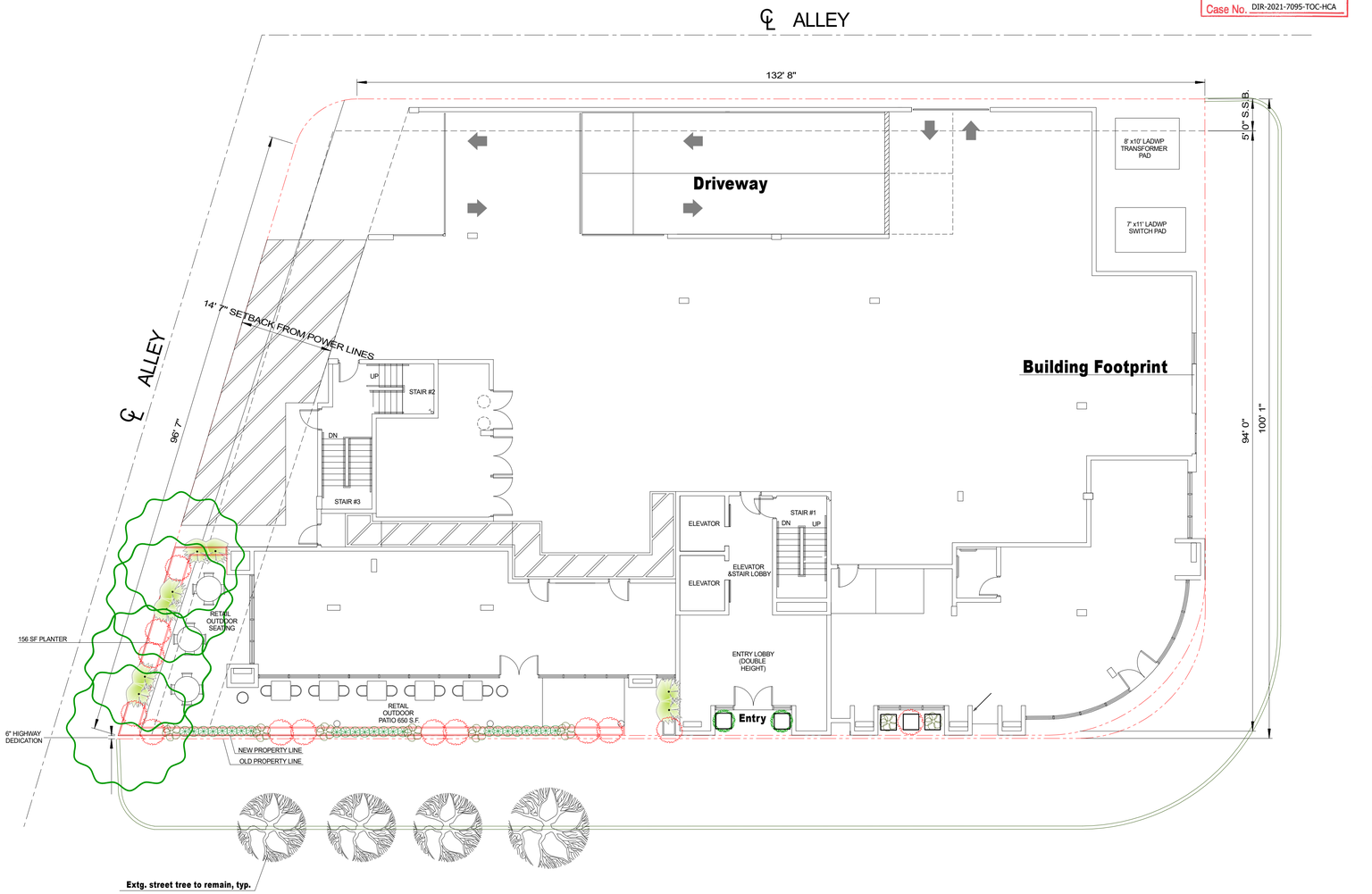
DATE
12-21-2021
DRAWN
CHECKED

PROJECT
54 UNIT MIXED USE PROJECT

SHEET TITLE
SOUTH ELEVATION

SHEET	OF
A 3.4	

EXHIBIT "A"
Page No. 25 of 26
Case No. DIR-2021-7095-TOC-HCA



SITE PLAN

Icon	Common and botanical name	Container size	Qty.	WUCOLS	Size at planting	RIO Source
	Salvia spathacea Hummingbird Sage	Low	15" x 18"			
		3	5 Gal.	LAR N WW		

LAR = Los Angeles County River Master Plan Landscaping Guidlines and Plant Palettes

N = Native Plant listed in the California Native Plant Library of the Theodore Payne Foundation

WW = Watershed Wise Plant from the WatershedWise Plant List published by the Council for Watershed Health

	Juncus patens 'Elks Blue' Elks Blue California Rush		
	Low	9" x 8"	
24	5 Gal.	LAR N WW	

	Agave parryia var. truncata Artichoke Agave		
	V. Low	7"-9"X10"-12"	
8	5 Gal.	WW	

	Salvia leucantha Mexican Sage		
	Low	12" x 16"	
13	5 Gal.	WW	

	Thornless Chilean Mesquite Prosopis chilensis		
	Low	11-12' x 4-5'	
4	24"Box	WW	

	Muhlenbergia rigens Deergrass		
	Low	7-9" x 10-12"	
6	5 Gal.	LAR/N WW	

	Cupressus sempervirens 'Swane's Golden' Swane's Golden Italian Cypress		
	Low	8' x 16"	
2	15 Gal.	WW	

LANDSCAPE TABULATIONS		
COMMON OPEN SPACE PROVIDED		
2nd Floor Courtyards (Sheet L2)	400	SF
Roof Deck Open Space #1 (Sheet L2)	590	SF
Roof Deck Open Space #2 (Sheet L2)	1,842	SF
TOTAL:	2,832	SF
25% REQUIRED LANDSCAPE AREA:	**708**	**SF**
LANDSCAPE AREA PROVIDED		
2nd-Floor Patios	140	SF
Roof Deck Open Space #1	148	SF
Roof Deck Open Space #2	467	SF
TOTAL:	**755**	**SF**
LANDSCAPE TO OPEN SPACE RATIO:	**26.7**	**%**

REQUIRED AND PROVIDED TREES TABLE			
TREES	NUMBER	RATIO	REQ.
PER UNIT	54	1 TREE/4 UNITS	14
MIN. NO. TREES REQ.			**14**
TREES PROVIDED			
LOCATION	SHEET	SIZE	QTY.
1ST FLOOR	L1	24" BOX	4
2ND FLOOR (L2)	L1	24" BOX	1
6TH FLOOR (L2)	L1	24" BOX	5
PARKWAY (EXTG)	L1	24" BOX	4
		TOTAL TREES	**14**

NATIVE / WATERSHED WISE PLANT RATIO

Total Landscape Area: 987sq. ft. (Sheet L1 and L2 combined)
Total Native / Watershed Wise Planting Area: 960 sq. ft.
Pct. of Native / Watershed Wise plants to total Landscape: 93%
(960 / 987 = .973)

LEGAL DESCRIPTION:
APN: 2368-002-003
PIN: 162B165 20
TRACT: TR 100074
BLOCK: None, LOTS: 58, 59 and 60
MAP REF: M B 143 - 82 / 84

0' 5' 10' 20' 30' 40'

LICENSED LANDSCAPE ARCHITECT SHELLEY SPARKS No. 2896 11/30/22 STATE OF CALIFORNIA

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:
54 UNIT MIXED USE PROJECT
4021 RADFORD AVENUE
STUDIO CITY, CA 91604

OWNER ADDRESS:
Rafi Kuyumjian
3832 Gleneagles Drive
Tarzana, CA 91356
(818) 398-3886

1st FLOOR PRELIMINARY LANDSCAPE PLAN

Date: 12/13/2021
Scale: 1/10" = 1'
Drawn by: PG

Sheet No.
L1
1 of 2

	Tupidanthus calyptratus Umbrella Tree	
	Mod	6-8' X 6-8'
1	24"Box	

	Tecoma stans Yellow Bells	
	Low	5'-6'x1'-2'
4	15 Gal.	WW

	Calystegia macrostegia 'Anacapa Pink' Anacapa Pink Island Morning Glory	
	Low	2-3' x 14-16"
7	5 Gal.	N WW

	Venegasia carpesioides Canyon Sunflower	
	Low	18"-20"X16"-18"
8	5 Gal.	LAR N WW

	Carpenteria californica 'Elizabeth' Elizabeth Bush Anemone	
	Low	15" x 12"
11	5 Gal.	N WW

	Salvia spathacea Hummingbird Sage	
	5 Gal.	15" x 18"
30	Low	LAR N WW

	Juncus patens 'Elks Blue' Elks Blue California Rush	
	Low	10" x 10"
32	5 Gal.	LAR N WW

	Agave parryia var. truncata Artichoke Agave	
	V. Low	7"-9"X10"-12"
25	5 Gal.	WW

	Muhlenbergia rigens Deergrass	
	Low	7-9" x 10-12"
20	5 Gal.	LAR N WW

	Salvia leucantha Mexican Sage	
	Low	12" x 16"
18	5 Gal.	WW

Icon — Common and botanical name

Container size — Salvia spathacea Hummingbird Sage

Low — 15" x 18"

Qty. 3 — 5 Gal. — LAR N WW

WUCOLS — Size at planting — RIO Source

LAR = Los Angeles County River Master Plan Landscaping Guidlines and Plant Palettes

N = Native Plant listed in the California Native Plant Library of the Theodore Payne Foundation

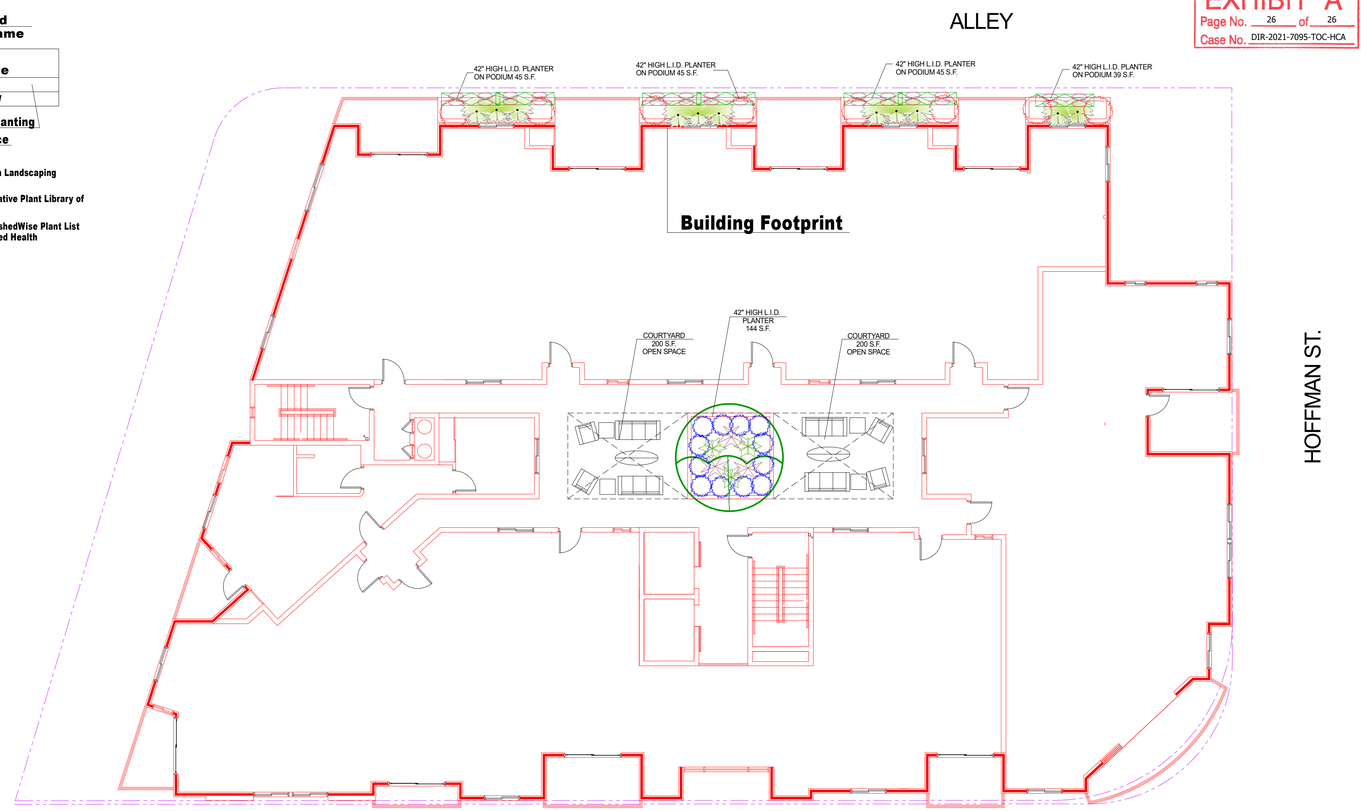
WW = Watershed Wise Plant from the WatershedWise Plant List published by the Council for Watershed Health

	Melaleuca nesophila Pink Melaleuca	
	Low	6-7' X 4-5'
3	24"Box	WW

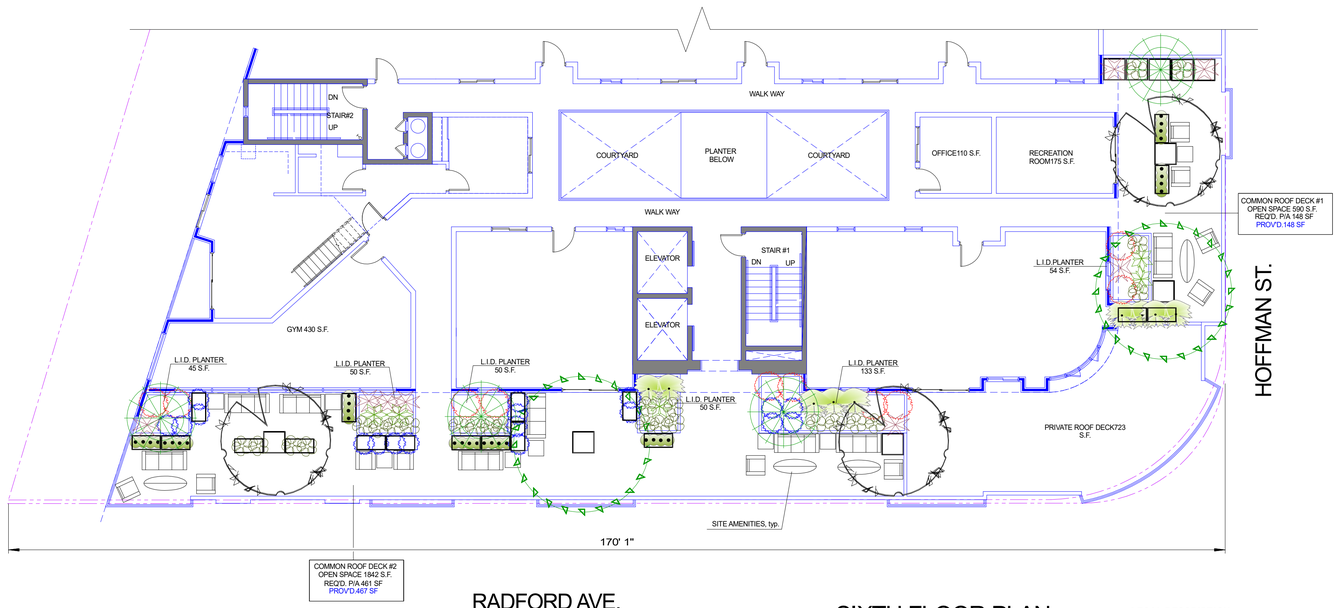
	Rhus lancea African Sumac	
	Low	12' X 4'
2	24"Box	

	Old Town Fiberglass Standard RL482424	
Qty. 16	Dim. 48"L x 24"D x 24"H	

	Old Town Fiberglass Cardiff CF3636	
Qty. 10	Dim. 36"L xD x 36"H	



SECOND FLOOR PLAN



SIXTH FLOOR PLAN

LEGAL DESCRIPTION:
APN: 2368-002-003
PIN: 162B165 20
TRACT: TR 100074
BLOCK: None, LOTS: 58, 59 and 60
MAP REF: M B 143 - 82 / 84

0' 5' 10' 20' 30' 40'

EXHIBIT "A"
Page No. 26 of 26
Case No. DIR-2021-7095-TOC-HCA

LICENSED LANDSCAPE ARCHITECT — SHELLEY SPARKS — No. 2896 — Exp. 08-31-22 — STATE OF CALIFORNIA

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:
54 UNIT MIXED USE PROJECT
4021 RADFORD AVENUE
STUDIO CITY, CA 91604

OWNER ADDRESS:
Rafi Kuyumjian
3832 Gleneagles Drive
Tarzana, CA 91356
(818) 398-3886

2nd AND 6th FLOOR PRELIMINARY LANDSCAPE PLAN

Date: 12/13/2021
Scale: 1/10" = 1'
Drawn by: PG

Sheet No.
L2
2 of 2

Exhibit B

Letter of Determination

DEPARTMENT OF
CITY PLANNING

COMMISSION OFFICE
(213) 978-1300

CITY PLANNING COMMISSION

SAMANTHA MILLMAN
PRESIDENT

CAROLINE CHOE
VICE-PRESIDENT

HELEN CAMPBELL
JENNA HORNSTOCK
HELEN LEUNG
YVETTE LOPEZ-LEDESMA
KAREN MACK
DANA M. PERLMAN
RENEE DAKE WILSON

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

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

January 20, 2022

Applicant/Owner
Rafi Kuyumjian
3832 Gleneagles Drive
Tarzana, CA 91356

Representative
Sam Aslanian
Sam Aslanian Architect, Inc
19951 Turnberry Drive
Tarzana, CA 91356

Case No.	DIR-2021-7095-TOC-HCA
CEQA:	ENV-2021-7096-CE
Location:	4017, 4021 and 4027 Radford Avenue
Council District:	2 – Paul Krekorian
Neighborhood Council:	Studio City
Community Plan Area:	Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass
Land Use Designation:	Community Commercial
Zone:	[Q]C2-1-RIO
Legal Description:	Lots 58-60, Tract TR 10074

Last Day to File an Appeal: **February 4, 2022**

DETERMINATION – Transit Oriented Communities Affordable Housing Incentive Program

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

1. **Determine** that based on the whole of the administrative record that the project is exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines, Section 15332, Class 32, and there is no substantial evidence demonstrating that any exceptions contained in Section 15300.2 of the CEQA Guidelines regarding location, cumulative impacts, significant effects based on unusual circumstances, scenic highways, hazardous waste sites, or historical resources apply;

2. **Approve** a 20% increase in density consistent with the provisions of the Transit Oriented Communities Affordable Housing Incentive Program for a Tier 3 project with a total of 54 dwelling units, including six (6) units reserved for Extremely Low Income (ELI) Household occupancy for a period of 55 years, along with the following three (3) Additional Incentives:

a. **RAS3 Zone Yards (Side and Rear)**. To permit the use of the side (westerly) and rear yard requirements of the RAS3 Zone of five (5) feet.

b. **Height.** To permit a 22-foot or two (2) story height increase to 67 feet and 6-stories.

c. **Open Space.** To permit a 25% decrease in required open space for a total of 4,876 square feet.

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. No change to the plans will 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. Minor deviations may be allowed in order to comply with the provisions of the Los Angeles Municipal Code or the project conditions.

2. **Base Incentives.**

    a. **Residential Density**. The project shall be limited to a maximum density of 54 residential units, including On-site Restricted Affordable Units.

    b. **Floor Area Ratio (FAR)**. The project is permitted a maximum FAR of 3.75 to 1.

    c. **Parking.**

        i. **Automobile Parking.** The project shall provide a minimum of 0.5 automobile parking spaces per unit. 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 automobile parking spaces shall be re-calculated consistent with LAMC Section 12.21 A.31.

        ii. **Bicycle Parking.** Bicycle parking shall be provided in compliance with LAMC Section 12.21 A.16 and to the satisfaction of the Department of Building and Safety. 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. No variance from the bicycle parking requirements has been requested or granted herein.

        iii. **Adjustment of Parking.** In the event that the number of Restricted Affordable Units should increase or the composition of such units should change (i.e. the number of bedrooms, or the number of units made available to Senior Citizens and/or Disabled Persons), and no other Condition of Approval or incentive is affected, then no modification of this determination shall be necessary, and the number of parking spaces shall be re-calculated by the Department of Building and Safety based upon the ratios set forth pursuant to LAMC Section 12.22-A,31.

        iv. **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.

3. **Additional Incentives.**

    a. **RAS3 Yards.** The project shall be permitted to use the RAS3 Zone yard requirements for the westerly side yard and rear yard.

    b. **Height.** The project shall be permitted a 22-foot height increase equivalent to an additional 2-stories.

    c. **Open Space.** The project shall be permitted a 25% decrease in the required open space.

4. **On-site Restricted Affordable Units.** Prior to issuance of a building permit, the owner shall execute a covenant to the satisfaction of LAHD to make 11% of the base number of units, or 10% of the total number of units, whichever is greater, available for Extremely Low Income Households, as defined by LAHD, for sale or rental as determined to be affordable to such households by LAHD for a period of 55 years. In the event, the applicant reduces the proposed density of the project, the number of required reserved On-site Restricted Units may be adjusted, consistent with the Transit Oriented Communities Affordable Housing Incentive Program Guidelines, to the satisfaction of LAHD, and in consideration of the project's SB 330 Determination. Enforcement of the terms of said covenant shall be the responsibility of LAHD. The applicant shall provide 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 LAHD.

    Housing replacement units required pursuant to SB 330 may be used to satisfy the On-site Restricted Affordable Units provided such units meet the income levels, to the satisfaction of LAHD.

5. **Changes in On-site Restricted Units**. Deviations that increase the number of On-site Restricted Units or that change the composition of units or change parking numbers shall be consistent with LAMC Section 12.22-A,31.

6. **Housing replacement.** Prior to issuance of a building permit, the owner shall execute a covenant to make six (6) units available for Extremely Low Income Households to the satisfaction of LAHD, and in consideration of the project's SB 330 Determination, dated July 22, 2021. Enforcement of the terms of said covenant shall be the responsibility of LAHD. The applicant shall provide 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 LAHD.

    On-site Restricted Affordable Units may be used to satisfy the housing replacement units required pursuant to SB 330 provided such units meet the income levels, to the satisfaction of LAHD.

7. **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.

8. **Electric Vehicle Parking.** All electric vehicle charging spaces (EV Spaces) and electric vehicle charging stations (EVCS) shall comply with the regulations outlined in Sections 99.04.106 and 99.05.106 of Article 9, Chapter IX of the LAMC.

9. **Solar Panels**. The project shall comply with Section 99.05.211.1 of the LAMC.

10. **River Improvement Overlay**.

    a. Landscaping. Seventy five percent of any Project's newly landscaped area shall be planted with any combination of the following: native trees, plants and shrubs, or species defined as WatershedWise, or species listed in the Los Angeles County River Master Plan Landscaping Guidelines and Plant Palettes.

    b. Screening. Loading areas and off-street parking facilities of three spaces or more, either on a surface lot or in a structure, shall be screened from the abutting public right-of-way and the River. However, such screening shall not obstruct the view of a driver entering or leaving the loading area or parking facility, or the view from the street of entrances and exits to a loading area or parking facility, and shall consist of one or a combination of the following:

        i. A strip at least 5 feet in width of densely planted shrubs or trees which are at least 2 feet high at the time of planting and are of a type that may be expected to form, within three years after time of planting, a continuous, unbroken, year round visual screen; or

        ii. A wall, barrier or fence of uniform appearance. Such wall, barrier or fence may be opaque or perforated, provided that not more than 50 percent of the face is open. The wall, barrier or fence shall, when located in either the rear or side yards, be at least 4 feet and not more than 6 feet in height.

    c. Electrical transformers, mechanical equipment, water meters and other equipment shall be screened from public view. The screening may be opaque or perforated, provided that not more than 50 percent of the face is open. The screen shall be at least 6 inches taller than the equipment and not more than 2 feet taller than the equipment.

    d. Exterior trash enclosures shall:

        i. be designed to complement the primary building with a wall height that exceeds the disposal unit it is designed to contain by at least 18 inches;

        ii. have a solid roof to deter birds and block views from adjacent properties;

        iii. have solid metal doors that accommodate a lock and remain closed when not in use; and

        iv. not be constructed of chain link or wood.

    e. Exterior Site Lighting.

        i. All site and building mounted lighting shall be designed such that it produces a maximum initial luminance value no greater than 0.20 horizontal and vertical foot candles at the site boundary, and no greater than 0.01 horizontal foot candles 15

feet beyond the site. No more than 5.0 percent of the total initial designed lumens shall be emitted at an angle of 90 degrees or higher from nadir (straight down).

ii. All low pressure sodium, high pressure sodium, metal halide, fluorescent, quartz, incandescent greater than 60 watts, mercury vapor, and halogen fixtures shall be fully shielded in such a manner as to not exceed the limitations in Subdivision 3(a), above.

Administrative Conditions

11. **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.

12. **Covenant**. Prior to the effectuation of this grant, a covenant acknowledging and agreeing to comply with all the terms and conditions established herein shall be recorded in the County Recorder's Office. The agreement (standard master covenant and agreement form CP-6770) shall run with the land and shall be binding on any subsequent owners, heirs or assigns. The agreement with the conditions attached must be submitted to the Department of City Planning for approval before being recorded. After recordation, a certified copy bearing the Recorder's number and date shall be provided for inclusion in case file.

13. **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.

14. **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.

15. **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.

16. **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.

17. **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.

18. **Enforcement.** Compliance with and the intent of these conditions shall be to the satisfaction of the Department of City Planning.

19. **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.

20. **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, 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 subject property is a flat, irregular, 15,421 square-foot lot comprised of three (3) contiguous parcels with a frontage of approximately 170 feet along Radford Avenue to the east and approximately 100 feet along Hoffman Street to the north. The project site is bound by an alley to the west and an alley to the south. The subject property is currently developed an automotive repair shop.

The subject property is zoned [Q]C2-1-RIO within the Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan Area with a Community Commercial land use designation. The project site is located within Transit Oriented Communities (TOC), Tier 3. The site is located within 1.71 kilometers from the Hollywood Fault and liquefaction area. The site is not located within a flood zone or landslide area.

The proposed project is the demolition of existing site improvements and the construction, use, and maintenance of a new, six-story, 57,829 square-foot mixed-use building with 54 dwelling units, including six (6) dwelling units set aside for Extremely Low Income Households. The project includes 3,374 square-feet of commercial space. The building will be constructed with two (2) levels of subterranean parking, one (1) at-grade level for a residential lobby, commercial tenants and parking, and five (5) residential levels above. The project includes four (4) studio units, 27 one-bedroom units, 18 two-bedroom units, five (5) three-bedroom units and 4,876 square feet of open space for residents.

The project will provide a total of 59 residential automobile parking spaces and 18 commercial automobile parking spaces. Additionally, there will be six (6) short-term and 38 long-term bicycle parking spaces. Vehicular access to the site is provided via two (2) two-way driveways along the westerly and southerly alleys.

The project is located in Tier 3 of the Transit Oriented Communities Incentive Areas and therefore, pursuant to the Transit Oriented Communities Affordable Housing Incentive Program Guidelines (TOC Guidelines), by setting aside 10% of the total number of dwelling units for Extremely Low Income Households, the project is eligible for the Base Incentives (Residential Density, Floor Area Ratio (FAR) and Automobile Parking); and by setting aside at least 11% of the base density the project is entitled to three (3) Additional Incentives.

The Additional Incentives requested are found on the Menu of Incentives and include: the use of RAS3 Zone yard requirements, additional height and a reduction in open space.

SURROUNDING PROPERTIES

Surrounding uses are within residential, commercial, and industrial zones and are developed with residential and commercial structures. The property to the north across Hoffman Street is zoned [Q]C2-1-RIO and is improved with a cocktail lounge. The property to east across Radford Avenue is zoned [Q]M2-1-RIO and improved with a studio center. The properties to the south and across the alley are zoned [Q]C2-1-RIO and improved with a commercial office building. The property to the west and across the alley is zoned R3-1-RIO and improved with a multi-family residential structure.

STREETS

Radford Avenue, abutting the property to the east, is an Avenue II, dedicated to a right-of-way width of 86 feet and improved with asphalt roadway, curb, gutter, and concrete sidewalks.

Hoffman Street**,** abutting the property to the north, is designated as a Local Street-Standard, dedicated to a right-of-way width of 60 feet and improved with asphalt roadway, curb, gutter, and concrete sidewalks.

TRANSIT ORIENTED COMMUNITIES

Pursuant to the voter-approved Measure JJJ, Los Angeles Municipal Code (LAMC) 12.22-A,31 was added to create the Transit Oriented Communities (TOC) Affordable Housing Incentive Program (TOC Program). The Measure requires the Department of City Planning to create TOC Affordable Housing Incentive Program Guidelines (TOC Guidelines) for all Housing Developments located within a ½-mile (or 2,640-foot) radius of a Major Transit Stop. These Guidelines provide the eligibility standards, incentives, and other necessary components of the TOC Program consistent with LAMC 12.22-A,31.

A qualifying TOC Project shall be granted Base Incentives with regard to increased residential density, increased floor area ratio, and reduced automobile parking requirements. In addition to these Base Incentives, an eligible project may be granted Additional Incentives with regard to yards and setbacks, open space, lot coverage, lot width, averaging, density calculation, height, and developments in public facilities zones. Up to three (3) Additional Incentives may be granted in exchange for providing the requisite set aside of affordable housing as enumerated in the TOC Guidelines.

The proposed project is located less than 2,640 feet from the Ventura Boulevard and Laurel Canyon Boulevard intersection which is served by Van Nuys/Studio City DASH which each have headways of 15 minutes or less. As such, the project meets the eligibility requirement for proximity to a Major Transit Stop. Furthermore, as the project will set aside at least 10% of the total number of units for Extremely Low Income Households and meets all other eligibility requirements of the TOC Affordable Housing Incentive Program, the project is entitled to the Base Incentives.

In addition, as the Ventura Boulevard and Laurel Canyon Boulevard intersection is less than 750 feet from the subject property and also is served by the Metro Next Gen Tier 1 Rapid Line 150/240 and Metro Rapid 750, the project is located within Tier 3 of the TOC Guidelines. Therefore, as the project will set aside 11% of the base number of units for Extremely Low Income Households, the project is entitled to three (3) Additional Incentives. The applicant is requesting 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:

a. **Density:** The subject property is zoned [Q]C2-1-RIO and is limited to a maximum density of one (1) dwelling unit per 400 square feet of lot area. At 17,845 square feet in size, the property has a base density of 45 units (17,845 square feet of lot area divided by 400 square feet and rounded up). As an eligible Housing Development, the project is

entitled for a 70 percent density increase for a maximum of 77 total units; 54 units are proposed.

b. **Floor Area Ratio (FAR)**: The subject property is zoned [Q]C2-1-RIO and limited to an FAR of 1.5 to 1. As an eligible Housing Development, the project is entitled to an FAR increase resulting in an FAR of 3.75 to 1. As proposed, the project has a maximum FAR of 3.75 to 1.

c. **Parking**: Pursuant to LAMC Section 12.21-A,4, the proposed 54-unit mixed-use project would be required to provide a total of 91 residential automobile parking spaces and 25 commercial automobile parking spaces. As an Eligible Housing Development, the project shall not be required to exceed 0.5 spaces per residential unit and up to a 30% reduction in the nonresidential parking requirement. As proposed, the project is providing 59 residential parking spaces and 18 commercial parking spaces for a total of 77 automobile parking spaces.

Tier 3 Additional Incentives:

Pursuant to the Transit Oriented Communities Affordable Housing Incentive Program Guidelines (TOC Guidelines), the Tier 3 Project is eligible for three (3) and has been granted three (3) Additional Incentives in order to construct the proposed project:

a. **RAS3 Yards (Side and Rear)**. The project shall be permitted to utilize any of the RAS3 yard requirements, allowing the provision of a 5-foot rear yard and a 5-foot side yard (westerly) setback.

b. **Height.** The project shall be permitted a 22-foot or 2-story increase in height resulting in a 67-foot or 6-story building.

c. **Open Space.** The project shall be permitted a 25% decrease in required open space resulting in the provision of 4,876 square feet of open space.

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, Governor Brown 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 Los Angeles Housing Department (LAHD) has determined, per the Housing Crisis Act of 2019 (SB 330) Replacement Unit Determination, dated July 2, 2021, that there are no units subject to replacement pursuant to the requirements of the Housing Crisis Act of 2019 (SB 330). LAHD has determined that the commercial structures located on the subject property were used for commercial purposes within the last five (5) years and the affordable replacement provisions of SB 330 do not apply to commercial properties.

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).

TRANSIT ORIENTED COMMUNITIES AFFORDABLE HOUSING INCENTIVE PROGRAM ELIGIBILITY REQUIREMENTS

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 it 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 Transit Oriented Communities Affordable Housing Incentive Area. As part of the proposed development, the project is required to reserve a total of six (6) on-site dwelling units for Extremely Low Income Households, which is 10 percent of the 54 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 stations or bus routes may be existing, under construction or included in the most recent Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP). The subject property is located less than a ½-mile from the Laurel Canyon Boulevard and Ventura Boulevard intersection which includes the intersection of the LADOT DASH Van Nuys/Studio City and the Metro Next Gen Tier 1 Rapid Line 150/240 and is therefore defined as a Major Transit Stop. Therefore, the project meets the eligibility requirement for proximity to 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 Los Angeles Housing Department (LAHD) 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 Los Angeles Housing Department (LAHD) dated July 22, 2021, the proposed project is not required to provide any replacement affordable units because the provisions of SB 330 do not apply to commercial properties.

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.*

   There are no additional requests for 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).*

   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 entitled to receive the Base Incentives listed in the TOC Guidelines. The project may be granted three (3) Additional Incentives for reserving at least 11% of the base units for Extremely Low Income Households. Base units are the maximum allowable density allowed by the zone (rounded up, prior to any requests for increase in density provided by the Guidelines. The subject site is zoned [Q]C2-1-RIO with a Community Commercial land use designation and has a base density of 45 units. The project is setting aside six (6) units for Extremely Low Income Households, which equates to more than 11% of the 45 base units permitted through the underlying zoning of the site. The project is requesting two (3) Additional Incentives, for utilization of RAS3 Zone setbacks, additional height and reduced open space. Therefore, the project meets the eligibility requirement for Base and Additional Incentives because the project is located less than 2,640 feet from the Laurel Canyon Boulevard and Venture Boulevard intersection which consists of regional transit services, and the project will contain units that are restricted for Extremely Low Income Households.

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 as a means of reserving at least 11% of the base units for Extremely Low Income Households. Therefore, the project is not required to adhere to the labor standards required in LAMC Section 11.5.11; 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 crosses three (3) lots; however, the lots are located within Tier 3 of the Transit Oriented Communities 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. Therefore, 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.

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. The Incentive does not result in identifiable and actual cost reductions 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 do not result in identifiable and actual cost reductions 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 very low, low, and moderate 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.

No substantial evidence has been entered into the record indicating that any of the requested Incentives do not result in identifiable and actual cost reductions to provide for the project's affordable housing costs (as defined in California Health and Safety Code Sections 50052.5 or 50053) and/or accommodate the restricted extremely low income unit rents.

Additionally, 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.

RAS3 Yards. The requested reduction in yards/setbacks is expressed in the Menu of Incentives in the Transit Oriented Communities Guidelines. Eligible Housing Developments located in Tier 3 located within a commercial zone can use any or all of the yard requirements of the RAS3 Zone. In this case, the project is utilizing the RAS3 yard requirements for the westerly side yard setback and the rear yard setback; each at 5-feet.

Open Space. The requested incentive for a 25 percent reduction in the required amount of open space is expressed in the Menu of Incentives in the TOC Guidelines which permit exceptions to zoning requirements that result in building design or construction efficiencies that facilitate the creation of affordable housing. 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 six (6) units for Extremely Low Income Households and facilitates the creation of affordable housing units.

Height. Eligible Housing Developments in Tier 3 may be permitted a height increase of two (2) additional stories up to 22 additional feet. This requested incentive provides for additional levels of dwelling units, increasing the overall space dedicated to residential uses and allowing some units to be reserved for affordable housing. As proposed, the project will utilize an 22-foot increase in height in lieu of the LAMC maximum of 45 feet. This will result in a 67-foot building.

Therefore, the requested Additional Incentives are necessary to provide for affordable housing costs.

2. The Incentive <u>will have</u> 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 method 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. The proposed project and potential impacts were analyzed in accordance with the California Environmental Quality Act (CEQA) Guidelines and the City's L.A. CEQA Thresholds Guide and the project was determined to be exempt from CEQA pursuant to Article 19, Class 32 of the CEQA Guidelines.

Therefore, there is no substantial evidence that the proposed project will have a specific adverse impact on the physical environment, on public health and safety, or on property listed in the California Register of Historic Resources.

3. The Incentives are contrary to State or Federal law.

There is no substantial evidence in the record indicating that the requested Incentives are contrary to any State or federal laws.

ADDITIONAL MANDATORY FINDINGS

4. 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 not located in a flood zone.

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 February 4, 2022 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.

Planning Department public offices are located at:

Figueroa Plaza 201 North Figueroa Street, 4th 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, 2nd 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:

Heather Bleemers, Senior City Planner

Reviewed by:

Oliver Netburn, City Planner
oliver.netburn@lacity.org

Prepared by:

ALEXANDER TRUONG

Alex Truong, City Planning Associate
alexander.truong@lacity.org

Exhibit C

Appeal No. 1 (Margaret Nicholson/Hoffman Family LP)

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-2021-7095-TOC-HCA

Project Address: 4017, 4021 and 5027 Radford Avenue, Studio City

Final Date to Appeal: February 4, 2022

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: Margaret Nicholson/Hoffman Family LP

Company/Organization: Hoffman Family LP

Mailing Address: 3530 Mound View Avenue

City: Studio City State: CA Zip: 91604

Telephone: 818 761 3530 or 818 325 9451cell E-mail: sayhellotomenow@roadrunner.com

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

☑ Self ☑ Other: Hoffman Family LP

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

4. REPRESENTATIVE/AGENT INFORMATION

Representative/Agent name (if applicable): Margaret Nicholson

Company: Hoffman Family LP

Mailing Address: 3530 Mound View Avenue

City: Studio City State: CA Zip: 91604

Telephone: 818 761 3530 or 818325 9451 E-mail: sayhellotomenow@roadrunner.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: 2,3

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

- ☑ The reason for the appeal
- ☑ Specifically the points at issue
- ☑ How you are aggrieved by the decision
- ☑ 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: Margaret Nicholson Date: 01/27/2022

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: $158.00	Reviewed & Accepted by (DSC Planner): Steven Weichler	Date: 2-1-22
Receipt No: -4AF810412B19	Deemed Complete by (Project Planner):	Date:
☒ Determination authority notified	☐ Original receipt and BTC receipt (if original applicant)	

Justification and Reasons for Appeal

I am writing to challenge the decision made by the Los Angeles Planning Committee (LAPC) in Case No. DIR-2021-7095-TOC-HCA. On January 20th, 2021 the LAPC approved a 6 story apartment building to be built on 4017,4021 and 4027 Radford Ave., Studio City. This complex was given Tier 3 under the Transit Oriented Communities Affordable Housing Incentive Program (TOC) despite the fact that it does not qualify for those incentives.

Under the "TOC guidelines", Case No. DIR-2021-7095-TOC-HCA does not qualify for the "Tier 3" Transit Oriented Communities Affordable Housing Incentive Program. "Tier 3" requires the intersection of a Regular Bus and a Rapid Bus (TOC Guidelines, CASE NO. CPC-2017-194-MSC, PAGE 5). According to the metro schedule, there is no "Rapid Bus" going through the Ventura Boulevard / Laurel Canyon Boulevard intersection **(See Exhibit A)**, B, C.

Furthermore, Case No. DIR-2021-7095-TOC-HCA (4017 / 4021 / 4027 Radford Avenue), does not qualify for "Tier 1" or "Tier 2" either. There are not 2 or more non-Rapid Bus lines at this intersection with at least 15 minute average peak headways (TOC Guidelines, CASE NO. CPC-2017-194-MSC, PAGE 5). Metro Line 240 is the only bus route that has 15 minute or less average peak headways and this is not a "Rapid bus". Metro 218 and Metro 230 intersect with Metro Line 240 at Ventura Boulevard and Laurel Canyon Boulevard but they do not have 15 minute or less average peak headways. See Metro 218 schedule (**Exhibit B**) and Metro 240 schedule (**Exhibit ~~A~~**). Metro 230 (Exhibit C)

At the top of Page 13 of your Determination Letter you state:

> 2. Major Transit Stop. A housing Development shall be located on a lot, any portion of which must be located within 2640 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 stations or bus routes may be existing, under construction or included in the most recent Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP). The subject property is located less than 1/2 mile from the Laurel Canyon Boulevard and Ventura Boulevard intersection which includes the intersection of the LADOT DASH Van Nuys/Studio City and the Metro Next Gen Tier 1 Rapid Line 150/240. and is therefore defined as a Major Transit Stop. Therefore, the project meets the eligibility requirement for proximity to a Major Transit Stop.

This statement is factually incorrect on several counts. The 150 is in the West Valley, not here in Studio City, and the 240 is NOT a Rapid Line. Additionally, the LADOT DASH Van Nuys/Studio City line at this intersection does not operate with at least 15 minute average peak headways (CASE NO. CPC-2017-194-MSC, PAGE 5). The LADOT DASH Van Nuys/Studio City line operates at 30

minute intervals (Exhibit D) so it should not be included as justification for Tier 3 benefits under the TOC.

So with all the above information, this Case No. DIR-2021-7095-TOC-HCA does not qualify for the "Tier 3" Transit Oriented Communities Affordable Housing Incentive Program, nor does it qualify for "Tier 1" or "Tier 2"

In addition, if allowed to be constructed as a six story building, this will present some serious problems for both my tenants and the surrounding community. I have tenants who have been renters at my building for 20+ years, some are elderly and are low income. My building is under rent control. The new six story building would tower over my 2 story apartment building and rob my tenants of the privacy they have had the pleasure to enjoy in the central poolside courtyard. The pavement in both alleys that my tenants share with Case No. DIR-2021-7097-TOC-HCA are already pot holed with the constant traffic of business trucks and cars seeking a quick short cut to Ventura Blvd and Laurel Canyon. The past 30 years have seen, an explosion in the development of apartment houses within more than a mile radius of this area. This area that we speak of is already highly developed with apartment for many blocks– it is high density, high traffic, high noise and lacking desperately in street parking. This new building of 50+ units is only required to have 1/2 parking spaces per number of units under TOC rules. This influx of new units without parking spaces will only add to the already congested traffic and lack of street parking. Many of my tenants need their cars to get to work or search for a job. A six story apartment building will be out of place and not blend in with the charming neighborhood that Studio City is known for and it will without a doubt have a not so desirable effect on my tenants quality of life

I understand that the TOC is designed to help combat Los Angeles's housing problem and make housing available to person's who cannot afford it. This is something that I fully support. However, in Case No. DIR-2021-7095-TOC-HCA the system is being abused. According to the building plan the majority of the apartments being built (48 units) will be luxury "high rise" apartments' who's price would be out of reach for even middle-class Americans. Only the minimum number of 6 units are being given to persons of low income and would have a negligible effect of 65,000 homeless persons in the area. This is clearly just a greedy developer trying to take advantage of the TOC to gain benefits at the detriment of the less fortunate who would be negatively affected by the increased lack of street parking a large building without enough parking spaces would cause.

If my appeal is not successful Case No. DIR-2021-7095-TOC-HCA would have a significant detrimental effect on the surrounding community. In addition it does not qualify for the "Tier 3" Transit Oriented Communities Affordable Housing Incentive Program, nor does it qualify for "Tier 1" or "Tier 2"

I look forward to your response to correcting this matter. Thank you for your consideration.

Sincerely

Margaret Nicholson

Margaret Nicholson/Hoffman Family LP

Exhibit A

Monday through Friday

Effective: Sep 12 2021

240

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

NORTHRIDGE		RESEDA	TARZANA		ENCINO	SHERMAN OAKS	STUDIO CITY	UNIVERSAL CITY
1	2	3	4	5	6	7	8	9
Reseda & Devonshire	CSUN Transit Center	Reseda & Sherman Way	Reseda G Line (Orange) Station	Ventura & Reseda	Ventura & Balboa	Ventura & Van Nuys	Ventura & Laurel Cyn	Universal/Studio City Station
4:27A	4:32A	4:42A	4:48A	4:52A	4:57A	5:06A	5:14A	5:22A
4:41	4:46	4:56	5:02	5:06	5:11	5:20	5:28	5:36
4:54	4:59	5:09	5:15	5:19	5:24	5:33	5:41	5:49
5:04	5:09	5:19	5:25	5:29	5:35	5:44	5:52	6:00
5:14	5:19	5:29	5:35	5:39	5:45	5:54	6:02	6:10
5:23	5:28	5:39	5:45	5:49	5:55	6:04	6:12	6:20
5:33	5:38	5:49	5:55	5:59	6:06	6:15	6:23	6:31
5:43	5:48	5:59	6:05	6:09	6:16	6:25	6:33	6:42
5:52	5:57	6:09	6:15	6:19	6:26	6:36	6:45	6:54
6:02	6:07	6:19	6:25	6:29	6:36	6:47	6:56	7:06
6:10	6:15	6:27	6:34	6:39	6:46	6:57	7:06	7:16
6:19	6:24	6:37	6:44	6:49	6:56	7:07	7:16	7:26
6:29	6:34	6:47	6:54	6:59	7:06	7:17	7:26	7:36
6:39	6:44	6:57	7:04	7:09	7:16	7:27	7:37	7:47
6:49	6:54	7:07	7:14	7:19	7:26	7:37	7:47	7:57
6:59	7:04	7:17	7:24	7:29	7:37	7:49	7:59	8:09
7:09	7:14	7:27	7:34	7:39	7:47	7:59	8:09	8:19
7:19	7:24	7:37	7:44	7:49	7:57	8:09	8:19	8:29
7:28	7:34	7:47	7:54	7:59	8:07	8:19	8:29	8:39
7:38	7:44	7:57	8:04	8:09	8:17	8:29	8:39	8:49
7:48	7:54	8:07	8:14	8:19	8:27	8:39	8:49	8:59
7:58	8:04	8:17	8:24	8:29	8:37	8:49	8:59	9:09
8:08	8:14	8:27	8:34	8:39	8:47	8:59	9:09	9:19
8:18	8:24	8:37	8:44	8:49	8:57	9:10	9:20	9:30
8:28	8:34	8:47	8:54	8:59	9:07	9:20	9:30	9:40
8:37	8:43	8:56	9:03	9:09	9:17	9:30	9:40	9:50
8:47	8:53	9:06	9:13	9:19	9:27	9:40	9:50	10:00
8:57	9:03	9:16	9:23	9:29	9:37	9:50	10:00	10:10
9:07	9:13	9:26	9:33	9:39	9:47	10:00	10:10	10:20
9:17	9:23	9:36	9:43	9:49	9:57	10:10	10:20	10:30
9:27	9:33	9:46	9:53	9:59	10:07	10:20	10:30	10:40
9:37	9:43	9:56	10:03	10:09	10:17	10:30	10:41	10:51
9:47	9:53	10:06	10:13	10:19	10:27	10:42	10:53	11:03
9:57	10:03	10:16	10:23	10:29	10:38	10:53	11:04	11:14
10:06	10:12	10:25	10:32	10:39	10:48	11:03	11:14	11:24
10:15	10:21	10:34	10:42	10:49	10:58	11:13	11:24	11:34
10:25	10:31	10:44	10:52	10:59	11:08	11:23	11:34	11:44
10:35	10:41	10:54	11:02	11:09	11:18	11:33	11:44	11:54
10:45	10:51	11:04	11:12	11:19	11:28	11:43	11:54	12:04P
10:55	11:01	11:14	11:22	11:29	11:38	11:53	12:04P	12:14
11:05	11:11	11:24	11:32	11:39	11:48	12:04P	12:16	12:26
11:15	11:21	11:34	11:42	11:49	11:58	12:14	12:26	12:36
11:25	11:31	11:44	11:52	11:59	12:09P	12:25	12:38	12:48
11:35	11:41	11:54	12:02P	12:09P	12:19	12:35	12:48	12:58
11:45	11:51	12:04P	12:12	12:19	12:29	12:45	12:58	1:08
11:55	12:01P	12:14	12:22	12:29	12:39	12:55	1:08	1:18
12:05P	12:11	12:24	12:32	12:39	12:49	1:05	1:18	1:28
12:15	12:21	12:34	12:42	12:49	12:59	1:15	1:28	1:38
12:25	12:31	12:44	12:52	12:59	1:09	1:25	1:38	1:48
12:35	12:41	12:54	1:02	1:09	1:19	1:35	1:48	1:58
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2:45	2:51	3:04	3:12	3:19	3:29	3:45	3:59	4:09
2:55	3:01	3:14	3:22	3:29	3:39	3:55	4:09	4:19
3:05	3:11	3:24	3:32	3:39	3:49	4:05	4:19	4:29
3:15	3:21	3:34	3:42	3:49	3:59	4:15	4:29	4:39
3:25	3:31	3:44	3:52	3:59	4:09	4:25	4:39	4:49
3:35	3:41	3:54	4:02	4:09	4:19	4:35	4:49	4:59
3:45	3:51	4:04	4:12	4:19	4:29	4:45	4:59	5:09
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4:15	4:21	4:34	4:42	4:49	4:59	5:15	5:29	5:39
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5:05	5:11	5:24	5:32	5:39	5:49	6:04	6:17	6:27
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5:25	5:31	5:44	5:52	5:59	6:08	6:23	6:36	6:46
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5:57	6:03	6:16	6:23	6:29	6:38	6:52	7:05	7:15
6:07	6:13	6:26	6:33	6:39	6:48	7:02	7:14	7:24
6:17	6:23	6:36	6:43	6:49	6:58	7:12	7:24	7:34
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9:39	9:44	9:55	10:02	10:06	10:12	10:23	10:32	10:40
10:06	10:11	10:22	10:28	10:32	10:37	10:46	10:54	11:02
10:35	—	10:48	10:54	10:58	11:03	11:12	11:20	11:28
11:02	—	11:15	11:21	11:25	11:30	11:39	11:47	11:55
11:29	—	11:42	11:48	11:52	11:57	12:06A	12:14A	12:22A
11:59	—	12:12A	12:18A	12:22A	12:27A	12:36	12:44	12:52
12:29A	—	12:42	12:48	12:52	12:57	1:06	1:14	1:22
1:29	—	1:42	1:48	1:52	1:57	2:06	2:14	2:22
2:29	—	2:42	2:48	2:52	2:57	3:06	3:14	3:22
3:29	—	3:42	3:48	3:52	3:57	4:06	4:14	4:22

Exhibit B

Saturday
(Effective Sep 12 2021)

218

Northbound (Approximate Times)

6 Los Angeles — Cedars-Sinai Medical Center	5 Park La Brea — Fairfax & 3rd	4 West Hollywood — Fairfax & Santa Monica	3 Los Angeles — Crescent Heights & Sunset	2 Los Angeles — Laurel Canyon & Mulholland	1 Studio City — Ventura Pl & Ventura Bl
5:55A	6:03A	6:11A	6:15A	6:23A	6:31A
6:50	6:58	7:06	7:10	7:18	7:26
7:45	7:53	8:01	8:05	8:13	8:21
8:40	8:48	8:56	9:00	9:09	9:17
9:35	9:44	9:52	9:57	10:06	10:14
10:30	10:39	10:47	10:52	11:01	11:09
11:25	11:34	11:43	11:48	11:57	12:05P
12:20P	12:29P	12:38P	12:43P	12:52P	1:00
1:15	1:24	1:33	1:38	1:47	1:55
2:10	2:19	2:28	2:33	2:42	2:50
3:05	3:14	3:23	3:28	3:37	3:45
4:00	4:09	4:18	4:23	4:32	4:40
4:55	5:04	5:13	5:18	5:27	5:35
5:50	5:59	6:08	6:13	6:22	6:30
6:45	6:54	7:03	7:07	7:15	7:23
7:40	7:49	7:57	8:01	8:09	8:17
8:35	8:43	8:50	8:54	9:02	9:10
9:30	9:38	9:45	9:49	9:57	10:05

Southbound (Approximate Times)

1 Studio City — Ventura Pl & Ventura Bl	2 Los Angeles — Laurel Canyon & Mulholland	3 Los Angeles — Crescent Heights & Sunset	4 West Hollywood — Fairfax & Santa Monica	5 Park La Brea — Fairfax & 3rd	6 Los Angeles — Cedars-Sinai Medical Center
5:56A	6:03A	6:11A	6:16A	6:25A	6:33A
6:51	6:59	7:07	7:12	7:21	7:29
7:46	7:54	8:02	8:07	8:16	8:25
8:41	8:49	8:57	9:02	9:11	9:20
9:36	9:44	9:52	9:57	10:06	10:15
10:31	10:39	10:47	10:52	11:01	11:10
11:26	11:34	11:42	11:47	11:56	12:05P
12:21P	12:29P	12:37P	12:42P	12:51P	1:00
1:16	1:24	1:32	1:37	1:46	1:55
2:11	2:19	2:27	2:32	2:41	2:50
3:06	3:14	3:22	3:27	3:36	3:45
4:01	4:09	4:17	4:22	4:31	4:40
4:56	5:04	5:12	5:17	5:26	5:35
5:51	5:59	6:07	6:12	6:21	6:30
6:46	6:54	7:02	7:06	7:14	7:22
7:41	7:48	7:56	8:00	8:08	8:16
8:36	8:43	8:51	8:55	9:03	9:11
9:36	9:43	9:51	9:55	10:03	10:11

Sunday and Holiday Schedule

218

Northbound (Approximate Times)

6 Los Angeles — Cedars-Sinai Medical Center	5 Park La Brea — Fairfax & 3rd	4 West Hollywood — Fairfax & Santa Monica	3 Los Angeles — Crescent Heights & Sunset	2 Los Angeles — Laurel Canyon & Mulholland	1 Studio City — Ventura Pl & Ventura Bl
5:55A	6:03A	6:11A	6:15A	6:23A	A6:28A
6:50	6:58	7:06	7:10	7:18	A7:23
7:45	7:53	8:01	8:05	8:13	A8:18
8:40	8:48	8:56	9:00	9:09	A9:14
9:35	9:44	9:52	9:57	10:06	A10:11
10:30	10:39	10:47	10:52	11:01	A11:06
11:25	11:34	11:43	11:48	11:57	A12:02P
12:20P	12:29P	12:38P	12:43P	12:52P	A12:57
1:15	1:24	1:33	1:38	1:47	A1:52
2:10	2:19	2:28	2:33	2:42	A2:47
3:05	3:14	3:23	3:28	3:37	3:45
4:00	4:09	4:18	4:23	4:32	4:40
4:55	5:04	5:13	5:18	5:27	5:35
5:50	5:59	6:08	6:13	6:22	6:30
6:45	6:54	7:03	7:07	7:15	7:23
7:40	7:49	7:57	8:01	8:09	8:17
8:35	8:43	8:50	8:54	9:02	9:10
9:30	9:38	9:45	9:49	9:57	10:05

Southbound (Approximate Times)

1 Studio City — Ventura Pl & Ventura Bl	2 Los Angeles — Laurel Canyon & Mulholland	3 Los Angeles — Crescent Heights & Sunset	4 West Hollywood — Fairfax & Santa Monica	5 Park La Brea — Fairfax & 3rd	6 Los Angeles — Cedars-Sinai Medical Center
5:56A	6:03A	6:11A	6:16A	6:25A	6:33A
B6:45	6:59	7:07	7:12	7:21	7:29
B7:39	7:54	8:02	8:07	8:16	8:25
B8:34	8:49	8:57	9:02	9:11	9:20
B9:29	9:44	9:52	9:57	10:06	10:15
B10:23	10:39	10:47	10:52	11:01	11:10
B11:18	11:34	11:42	11:47	11:56	12:05P
B12:13P	12:29P	12:37P	12:42P	12:51P	1:00
B1:08	1:24	1:32	1:37	1:46	1:55
B2:03	2:19	2:27	2:32	2:41	2:50
B2:58	3:14	3:22	3:27	3:36	3:45
4:01	4:09	4:17	4:22	4:31	4:40
4:56	5:04	5:12	5:17	5:26	5:35
5:51	5:59	6:07	6:12	6:21	6:30
6:46	6:54	7:02	7:06	7:14	7:22
7:41	7:48	7:56	8:00	8:08	8:16
8:36	8:43	8:51	8:55	9:03	9:11
9:36	9:43	9:51	9:55	10:03	10:11

Saturday, Sunday and Holiday Schedules *Horarios de sábado, domingo y días feriados*

Exhibit C

Monday through Friday

Effective Dec 19 2021

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

STUDIO CITY	NORTH HOLLYWOOD	SUN VALLEY	PACOIMA	SYLMAR
1	2	3	4	5
Ventura Place & Ventura	Laurel Canyon G Line (Orange) Station	Laurel Canyon & Roscoe	Laurel Canyon & Van Nuys	Sylmar Station
4:53A	5:01A	5:13A	5:24A	5:35A
5:20	5:28	5:40	5:51	6:03
5:39	5:48	6:00	6:12	6:24
5:59	6:08	6:20	6:32	6:45
6:18	6:27	6:40	6:52	7:05
6:38	6:47	7:00	7:12	7:26
6:56	7:05	7:20	7:32	7:46
7:16	7:25	7:40	7:53	8:07
7:34	7:44	8:00	8:13	8:27
7:54	8:04	8:20	8:33	8:48
8:14	8:24	8:40	8:53	9:08
8:42	8:52	9:08	9:21	9:36
9:12	9:22	9:38	9:51	10:06
9:42	9:52	10:08	10:21	10:36
10:11	10:21	10:38	10:51	11:06
10:40	10:50	11:08	11:21	11:36
11:10	11:20	11:38	11:51	12:06P
11:40	11:50	12:08P	12:21P	12:36
12:10P	12:20P	12:38	12:51	1:06
12:40	12:50	1:08	1:21	1:36
1:10	1:20	1:38	1:51	2:06
1:40	1:50	2:08	2:21	2:36
2:08	2:18	2:36	2:49	3:04
B 2:20	2:30	2:48	3:01	3:16
2:33	2:43	3:01	3:14	3:29
2:53	3:03	3:21	3:34	3:49
3:13	3:23	3:41	3:54	4:09
A 3:27	3:37	3:55	4:08	4:23
3:33	3:43	4:01	4:14	4:29
3:53	4:03	4:21	4:34	4:49
4:13	4:23	4:41	4:54	5:09
4:33	4:43	5:01	5:14	5:29
4:53	5:03	5:21	5:34	5:49
5:14	5:24	5:41	5:53	6:08
5:43	5:53	6:09	6:21	6:36
6:13	6:23	6:39	6:51	7:05
6:44	6:53	7:09	7:21	7:34
7:14	7:23	7:39	7:51	8:04
7:51	8:00	8:14	8:26	8:38
8:36	8:45	8:59	9:11	9:23
9:22	9:31	9:44	9:55	10:06
10:24	10:32	10:44	10:55	11:06

Monday through Friday

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

SYLMAR	PACOIMA	SUN VALLEY	NORTH HOLLYWOOD	STUDIO CITY
5	4	3	2	1
Sylmar Station	Laurel Canyon & Van Nuys	Laurel Canyon & Roscoe	Laurel Canyon G Line (Orange) Station	Ventura Place & Ventura
5:02A	5:16A	5:26A	5:39A	5:44A
5:29	5:43	5:53	6:06	6:12
5:52	6:06	6:16	6:30	6:36
6:11	6:25	6:36	6:51	6:57
6:31	6:45	6:56	7:12	7:19
6:50	7:05	7:16	7:32	7:39
7:10	7:25	7:36	7:52	7:59
7:29	7:44	7:56	8:12	8:19
7:49	8:04	8:16	8:32	8:39
8:09	8:24	8:36	8:52	8:59
8:28	8:44	8:56	9:12	9:20
8:56	9:13	9:26	9:42	9:50
9:26	9:43	9:56	10:12	10:20
9:56	10:13	10:26	10:42	10:51
10:26	10:43	10:56	11:12	11:21
10:56	11:13	11:26	11:44	11:53
11:26	11:43	11:56	12:14P	12:23P
11:56	12:13P	12:26P	12:44	12:53

Exhibit D

popp

Matt Jackal (mattnicholson@yahoo.com)
mattnicholson@yahoo.com
Friday, January 28, 2022, 03:05 PM PST

ROUTES	FREQUENCY		
	WEEKDAY SERVICE EVERY	SATURDAY SERVICE EVERY	SUNDAY SERVICE EVERY
	7 min	NA	NA
	8 min	NA	NA
	5-15 min	NA	NA
	5 min	6 min	15 min
	10 min	20 min	20 min
	25 min	25 min	NA
	20 min	30 min	NA
	20 min	20 min	20 min
	30 min	30 min	NA
	15-25 min	20-25 min	25 min*
	30 min	30 min	NA
	20 min	20 min	NA
	30 min	30 min	NA
	25-30 min	NA	NA
	12 min	NA	NA
	20 min	20 min	NA
	25 min	25 min	NA
	30 min	30 min	NA
	15-20 min	NA	NA
	30 min	30 min	NA
	15 min	15-30 min	NA
	20 min	35 min	35 min
	20 min	20 min	20 min*
	10-12 min	12-15 min	12-15 min*
	20 min	20 min	NA
	20 min	20 min	30 min*
	20 min	20 min	20 min
	30 min	**30 min**	**NA**
	20 min	20 min	NA
	20 min	20 min	NA
	15 min	15 min	15 min
	20 min	20 min	20 min*

*Also operates on holidays

Exhibit D

Appeal No. 2 (Tom Billett, and tenants of 12020 Hoffman Street)

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-2021-7095-TOC-HCA

Project Address: 4017, 4021 and 4027 Redford Avenue, Studio City

Final Date to Appeal: February 4, 2022

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
Abutting property tenants at 12020 Hoffman Street, Studio City, CA 91604

☐ 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: Apt A Ruffina Yuryeva Apt E Thomas (Tom) Billett Apt H Philip Ciano "See attached list for the rest of appellants"

Company/Organization:

Mailing Address: 12020 Hoffman Street Apts A E H J L M N O R T V W X Y

City: Studio City State: CA Zip: 91604

Telephone: Refer to ATTACHED Sheet E-mail: Refer to ATTACHED Sheet

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

☑ Self ☑ Other: tenants of 12020 Hoffman

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

DIR-2021-7095-TOC-HCA-2A

4. REPRESENTATIVE/AGENT INFORMATION

Representative/Agent name (if applicable): resident onsite manager, Tom Billett

Company: (group representative contact for collective tenants at 12020 Hoffman St., Studio City

Mailing Address: 12020 Hoffman Street Apt E

City: Studio City State: CA Zip: 91604

Telephone: 310 402 8082 E-mail: tbillettca@aol.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: does not qualify for Tier 3 TOC

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: 2/2/22

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: $158.00	Reviewed & Accepted by (DSC Planner): Steve Wechsler	Date: 2-3-22
Receipt No: 2022034002-24	Deemed Complete by (Project Planner):	Date:
☒ Determination authority notified	☐ Original receipt and BTC receipt (if original applicant)	

Justification and Appeal

We are the collective tenants of the apartment building located at 12020 Hoffman Street, Studio City which is the abutting property to the north of Case No. DIR-2021-7097-TOC-HCA. As such we are the people who will be most affected by Case No. DIR-2021-7097-TOC-HCA (4017, 4021 and 4027 Radford). We are appealing and challenging the LA Dept of City Planning erroneous determination that Case No. DIR-2021-7097-TOC-HCA is located in a Transit Oriented Communities Affordable Housing Incentive Program (TOC) zone as said zone appears not to be associated within a half mile of a **valid** "Major Transit Stop" as is dictated by TOC guidelines.

Appeal Introduction: Case No. DIR-2021-7095-TOC-HCA would like to take advantage of the developmental incentives offered under the TOC program. However, LA Dept of City Planning has mistakenly determined/approved Case No. DIR-2021-7095-TOC-HCA based on the false assumption that a valid "Major Transit Stop" exists at the intersection of Laurel Canyon Blvd. and Ventura Blvd.

> The intersection of Laurel Canyon Blvd. and Ventura Blvd fails to meet all the criteria to be categorized as a "Major Transit Stop". Failure to be a "Major Transit Stop" would mean the area within a half mile of this intersection is not eligible to be included in the TOC program (the program is tied to the existence of a valid "Major Transit Stop"). Because the area within a half mile radius does not qualify to be part of the TOC program for lack of a valid "Major Transit Stop", LA Dept of City Planning needs to reverse its erroneous determination/approval for Case No. DIR-2021-7095-TOC-HCA and revoke its eligibility to be part of the TOC program along with the incentives that come with it based on the following justifications.

Justifications based TOC and Dept of City Planning documents: 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.

> A. The intersection of Laurel Canyon Blvd. and Ventura Blvd was cited by Case No. DIR-2021-7095-TOC-HCA as being a "Major Transit Stop" but the intersection does NOT meet all requirements as stated in the TOC guideline. Without a designated "Major Transit Stop" Case No. DIR-2021-7095-TOC-HCA is not eligible to develop the property under the TOC program along with receiving TOC incentives.
>
> The Ventura Bl and Laurel Cyn Bl intersection does not qualify to be a valid "Major Transit Stop" because:
>
> 1. It does not have a Metrolink Rail Station
>
> 2. It does not have a Metro Rail Station
>
> 3. There are no Rapid buses that service this intersection
>   a. 240 is NOT a rapid bus (A Rapid bus is a higher quality bus service that may include several key attributes, including dedicated bus lanes, branded vehicles and stations, etc.) No dedicated bus lanes exist along these corridors, 240 is not branded as Rapid and it is not a higher quality bus etc. (see photo)
>
>   b. It is not possible for two Rapid Buses to intersect because there are no Rapid Buses that run north/south or east/west

DIR-2021-7095-TOC-HCA-2A

c. Because there are no Rapid Buses it is not possible for a Regular Bus to intersect with a Rapid Bus

4. there are not two or more Regular Bus routes with a service of 15 minutes or less during the morning and afternoon peak commute periods that cross/intersect at Laurel Canyon Blvd and Ventura Blvd.

a. The LADOT Dash Van Nuys/Studio City bus intersect with bus 240 but LADOT Dash Van Nuys/Studio City run at 30 minute intervals –not 15 minutes or less as required in TOC guidelines. (see schedule)

b. The 150 does NOT service within a half mile of the intersection of Laurel Canyon Bl and Ventura Bl – (so cannot be used to support TOC eligibility)

c. Finally, there are no other buses that run in a northernly-southernly direction and at 15 minutes or less intervals that intersect with the 240 that runs in easterly-westerly direction

Note: ALL requirements must be met to be a valid "Major Transit Stop" and **ALL requirements have NOT been met**. Therefore, since a valid "Major Transit Stop" has been proven does not exist, the TOC program technically does not apply to this area and as a result Case No. DIR-2021-7095-TOC-HCA is not eligible to be part of the TOC program and should not be allowed to reap the incentive benefits of the TOC program.

CONCLUSION – the intersection of Ventura Blvd and Laurel Canyon Bl does not meet any of the criteria to be designated a "Major Transit Stop" as a Tier-1,Tier-2, Tier-3, or Tier-4 (see chart 1 on page 5, included). Case No. DIR-2021-7095-TOC-HCA is not eligible to develop its location under the TOC program due to the fact that the Ventura Bl/Laurel Cyn Bl intersection has not been proven to be a "Major Transit Stop" according the TOC guidelines. Therefore, Case No. DIR-2021-7095-TOC-HCA is not entitled to develop its property as a TOC project and benefit from the TOC incentives.

The LA Dept of Planning is bound by its own rules and documentation to reverse its erroneous determination/approval for Case No. DIR-2021-7095-TOC-HCA as it is not eligible to be part of the TOC due to its lack of proximity to a valid "Major Transit Stop" as is required to establish a unique TOC Affordable Housing Incentive Area.

Sadly, if Case No. DIR-2021-7097-TOC-HCA is somehow allowed to remain under the umbrella of TOC despite our proof that a valid "Major Transit Stop" does not exist at the Ventura Bl/Laurel Cyn. Bl intersection, our 2-story building will be forced to live in Case No. DIR-2021-7097-TOC-HCA shadow; parking issues in this neighborhood will get worse; we will be robbed of our privacy in the pool/courtyard area due to the proposed roof deck above the 6th floor; increased traffic on the already over-developed street and alleyways will bring more noise and noxious smells. The erection of a 6-story building will have a tremendous negative impact on our building and the immediate community.

Sincerely

The residents of 12020 Hoffman Street

Reiteration of Justification and Appeal: Case No. DIR-2021-7095-TOC-HCA does not qualify for the "Tier 3" Transit Oriented Communities Affordable Housing Incentive Program. See Page 5 of Los Angeles City Planning Department document: https://planning.lacity.org/ordinances/docs/toc/TOCGuidelines.pdf

"Tier 3" requires the intersection of a Regular Bus and a Rapid Bus. There is no "Rapid Bus" going through the Ventura Boulevard / Laurel Canyon Boulevard intersection.

Furthermore, Case No. DIR-2021-7095-TOC-HCA (4017 / 4021 / 4027 Radford Avenue), does not qualify for "Tier 1" or "Tier 2" either. There are *not* 2 or more non-Rapid Bus lines at this intersection with at least 15 minute average peak headways (again from your chart on Page 5 of your document). Metro Line 240 is the only bus route that has 15 minute or less average peak headways.
Metro 150 schedule: https://media.metro.net/documents/line-schedules/line-240_1624820005.pdf

Metro 218 and Metro 230 intersect with Metro Line 240 at Ventura Boulevard and Laurel Canyon Boulevard but they *do not* have 15 minute or less average peak headways.
Metro 218 schedule: https://media.metro.net/documents/40b632e0-32c3-4ce9-bfd3-b0942199b71d.pdf
Metro 230 schedule: https://cdn.beta.metro.net/wp-content/uploads/2021/12/17153024/230_TT_12-19-21.pdf

At the top of Page 13 of your Determination Letter https://planning.lacity.org/pdiscaseinfo/document/MTY5NDU0/1823a02c-5d95-4003-95c4-258347c32f18/pdd you state:

2. ***Major Transit Stop.*** *A housing Development shall be located on a lot, any portion of which must be located within 2640 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 stations or bus routes may be existing, under construction or included in the most recent Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP). The subject property is located less than 1/2 mile from the Laurel Canyon Boulevard and Ventura Boulevard intersection which includes the intersection of the LADOT DASH Van Nuys/Studio City and the Metro Next Gen Tier 1 Rapid Line 150/240 **[150 is in the West Valley, not here in Studio City, and the 240 is NOT a Rapid Line]** and is therefore defined as a Major Transit Stop. Therefore, the project does not meets the eligibility requirement for proximity to a Major Transit Stop.

Additionally, the LADOT DASH Van Nuys/Studio City line at this intersection *does not* operate with at least 15 minute average peak headways (again from your chart on Page 5 of your document). The LADOT DASH Van Nuys/Studio City line operates at 30 minute intervals.

LADOT DASH Van Nuys/Studio City line frequency schedule (Scroll down to "Van Nuys/Studio City"):

DASH SERVICE FREQUENCY

ROUTES	FREQUENCY		
	WEEKDAY SERVICE EVERY	SATURDAY SERVICE EVERY	SUNDAY SERVICE EVERY

Downtown A	7 min	NA	NA
Downtown B	8 min	NA	NA
Downtown D	5-15 min	NA	NA
Downtown E	5 min	6 min	15 min
Downtown F	10 min	20 min	20 min
Beachwood Canyon	25 min	25 min	NA
Boyle Heights/East LA	20 min	30 min	NA
Chesterfield Square	20 min	20 min	20 min
Crenshaw	30 min	30 min	NA
El Sereno/City Terrace	15-25 min	20-25 min	25 min*
Fairfax	30 min	30 min	NA
Highland Park/Eagle Rock	20 min	20 min	NA
Hollywood	30 min	30 min	NA
Hollywood/Wilshire	25-30 min	NA	NA
Larchmont Shuttle	12 min	NA	NA
King-East	20 min	20 min	NA
Leimert/Slauson	25 min	25 min	NA
Lincoln Heights/Chinatown	30 min	30 min	NA
Los Feliz	15-20 min	NA	NA
Midtown	30 min	30 min	NA
Northridge/Reseda	15 min	15-30 min	NA
Observatory	20 min	35 min	35 min
Panorama City/Van Nuys	20 min	20 min	20 min*
Pico Union/Echo Park	10-12 min	12-15 min	12-15 min*
Pueblo del Rio	20 min	20 min	NA
San Pedro	20 min	20 min	30 min*
Southeast	20 min	20 min	20 min

Van Nuys/Studio City	30 min	30 min	NA
Vermont/Main	20 min	20 min	NA
Watts	20 min	20 min	NA
Wilmington	15 min	15 min	15 min
Wilshire Center/Koreatown	20 min	20 min	20 min*

*Also operates on holidays

IN CONCLUSION, this Case No. DIR-2021-7095-TOC-HCA does not qualify for the "Tier 3" Transit Oriented Communities Affordable Housing Incentive Program, nor does it qualify for "Tier 1" or "Tier 2"

Appellant information: Group of Tenants who reside at 12020 Hoffman Street, Studio City 91604 that wish to be part of this appeal **CASE NUMBER: DIR**

Apt.	Name	Phone #	Email address	Signature
A	Ruffina Yuryevna	310 417 8080	Ruffina8877@gmail.com	
B	NOT AVAILABLE			
C	VACANT			
D	N/A			
E	Tom Billett	310 402 8082	tbillettca@aol	
F	N/I			
G	MATT			
H	Phil Ciano	818 455 5998	Philip.ciano@LACITY.ORG	
I	VACANT			
J	LIAN URITSKY	213 400-2331	lian2463@gmail.com	
K	Julie Barry	818 334 7114	j.barry5369@gmail.com	Julie Barry
L	Cecelia Bratton	949-584-6759	cecelb213@gmail.com	
M	Talgat Karabalaev	818 795 7772	chendleneda@gmail.co	
N	Kellen Dunbar	201.230.0957	dunbarkc@gmail.com	
O	Meghan Montoya	(818) 815-8092	meghanmmontoya@gmail.com	
P	N/A			

DIR-2021-7095-TOC

Q	N/A			
R	Hilary Escalante	8182701583	Hilary.Escalante@yahoo.com	
S	VACANT			
T	Frances-Ann Boswell	424-02-2079	frandou5@yahoo.com	
U	N/A			
V		808.679.2433	kingattili@yahoo.com	
W	Saeed Moazami	8078256574	saeed.moazami.1985@gmail.com	
X	MARK MCFADDEN	818-902-9063	Scubastud@hotmail.com	
Y	Miriam J. Perez	(818)818-8957	miriam_Juarez21@yahoo	
Z	VACANT			

DIR-2021-7095

Exhibit E

Categorical Exemption

ENV-2021-7096-CE

COUNTY CLERK'S USE

CITY OF LOS ANGELES
OFFICE OF THE CITY CLERK
200 NORTH SPRING STREET, ROOM 395
LOS ANGELES, CALIFORNIA 90012

CALIFORNIA ENVIRONMENTAL QUALITY ACT

NOTICE OF EXEMPTION

(PRC Section 21152; CEQA Guidelines Section 15062)

Filing of this form is optional. If filed, the form shall be filed with the County Clerk, 12400 E. Imperial Highway, Norwalk, CA 90650, pursuant to Public Resources Code Section 21152(b) and CEQA Guidelines Section 15062. Pursuant to Public Resources Code Section 21167 (d), the posting of this notice starts a 35-day statute of limitations on court challenges to reliance on an exemption for the project. Failure to file this notice as provided above, results in the statute of limitations being extended to 180 days.

PARENT CASE NUMBER(S) / REQUESTED ENTITLEMENTS
DIR-2021-7095-TOC-HCA

LEAD CITY AGENCY	CASE NUMBER
City of Los Angeles (Department of City Planning)	ENV-2021-7096-CE
PROJECT TITLE Radford TOC	COUNCIL DISTRICT 4

PROJECT LOCATION (Street Address and Cross Streets and/or Attached Map) ☐ Map attached.
4017, 4021 and 4027 Radford Avenue

PROJECT DESCRIPTION: ☐ Additional page(s) attached.
The proposed project is the demolition of existing site improvements and the construction, use, and maintenance of a new, six-story, 57,829 square-foot mixed-use building with 54 dwelling units, including six (6) dwelling units set aside for Extremely Low Income Households. The project includes 3,374 square-feet of commercial space. The building will be constructed with two (2) levels of subterranean parking, one (1) at-grade level for a residential lobby, commercial tenants and parking, and five (5) residential levels above. The project includes four (4) studio units, 27 one-bedroom units, 18 two-bedroom units, five (5) three-bedroom units and 4,876 square feet of open space for residents. The project will provide a total of 59 residential automobile parking spaces and 18 commercial automobile parking spaces. Additionally, there will be six (6) short-term and 38 long-term bicycle parking spaces. Vehicular access to the site is provided via two (2) two-way driveways along the westerly and southerly alleys. The project includes the export of approximately 24,850 cubic yards of soil.

NAME OF APPLICANT / OWNER:
Rafi Kuyumjian

CONTACT PERSON (If different from Applicant/Owner above)	(AREA CODE) TELEPHONE NUMBER | EXT.
Alex Truong	213-978-3308

STATE CEQA STATUTE & GUIDELINES

☐ STATUTORY EXEMPTION(S)

Public Resources Code Section(s) _____

☒ CATEGORICAL EXEMPTION(S) (State CEQA Guidelines Sec. 15301-15333 / Class 1-Class 33)

CEQA Guideline Section(s) / Class(es) **15332, Class 32**

☐ OTHER BASIS FOR EXEMPTION (E.g., CEQA Guidelines Section 15061(b)(3) or (b)(4) or Section 15378(b))

_____

JUSTIFICATION FOR PROJECT EXEMPTION: ☒ Additional page(s) attached

☒ None of the exceptions in CEQA Guidelines Section 15300.2 to the categorical exemption(s) apply to the Project.

☐ The project is identified in one or more of the list of activities in the City of Los Angeles CEQA Guidelines as cited in the justification.

IF FILED BY APPLICANT, ATTACH CERTIFIED DOCUMENT ISSUED BY THE CITY PLANNING DEPARTMENT STATING THAT THE DEPARTMENT HAS FOUND THE PROJECT TO BE EXEMPT.
If different from the applicant, the identity of the person undertaking the project.

CITY STAFF USE ONLY:

CITY STAFF NAME AND SIGNATURE	STAFF TITLE
Alexander Truong *Alexander Truong*	City Planning Associate

ENTITLEMENTS APPROVED
Transit Oriented Communities

FEE:	RECEIPT NO.	REC'D. BY (DCP DSC STAFF NAME)

DISTRIBUTION: County Clerk, Agency Record
Rev. 3-27-2019

DEPARTMENT OF CITY PLANNING

COMMISSION OFFICE
(213) 978-1300

CITY PLANNING COMMISSION

SAMANTHA MILLMAN
PRESIDENT

CAROLINE CHOE
VICE-PRESIDENT

HELEN CAMPBELL
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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

SHANA M.M. BONSTIN
DEPUTY DIRECTOR

ARTHI L. VARMA, AICP
DEPUTY DIRECTOR

LISA M. WEBBER, AICP
DEPUTY DIRECTOR

JUSTIFICATION FOR PROJECT EXEMPTION CASE NO. ENV-2021-7096-CE

The City of Los Angeles determined based on the whole of the administrative record that the project is exempt from California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines, Section 15332, and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies. The project was found to be exempt based on the following:

Project Description:

The project is located at 4017, 4021 and 4027 Radford Avenue in the Sherman Oaks – Studio City – Toluca Lake – Cahuenga Pass Community Plan Area.

The proposed project is the demolition of existing site improvements and the construction, use, and maintenance of a new, six-story, 57,829 square-foot mixed-use building with 54 dwelling units, including six (6) dwelling units set aside for Extremely Low Income Households. The project includes 3,374 square-feet of commercial space. The building will be constructed with two (2) levels of subterranean parking, one (1) at-grade level for a residential lobby, commercial tenants and parking, and five (5) residential levels above. The project includes four (4) studio units, 27 one-bedroom units, 18 two-bedroom units, five (5) three-bedroom units and 4,876 square feet of open space for residents. The project will provide a total of 59 residential automobile parking spaces and 18 commercial automobile parking spaces. Additionally, there will be six (6) short-term and 38 long-term bicycle parking spaces. Vehicular access to the site is provided via two (2) two-way driveways along the westerly and southerly alleys. The project includes the export of approximately 24,850 cubic yards of soil.

The projects require the following:

1) A 20% increase in density consistent with the provisions of the Transit Oriented Communities Affordable Housing Incentive Program for a Tier 3 project with a total of 54 dwelling units, including six (6) units reserved for Extremely Low Income (ELI) Household occupancy for a period of 55 years, along with the following two (3) Additional Incentives:

    a. **RAS3 Zone Yards (Side and Rear)**. To permit the use of the side (westerly) and rear yard requirements of the RAS3 Zone of five (5) feet.

    b. **Height.** To permit a 22-foot or two (2) story height increase to 67 feet and 6-stories.

c. Open Space. To permit a 25% decrease in required open space for a total of 4,876 square feet.

Implementation of the California Environmental Quality Act

Pursuant to Section 21084 of the Public Resources Code, the Secretary for the Natural Resources Agency found certain classes of projects not to have a significant effect on the environment and declared them to be categorically exempt from the requirement for the preparation of environmental documents.

The project meets the conditions for a Class 32 Exemption found in CEQA Guidelines, Section 15332 (In-Fill Development Projects), and none of the exceptions to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 apply.

Conditions for a Class 32 Exemption

A project qualifies for a Class 32 Categorical Exemption if it is developed on an infill site and meets the following criteria:

1) 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;
2) The proposed developed occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses;
3) The project site has no value as habitat for endangered, rare or threatened species;
4) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality; and
5) The site can be adequately served by all required utilities and public services.

The project is located within the Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan and zoned [Q]C2-1-RIO with a corresponding designation for Community Commercial land uses. With approval of the requested entitlements, the project is consistent with the applicable general plan land use designation and all applicable general plan policies as well as with the applicable zoning designation and regulations.

The subject site is wholly within the City of Los Angeles, on a lot that totals approximately 0.35 acres in size. Lots adjacent to the subject properties are developed with residential and commercial developments. The site is currently developed and is surrounded by development and therefore is not, and has no value as, a habitat for endangered, rare or threatened species. In addition, there are no protected trees on the site.

The project will be subject to Regulatory Compliance Measures (RCMs), which require compliance with the City of Los Angeles Noise Ordinance pollutant discharge, dewatering, stormwater mitigations; and Best Management Practices for stormwater runoff. These RCMs will ensure the project will not have significant impacts on noise and water. The traffic impact assessment, prepared by Jano Baghdanian & Associates, dated November, 2021, concluded the project would not result in significant Work VMT impact. Therefore, the project will not have any significant impacts to traffic. The Air Quality Study prepared by Meridian Consultants, dated May, 2021 concluded the project will not result in impacts to air quality. The project site will be adequately served by all public utilities and services given that the construction of a new multi-family residential building will be on a site which has been previously developed and is consistent with the General Plan. Therefore, the project meets all of the Criteria for the Class 32.

Exceptions to Categorical Exemptions

There are six (6) exceptions to categorical exemptions must be considered in order to find a project exempt from CEQA: (a) Location; (b) Cumulative Impacts; (c) Significant Effect; (d) Scenic Highways; (e) Hazardous Waste Sites; and (f) Historical Resources.

The project is not located on or near any environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies. There is not a succession of known projects of the same type and in same place as the subject project. The project would not reasonably result in a significant effect on the environment due to unusual circumstances. The project is not located near a State Scenic Highway. The only State Scenic Highway within the City of Los Angeles is the Topanga Canyon State Scenic Highway, State Route 27. Furthermore, according to Envirostor, the State of California's database of Hazardous Waste Sites, neither the subject site, nor any site in the vicinity is identified as an active hazardous waste site. 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 or Historic Places, California Register of Historical Resources, the Los Angles Historic-Cultural Monuments Register, and/or any local register, and was not found to be a potential historic resource based on the City's HistoricPlacesLA website or SurveyLA, the citywide survey of Los Angeles. Based on this, the project will not result in a substantial adverse change to the significance of a historic resource and this exception does not apply.

Exhibit F

Correspondence

Alexander Truong <alexander.truong@lacity.org>

Case No. DIR-2021-7095-TOC-HCA (4017 / 4021 / 4027 Radford Avenue)

31 messages

Barry Johnson <bjohnson4166@sbcglobal.net> Tue, Jan 25, 2022 at 9:19 AM
Reply-To: Barry Johnson <bjohnson4166@sbcglobal.net>
To: Heather Bleemers <heather.bleemers@lacity.org>
Cc: Oliver Netburn <oliver.netburn@lacity.org>, Alex Truong <alexander.truong@lacity.org>, Vince Bertoni <vince.bertoni@lacity.org>, Randy Fried - SCNC President <rfried@studiocitync.org>

Dear Heather,

Case No. DIR-2021-7095-TOC-HCA does not qualify for the "Tier 3" Transit Oriented Communities Affordable Housing Incentive Program. See Page 5 of Los Angeles City Planning Department document: https://planning.lacity.org/ordinances/docs/toc/TOCGuidelines.pdf

"Tier 3" requires the intersection of a Regular Bus and a Rapid Bus. There is no "Rapid Bus" going through the Ventura Boulevard / Laurel Canyon Boulevard intersection.

Furthermore, Case No. DIR-2021-7095-TOC-HCA (4017 / 4021 / 4027 Radford Avenue), does not qualify for "Tier 1" or "Tier 2" either. There are *not* 2 or more non-Rapid Bus lines at this intersection with at least 15 minute average peak headways (again from your chart on Page 5 of your document). Metro Line 240 is the only bus route that has 15 minute or less average peak headways.
Metro 150 schedule: https://media.metro.net/documents/line-schedules/line-240_1624820005.pdf

Metro 218 and Metro 230 intersect with Metro Line 240 at Ventura Boulevard and Laurel Canyon Boulevard but they *do not* have 15 minute or less average peak headways.
Metro 218 schedule: https://media.metro.net/documents/40b632e0-32c3-4ce9-bfd3-b0942199b71d.pdf
Metro 230 schedule: https://cdn.beta.metro.net/wp-content/uploads/2021/12/17153024/230_TT_12-19-21.pdf

At the top of Page 13 of your Determination Letter https://planning.lacity.org/pdiscaseinfo/document/MTY5NDU0/1823a02c-5d95-4003-95c4-258347c32f18/pdd you state:

2. ***Major Transit Stop.*** *A housing Development shall be located on a lot, any portion of which must be located within 2640 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 stations or bus routes may be existing, under construction or included in the most recent Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP). The subject property is located less than 1/2 mile from the Laurel Canyon Boulevard and Ventura Boulevard intersection which includes the intersection of the LADOT DASH Van Nuys/Studio City and the Metro Next Gen Tier 1 Rapid Line 150/240 **[150 is in the West Valley, not here in Studio City, and the 240 is NOT a Rapid Line]** and is therefore defined as a Major Transit Stop. Therefore, the project meets the eligibility requirement for proximity to a Major Transit Stop.

Additionally, the LADOT DASH Van Nuys/Studio City line at this intersection *does not* operate with at least 15 minute average peak headways (again from your chart on Page 5 of your document). The LADOT DASH Van Nuys/Studio City line operates at 30 minute intervals.

LADOT DASH Van Nuys/Studio City line frequency schedule (Scroll down to "Van Nuys/Studio City"):

DASH SERVICE FREQUENCY

ROUTES	FREQUENCY		
	WEEKDAY SERVICE EVERY	SATURDAY SERVICE EVERY	SUNDAY SERVICE EVERY
Downtown A	7 min	NA	NA
Downtown B	8 min	NA	NA
Downtown D	5-15 min	NA	NA
Downtown E	5 min	6 min	15 min
Downtown F	10 min	20 min	20 min
Beachwood Canyon	25 min	25 min	NA
Boyle Heights/East LA	20 min	30 min	NA
Chesterfield Square	20 min	20 min	20 min
Crenshaw	30 min	30 min	NA
El Sereno/City Terrace	15-25 min	20-25 min	25 min*

Fairfax	30 min	30 min	NA
Highland Park/Eagle Rock	20 min	20 min	NA
Hollywood	30 min	30 min	NA
Hollywood/Wilshire	25-30 min	NA	NA
Larchmont Shuttle	12 min	NA	NA
King-East	20 min	20 min	NA
Leimert/Slauson	25 min	25 min	NA
Lincoln Heights/Chinatown	30 min	30 min	NA
Los Feliz	15-20 min	NA	NA
Midtown	30 min	30 min	NA
Northridge/Reseda	15 min	15-30 min	NA
Observatory	20 min	35 min	35 min
Panorama City/Van Nuys	20 min	20 min	20 min*
Pico Union/Echo Park	10-12 min	12-15 min	12-15 min*
Pueblo del Rio	20 min	20 min	NA
San Pedro	20 min	20 min	30 min*
Southeast	20 min	20 min	20 min
Van Nuys/Studio City	**30 min**	**30 min**	**NA**
Vermont/Main	20 min	20 min	NA
Watts	20 min	20 min	NA
Wilmington	15 min	15 min	15 min
Wilshire Center/Koreatown	20 min	20 min	20 min*

*Also operates on holidays

So with all the above information, this Case No. DIR-2021-7095-TOC-HCA does not qualify for the "Tier 3" Transit Oriented Communities Affordable Housing Incentive Program, nor does it qualify for "Tier 1" or "Tier 2"

I look forward to your response to correcting this matter.

Sincerely,

Barry Johnson
Studio City Neighborhood Council
Transportation Committee Chair

Alexander Truong <alexander.truong@lacity.org> Tue, Jan 25, 2022 at 9:37 AM
To: Heather Bleemers <heather.bleemers@lacity.org>, Oliver Netburn <oliver.netburn@lacity.org>

I recall looking at the qualifiers and vetting them with Giselle. Based on their data, it's still a Tier 3.
[Quoted text hidden]
--

Alexander Truong
Preferred Pronouns: He, His, Him
City Planning Associate
Los Angeles City Planning
200 N. Spring St., Room 763
Los Angeles, CA. 90012
Planning4LA.org
T: (213) 978-3308

Flora Melendez <flora.melendez@lacity.org> Tue, Jan 25, 2022 at 3:42 PM
To: Estineh Mailian <estineh.mailian@lacity.org>
Cc: Oliver Netburn <oliver.netburn@lacity.org>, Heather Bleemers <Heather.Bleemers@lacity.org>, Lisa Webber <lisa.webber@lacity.org>, Alexander Truong <alexander.truong@lacity.org>

Hello.

I'm forwarding an email received by Vince and staff.

Thank you.

~ Angie

Flora (Angie) Melendez
Pronouns: She, Hers, Her
Executive Administrative Assistant III
Los Angeles City Planning
200 N. Spring St., Room 425
Los Angeles, CA 90012
T: (213) 978-1271 | F: (213) 978-1275
Planning4LA.org
E-NEWS

---------- Forwarded message ---------
From: **Vince Bertoni** <vince.bertoni@lacity.org>
Date: Tue, Jan 25, 2022 at 9:23 AM
Subject: Fwd: Case No. DIR-2021-7095-TOC-HCA (4017 / 4021 / 4027 Radford Avenue)
To: Flora Melendez <flora.melendez@lacity.org>

Vincent P. Bertoni, AICP
Pronouns: He, His, Him
Director of Planning
Los Angeles City Planning
200 N. Spring St., Room 425-C
Los Angeles, CA 90012
T: (213) 978-1271
Planning4LA.org
E-NEWS

[Quoted text hidden]

Alexander Truong <alexander.truong@lacity.org> Wed, Jan 26, 2022 at 10:00 AM
To: Renata Dragland <renata.dragland@lacity.org>

---------- Forwarded message ---------
From: **Barry Johnson** <bjohnson4166@sbcglobal.net>
Date: Tue, Jan 25, 2022, 9:19 AM
Subject: Case No. DIR-2021-7095-TOC-HCA (4017 / 4021 / 4027 Radford Avenue)
To: Heather Bleemers <heather.bleemers@lacity.org>
Cc: Oliver Netburn <oliver.netburn@lacity.org>, Alex Truong <alexander.truong@lacity.org>, Vince Bertoni <vince.bertoni@lacity.org>, Randy Fried - SCNC President <rfried@studiocitync.org>

[Quoted text hidden]

Heather Bleemers <Heather.Bleemers@lacity.org> Wed, Jan 26, 2022 at 10:18 AM
To: Lisa Webber <lisa.webber@lacity.org>
Cc: Giselle Corella <giselle.corella@lacity.org>, Renata Dragland <renata.dragland@lacity.org>, Oliver Netburn <oliver.netburn@lacity.org>, Alexander Truong <alexander.truong@lacity.org>

Good morning, Lisa,

Alex confirmed that the project meets the criteria of a Tier 3 TOC project. We will triple check and I will cc you on my response.

Thank you!

- Heather

On Wed, Jan 26, 2022 at 7:43 AM Lisa Webber <lisa.webber@lacity.org> wrote:

> Sharing this email with the Housing Services Unit as well - please include me in the response back and happy to meet on this in needed.
>
> Thank you,
> Lisa
> [Quoted text hidden]
> --
>
> **Lisa M. Webber, AICP**
> Deputy Director
> **Los Angeles City Planning**
> 200 N. Spring St., Room 525
> Los Angeles, CA 90012
> Planning4LA.org
> T: (213) 978-1274 | C: (213) 200-4382
> E: lisa.webber@lacity.org
> E-NEWS

Lisa Webber <lisa.webber@lacity.org> Wed, Jan 26, 2022 at 10:49 AM
To: Heather Bleemers <Heather.Bleemers@lacity.org>
Cc: Giselle Corella <giselle.corella@lacity.org>, Renata Dragland <renata.dragland@lacity.org>, Oliver Netburn <oliver.netburn@lacity.org>, Alexander Truong <alexander.truong@lacity.org>

Thanks everyone.
[Quoted text hidden]

Heather Bleemers <Heather.Bleemers@lacity.org> Thu, Jan 27, 2022 at 2:57 PM
To: Barry Johnson <bjohnson4166@sbcglobal.net>
Cc: Oliver Netburn <oliver.netburn@lacity.org>, Alex Truong <alexander.truong@lacity.org>, Vince Bertoni <vince.bertoni@lacity.org>, Randy Fried - SCNC President <rfried@studiocitync.org>, Lisa Webber <lisa.webber@lacity.org>

Hi Barry,

Thank you for your email. We will look into this and get back to you.

Best,

Heather
[Quoted text hidden]

Renata Dragland <renata.dragland@lacity.org> Fri, Jan 28, 2022 at 11:07 AM
To: Heather Bleemers <heather.bleemers@lacity.org>, Oliver Netburn <oliver.netburn@lacity.org>, Alexander Truong <alexander.truong@lacity.org>
Cc: Sarah Molina-Pearson <sarah.molina-pearson@lacity.org>, Giselle Corella <giselle.corella@lacity.org>

Hi Heather, Oliver and Alex,

I am also adding +Sarah Molina-Pearson my supervisor, and +Giselle Corella my colleague in HSU.

Below is a draft of what I believe we should respond to Barry. Feel free to edit and let me know if you need additional information. I will follow up shortly since I was able to go over all our records and have a full picture of the history of the TOC Tier determination for this site.

Hi Barry,

As indicated in the Letter of Determination dated 1/20/2022 for this project, the TOC Tier was determined in conformance with the TOC Guidelines.
The site is eligible for TOC Tier 3 since it is located less than 750 feet from a Major Transit Stop at Ventura Blvd and Laurel Canyon Blvd.

The Qualifiers for the this Major Transit Stop, are as follows:
- Qualifier 1: Metro 240 NextGen Tier 1 Rapid
NB: 420/42 = 10-minute service intervals
SB: 420/42 = 10-minute service intervals
Note that the service intervals are calculated based on the number of trips between the peak times of 6-9am and 3-7pm. "A trip is included if its median time falls within the peak hour" (Per TOC Guidelines Appendix A). The NextGen Tier 1 Rapid Line is based on Metro's classification and is also documented in our Departmental memo dated 3/25/2021, see attached.

- Qualifier 2: DASH Van Nuys/Studio City
With at least 15-minute service intervals in both directions.
While some DASH lines may not currently meet the minimum 15-min service intervals, they qualify based on documented planned service as indicated in CF 18-0244, accessible here. **I understand that Lisa and Kevin were involved in discussions, but this is before my time in the HSU, so perhaps Lisa can add to this?**

I hope this helps. Please let us know if you have further questions.
Thank you,

Renata D. Dragland
City Planner
Los Angeles City Planning
201 N. Figueroa St., Room 525
Los Angeles, CA 90012
Planning4LA.org
T: (213) 202-5411
E-NEWS

On Wed, Jan 26, 2022 at 10:19 AM Heather Bleemers <Heather.Bleemers@lacity.org> wrote:
[Quoted text hidden]

Signed Metro Nextgen Rapid Bus Definitions.pdf
187K

Oliver Netburn <oliver.netburn@lacity.org> Fri, Jan 28, 2022 at 12:02 PM
To: Renata Dragland <renata.dragland@lacity.org>
Cc: Alexander Truong <alexander.truong@lacity.org>, Giselle Corella <giselle.corella@lacity.org>, Heather Bleemers <heather.bleemers@lacity.org>, Sarah Molina-Pearson <sarah.molina-pearson@lacity.org>

The only thing I would add is to say something to the effect of "consistent with the citation you provided from the TOC Guidelines, bus routes included in SCAG's RTP may be considered. While the DASH Van Nuys/Studio City may not currently meet the minimum 15-min service intervals, 15-minute intervals for all DASH lines is included in SCAG's RTP, and is funded as indicated in…

On Fri, Jan 28, 2022 at 11:08 AM Renata Dragland <renata.dragland@lacity.org> wrote:
> Hi Heather, Oliver and Alex,
>
> I am also adding +Sarah Molina-Pearson my supervisor, and +Giselle Corella my colleague in HSU.
>
> Below is a draft of what I believe we should respond to Barry. Feel free to edit and let me know if you need additional information. I will follow up shortly since I was able to go over all our records and have a full picture of the history of the TOC Tier determination for this site.
>
> Hi Barry,
>
> As indicated in the Letter of Determination dated 1/20/2022 for this project, the TOC Tier was determined in conformance with the TOC Guidelines.
> The site is eligible for TOC Tier 3 since it is located less than 750 feet from a Major Transit Stop at Ventura Blvd and Laurel Canyon Blvd.
>
> The Qualifiers for the this Major Transit Stop, are as follows:
> - Qualifier 1: Metro 240 NextGen Tier 1 Rapid
> NB: 420/42 = 10-minute service intervals
> SB: 420/42 = 10-minute service intervals
> Note that the service intervals are calculated based on the number of trips between the peak times of 6-9am and 3-7pm. "A trip is included if its median time falls within the peak hour" (Per TOC Guidelines Appendix A). The NextGen Tier 1 Rapid Line is based on Metro's classification and is also documented in our Departmental memo dated 3/25/2021, see attached.
>
> - Qualifier 2: DASH Van Nuys/Studio City
> With at least 15-minute service intervals in both directions.
> While some DASH lines may not currently meet the minimum 15-min service intervals, they qualify based on documented planned service as indicated in CF 18-0244, accessible here. **I understand that Lisa and Kevin were involved in discussions, but this is before my time in the HSU, so perhaps Lisa can add to this?**
>
> I hope this helps. Please let us know if you have further questions.
> Thank you,

Renata D. Dragland
City Planner
Los Angeles City Planning
201 N. Figueroa St., Room 525
Los Angeles, CA 90012
Planning4LA.org
T: (213) 202-5411
E-NEWS

On Wed, Jan 26, 2022 at 10:19 AM Heather Bleemers <Heather.Bleemers@lacity.org> wrote:

Good morning, Lisa,

Alex confirmed that the project meets the criteria of a Tier 3 TOC project. We will triple check and I will cc you on my response.

Thank you!

- Heather

On Wed, Jan 26, 2022 at 7:43 AM Lisa Webber <lisa.webber@lacity.org> wrote:

Sharing this email with the Housing Services Unit as well - please include me in the response back and happy to meet on this in needed.

Thank you,
Lisa

---------- Forwarded message ---------
From: **Flora Melendez** <flora.melendez@lacity.org>
Date: Tue, Jan 25, 2022 at 3:42 PM
Subject: Fwd: Case No. DIR-2021-7095-TOC-HCA (4017 / 4021 / 4027 Radford Avenue)
To: Estineh Mailian <estineh.mailian@lacity.org>
Cc: Oliver Netburn <oliver.netburn@lacity.org>, Heather Bleemers <Heather.Bleemers@lacity.org>, Lisa Webber <lisa.webber@lacity.org>, Alexander Truong <alexander.truong@lacity.org>

Hello.

I'm forwarding an email received by Vince and staff.

Thank you.

~ Angie

LOS ANGELES CITY PLANNING

Flora (Angie) Melendez
Pronouns: She, Hers, Her
Executive Administrative Assistant III
Los Angeles City Planning
200 N. Spring St., Room 425
Los Angeles, CA 90012
T: (213) 978-1271 | F: (213) 978-1275
Planning4LA.org
E-NEWS

---------- Forwarded message ---------
From: **Vince Bertoni** <vince.bertoni@lacity.org>
Date: Tue, Jan 25, 2022 at 9:23 AM
Subject: Fwd: Case No. DIR-2021-7095-TOC-HCA (4017 / 4021 / 4027 Radford Avenue)
To: Flora Melendez <flora.melendez@lacity.org>

LOS ANGELES CITY PLANNING

Vincent P. Bertoni, AICP
Pronouns: He, His, Him
Director of Planning
Los Angeles City Planning
200 N. Spring St., Room 425-C
Los Angeles, CA 90012

T: (213) 978-1271
Planning4LA.org
E-NEWS

---------- Forwarded message ---------
From: **Barry Johnson** <bjohnson4166@sbcglobal.net>
Date: Tue, Jan 25, 2022 at 9:19 AM
Subject: Case No. DIR-2021-7095-TOC-HCA (4017 / 4021 / 4027 Radford Avenue)
To: Heather Bleemers <heather.bleemers@lacity.org>
Cc: Oliver Netburn <oliver.netburn@lacity.org>, Alex Truong <alexander.truong@lacity.org>, Vince Bertoni <vince.bertoni@lacity.org>, Randy Fried - SCNC President <rfried@studiocitync.org>

Dear Heather,

Case No. DIR-2021-7095-TOC-HCA does not qualify for the "Tier 3" Transit Oriented Communities Affordable Housing Incentive Program. See Page 5 of Los Angeles City Planning Department document: https://planning.lacity.org/ordinances/docs/toc/TOCGuidelines.pdf

"Tier 3" requires the intersection of a Regular Bus and a Rapid Bus. There is no "Rapid Bus" going through the Ventura Boulevard / Laurel Canyon Boulevard intersection.

Furthermore, Case No. DIR-2021-7095-TOC-HCA (4017 / 4021 / 4027 Radford Avenue), does not qualify for "Tier 1" or "Tier 2" either. There are *not* 2 or more non-Rapid Bus lines at this intersection with at least 15 minute average peak headways (again from your chart on Page 5 of your document). Metro Line 240 is the only bus route that has 15 minute or less average peak headways.
Metro 150 schedule: https://media.metro.net/documents/line-schedules/line-240_1624820005.pdf

Metro 218 and Metro 230 intersect with Metro Line 240 at Ventura Boulevard and Laurel Canyon Boulevard but they *do not* have 15 minute or less average peak headways.
Metro 218 schedule: https://media.metro.net/documents/40b632e0-32c3-4ce9-bfd3-b0942199b71d.pdf
Metro 230 schedule: https://cdn.beta.metro.net/wp-content/uploads/2021/12/17153024/230_TT_12-19-21.pdf

At the top of Page 13 of your Determination Letter https://planning.lacity.org/pdiscaseinfo/document/MTY5NDU0/1823a02c-5d95-4003-95c4-258347c32f18/pdd you state:

2. ***Major Transit Stop.*** *A housing Development shall be located on a lot, any portion of which must be located within 2640 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 stations or bus routes may be existing, under construction or included in the most recent Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP). The subject property is located less than 1/2 mile from the Laurel Canyon Boulevard and Ventura Boulevard intersection which includes the intersection of the LADOT DASH Van Nuys/Studio City and the Metro Next Gen Tier 1 Rapid Line 150/240 **[150 is in the West Valley, not here in Studio City, and the 240 is NOT a Rapid Line]** and is therefore defined as a Major Transit Stop. Therefore, the project meets the eligibility requirement for proximity to a Major Transit Stop.

Additionally, the LADOT DASH Van Nuys/Studio City line at this intersection *does not* operate with at least 15 minute average peak headways (again from your chart on Page 5 of your document). The LADOT DASH Van Nuys/Studio City line operates at 30 minute intervals.

LADOT DASH Van Nuys/Studio City line frequency schedule (Scroll down to "Van Nuys/Studio City"):

DASH SERVICE FREQUENCY

ROUTES	FREQUENCY		
	WEEKDAY SERVICE EVERY	SATURDAY SERVICE EVERY	SUNDAY SERVICE EVERY
Downtown A	7 min	NA	NA
Downtown B	8 min	NA	NA
Downtown D	5-15 min	NA	NA
Downtown E	5 min	6 min	15 min
Downtown F	10 min	20 min	20 min
Beachwood Canyon	25 min	25 min	NA
Boyle Heights/East LA	20 min	30 min	NA
Chesterfield Square	20 min	20 min	20 min

Crenshaw	30 min	30 min	NA
El Sereno/City Terrace	15-25 min	20-25 min	25 min*
Fairfax	30 min	30 min	NA
Highland Park/Eagle Rock	20 min	20 min	NA
Hollywood	30 min	30 min	NA
Hollywood/Wilshire	25-30 min	NA	NA
Larchmont Shuttle	12 min	NA	NA
King-East	20 min	20 min	NA
Leimert/Slauson	25 min	25 min	NA
Lincoln Heights/Chinatown	30 min	30 min	NA
Los Feliz	15-20 min	NA	NA
Midtown	30 min	30 min	NA
Northridge/Reseda	15 min	15-30 min	NA
Observatory	20 min	35 min	35 min
Panorama City/Van Nuys	20 min	20 min	20 min*
Pico Union/Echo Park	10-12 min	12-15 min	12-15 min*
Pueblo del Rio	20 min	20 min	NA
San Pedro	20 min	20 min	30 min*
Southeast	20 min	20 min	20 min
Van Nuys/Studio City	**30 min**	**30 min**	**NA**
Vermont/Main	20 min	20 min	NA
Watts	20 min	20 min	NA
Wilmington	15 min	15 min	15 min
Wilshire Center/Koreatown	20 min	20 min	20 min*

*Also operates on holidays

So with all the above information, this Case No. DIR-2021-7095-TOC-HCA does not qualify for the "Tier 3" Transit Oriented Communities Affordable Housing Incentive Program, nor does it qualify for "Tier 1" or "Tier 2"

I look forward to your response to correcting this matter.

Sincerely,

Barry Johnson
Studio City Neighborhood Council
Transportation Committee Chair

--

LOS ANGELES CITY PLANNING

Lisa M. Webber, AICP
Deputy Director
Los Angeles City Planning
200 N. Spring St., Room 525
Los Angeles, CA 90012
Planning4LA.org
T: (213) 978-1274 | C: (213) 200-4382
E: lisa.webber@lacity.org
E-NEWS

--

Oliver Netburn
City Planner
Los Angeles City Planning
200 N. Spring St., Room 763
Los Angeles, CA 90012
Planning4LA.org
T: (213) 978-1382

Heather Bleemers <Heather.Bleemers@lacity.org> Mon, Jan 31, 2022 at 10:06 AM
To: Barry Johnson <bjohnson4166@sbcglobal.net>
Cc: Oliver Netburn <oliver.netburn@lacity.org>, Alex Truong <alexander.truong@lacity.org>, Vince Bertoni <vince.bertoni@lacity.org>, Randy Fried - SCNC President <rfried@studiocitync.org>, Lisa Sarkin <lsarkin@studiocitync.org>

Good morning, Barry,

Thank you for bringing this to my attention. I hope that the following explanation helps to answer your questions and shed light on our tier verification process. As indicated in the Letter of Determination dated 1/20/2022 for this project, the TOC Tier was determined in conformance with the TOC Guidelines. The site is eligible for TOC Tier 3 since it is located less than 750 feet from a Major Transit Stop at Ventura Blvd and Laurel Canyon Blvd.

The Qualifiers for this Major Transit Stop are as follows:

Qualifier 1: Metro 240 NextGen Tier 1 Rapid
The first transportation qualifier is a Rapid Bus. This term is broadly defined within the TOC guidelines and includes several characteristics such as dedicated bus lanes, branded vehicles and stations, high frequency, limited stops at major intersections; to name a few. This includes The Metro Next Gen Tier 1 Rapid line 240 as this is the Rapid Bus that services this intersection. The NextGen system includes a new bus classification system with different Tier levels. Tier 1 is the highest quality bus NextGen line and will replace current Rapid Bus lines as they are discontinued. Tier 1 routes are planned to achieve service interval levels of at least ten minutes throughout the weekday daytime. The 240 bus has 10-minute service intervals in both directions.

Note that the service intervals are calculated based on the number of trips between the peak times of 6:00-9:00 am and 3:00-7:00 pm. "A trip is included if its median time falls within the peak hour" (Per TOC Guidelines Appendix A). The NextGen Tier 1 Rapid Line is based on Metro's classification and is also documented in our Departmental memo dated 3/25/2021, see attached.

Qualifier 2: DASH Van Nuys/Studio City
City Council Action and Mayor Concurrence in October, 2018 (Council File 18-0244) approved the Transportation Committee Report relative to implementing Transit Service Analysis Phase One recommendations to expand various transit services; one of which includes the increase of DASH bus frequency to every 15 minutes during the weekdays. This enhancement is included in the Southern California Association of Governments' (SCAG) Regional Transportation Plan (RTP). Although the chart you referenced notes differently, the plan is for the line to achieve at least 15 minute average peak headways. You can access the Council File here for more information.

As evidenced above, these two transportation qualifiers are within 750 feet of the project site, and as such, the project qualifies as a Tier 3 project. I hope that this addresses your concerns. Please let me know if you have any questions.

Best,

Heather Bleemers

[Quoted text hidden]

Transit Service During The COVID-19 Pandemic.pdf
79K

Barry Johnson <bjohnson4166@sbcglobal.net> Mon, Jan 31, 2022 at 10:29 AM
Reply-To: Barry Johnson <bjohnson4166@sbcglobal.net>
To: Heather Bleemers <heather.bleemers@lacity.org>
Cc: Oliver Netburn <oliver.netburn@lacity.org>, Alex Truong <alexander.truong@lacity.org>, Vince Bertoni <vince.bertoni@lacity.org>, Lisa Webber <lisa.webber@lacity.org>, Randy Fried - SCNC President <rfried@studiocitync.org>, Alan Dymond - SCRA President <dymondscra34@gmail.com>, Lisa Sarkin <lssarkin@gmail.com>

Dear Heather,

Yes, the 240 is a "Qualifier" because it has "10-minute service intervals in both directions", BUT, the DASH Van Nuys/Studio City bus line does not have 15 minute or less service intervals in both directions. It is NOT a "qualifier". Therefore NO TOC Tiers would qualify from the intersection of Ventura and Laurel Canyon.

Please have your bosses look at the DASH bus scheduling below. I look forward to yours and their response,

Barry

DASH VAN NUYS/STUDIO CITY, CLOCKWISE, WEEKDAY
EVERY 30 MINUTES

	A Leaves Laurel Canyon Blvd. & Ventura Blvd.	B Moorpark St. & Coldwater Canyon Ave.	C Hazeltine Ave. & Riverside Dr.	D Sylvan St. & Sylmar Ave.	E Fulton Ave. & Hatteras St.	F Coldwater Canyon Ave. & Magnolia Blvd.	A Arrives Laurel Canyon Blvd. & Ventura Blvd.
A. M.	–	–	–	5:55	6:05	6:14	6:23
A. M.	6:00	6:07	6:15	6:25	6:35	6:44	6:53
A. M.	6:30	6:37	6:45	6:55	7:05	7:14	7:23
A. M.	7:00	7:07	7:15	7:25	7:35	7:44	7:53
A. M.	7:30	7:37	7:45	7:55	8:05	8:14	8:23
A. M.	8:00	8:07	8:15	8:25	8:35	8:44	8:53
A. M.	8:30	8:37	8:45	8:55	9:05	9:14	9:23
A. M.	9:00	9:07	9:15	9:25	9:35	9:44	9:53
A. M.	9:30	9:37	9:45	9:55	10:05	10:14	10:23
A. M.	10:00	10:07	10:15	10:25	10:35	10:44	10:53
A. M.	10:30	10:37	10:45	10:55	11:05	11:14	11:23
A. M.	11:00	11:07	11:15	11:25	11:35	11:44	11:53
A. M.	11:30	11:37	11:45	11:55	–	–	–
P. M.	–	–	–	–	12:05	12:14	12:23
P. M.	12:00	12:07	12:15	12:25	12:35	12:44	12:53
P. M.	12:30	12:37	12:45	12:55	1:05	1:14	1:23
P. M.	1:00	1:07	1:15	1:25	1:35	1:44	1:53
P. M.	1:30	1:37	1:45	1:55	2:05	2:14	2:23
P. M.	2:00	2:07	2:15	2:25	2:35	2:44	2:53
P. M.	2:30	2:37	2:45	2:55	3:05	3:14	3:23
P. M.	3:00	3:07	3:15	3:25	3:35	3:44	3:53

P.M. times are indicated in bold type.

	A Leaves Laurel Canyon Blvd. & Ventura Blvd.	B Moorpark St. & Coldwater Canyon Ave.	C Hazeltine Ave. & Riverside Dr.	D Sylvan St. & Sylmar Ave.	E Fulton Ave. & Hatteras St.	F Coldwater Canyon Ave. & Magnolia Blvd.	A Arrives Laurel Canyon Blvd. & Ventura Blvd.
P. M.	3:30	3:37	3:45	3:55	4:05	4:14	4:23
P. M.	4:00	4:07	4:15	4:25	4:35	4:44	4:53
P. M.	4:30	4:37	4:45	4:55	5:05	5:14	5:23
P. M.	5:00	5:07	5:15	5:25	5:35	5:44	5:53
P. M.	5:30	5:37	5:45	5:55	6:05	6:14	6:23
P. M.	6:00	6:07	6:15	6:25	6:35	6:44	6:53
P. M.	6:30	6:37	6:45	6:55	7:05	7:14	7:23
P. M.	7:00	7:07	7:15	7:25	–	–	–

P.M. times are indicated in bold type.

DASH VAN NUYS/STUDIO CITY, COUNTERCLOCKWISE, WEEKDAY EVERY 30 MINUTES

	A Leaves Ventura Blvd. & Laurel Canyon Blvd.	F Coldwater Canyon Ave. & Magnolia Blvd.	E Fulton Ave. & Hatteras St.	D Sylvan St. & Sylmar Ave.	C Hazeltine Ave. & Riverside Dr.	B Moorpark St. & Coldwater Canyon Ave.	A Arrives Ventura Blvd. & Laurel Canyon Blvd.
A. M.	–	–	–	6:00	6:09	6:18	6:25
A. M.	6:00	6:10	6:18	6:28	6:37	6:46	6:53
A. M.	6:30	6:40	6:48	6:58	7:07	7:16	7:23
A. M.	7:00	7:10	7:18	7:28	7:37	7:46	7:53
A. M.	7:30	7:40	7:48	7:58	8:07	8:16	8:23
A. M.	8:00	8:10	8:18	8:28	8:37	8:46	8:53
A. M.	8:30	8:40	8:48	8:58	9:07	9:16	9:23
A. M.	9:00	9:10	9:18	9:28	9:37	9:46	9:53
A. M.	9:30	9:40	9:48	9:58	10:07	10:16	10:23
A. M.	10:00	10:10	10:18	10:28	10:37	10:46	10:53

P.M. times are indicated in bold type.

	A Leaves Ventura Blvd. & Laurel Canyon Blvd.	F Coldwater Canyon Ave. & Magnolia Blvd.	E Fulton Ave. & Hatteras St.	D Sylvan St. & Sylmar Ave.	C Hazeltine Ave. & Riverside Dr.	B Moorpark St. & Coldwater Canyon Ave.	A Arrives Ventura Blvd. & Laurel Canyon Blvd.
A. M.	10:30	10:40	10:48	10:58	11:07	11:16	11:23
A. M.	11:00	11:10	11:18	11:28	11:37	11:46	11:53
A. M.	11:30	11:40	11:48	11:58	–	–	–
P. M.	–	–	–	–	12:07	12:16	12:23
P. M.	12:00	12:10	12:18	12:28	12:37	12:46	12:53
P. M.	12:30	12:40	12:48	12:58	1:07	1:16	1:23
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P. M.	3:30	3:40	3:48	3:58	4:07	4:16	4:23
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P. M.	6:30	6:40	6:48	6:58	7:07	7:16	7:23
P. M.	7:00	7:10	7:18	7:28	–	–	–

P.M. times are indicated in bold type.

On Monday, January 31, 2022, 10:07:16 AM PST, Heather Bleemers <heather.bleemers@lacity.org> wrote:

Good morning, Barry,

Thank you for bringing this to my attention. I hope that the following explanation helps to answer your questions and shed light on our tier verification process. As indicated in the Letter of Determination dated 1/20/2022 for this project, the TOC Tier was determined in conformance with the TOC Guidelines. The site is eligible for TOC Tier 3 since it is located less than 750 feet from a Major Transit Stop at Ventura Blvd and Laurel Canyon Blvd.

The Qualifiers for this Major Transit Stop are as follows:

Qualifier 1: Metro 240 NextGen Tier 1 Rapid
The first transportation qualifier is a Rapid Bus. This term is broadly defined within the TOC guidelines and includes several characteristics such as dedicated bus lanes, branded vehicles and stations, high frequency, limited stops at major intersections; to name a few. This includes The Metro Next Gen Tier 1 Rapid line 240 as this is the Rapid Bus that services this intersection. The NextGen system includes a new bus classification system with different Tier levels. Tier 1 is the highest quality bus NextGen line and will replace current Rapid Bus lines as they are discontinued. Tier 1 routes are planned to achieve service interval levels of at least ten minutes throughout the weekday daytime. **The 240 bus has 10-minute service intervals in both directions.**

Note that the service intervals are calculated based on the number of trips between the peak times of 6:00-9:00 am and 3:00-7:00 pm. "A trip is included if its median time falls within the peak hour" (Per TOC Guidelines Appendix A). The NextGen Tier 1 Rapid Line is based on Metro's classification and is also documented in our Departmental memo dated 3/25/2021, see attached.

Qualifier 2: DASH Van Nuys/Studio City
City Council Action and Mayor Concurrence in October, 2018 (Council File 18-0244) approved the Transportation Committee Report relative to implementing Transit Service Analysis Phase One recommendations to expand various transit services; one of which includes the increase of DASH bus frequency to every 15 minutes during the weekdays. This enhancement is included in the Southern California Association of Governments' (SCAG) Regional Transportation Plan (RTP). Although the chart you referenced notes differently, the plan is for the line to achieve at least 15 minute average peak headways. You can access the Council File here for more information.

As evidenced above, these two transportation qualifiers are within 750 feet of the project site, and as such, the project qualifies as a Tier 3 project. I hope that this addresses your concerns. Please let me know if you have any questions.

Best,

Heather Bleemers

On Tue, Jan 25, 2022 at 9:19 AM Barry Johnson <bjohnson4166@sbcglobal.net> wrote:

> Dear Heather,
>
> Case No. DIR-2021-7095-TOC-HCA does not qualify for the "Tier 3" Transit Oriented Communities Affordable Housing Incentive Program. See Page 5 of Los Angeles City Planning Department document: https://planning.lacity.org/ordinances/docs/toc/TOCGuidelines.pdf
>
> "Tier 3" requires the intersection of a Regular Bus and a Rapid Bus. There is no "Rapid Bus" going through the Ventura Boulevard / Laurel Canyon Boulevard intersection.
>
> Furthermore, Case No. DIR-2021-7095-TOC-HCA (4017 / 4021 / 4027 Radford Avenue), does not qualify for "Tier 1" or "Tier 2" either. There are *not* 2 or more non-Rapid Bus lines at this intersection with at least 15 minute average peak headways (again from your chart on Page 5 of your document). Metro Line 240 is the only bus route that has 15 minute or less average peak headways.
> **Metro 150 schedule:** https://media.metro.net/documents/line-schedules/line-240_1624820005.pdf
>
> Metro 218 and Metro 230 intersect with Metro Line 240 at Ventura Boulevard and Laurel Canyon Boulevard but they *do not* have 15 minute or less average peak headways.
> **Metro 218 schedule:** https://media.metro.net/documents/40b632e0-32c3-4ce9-bfd3-b0942199b71d.pdf
> **Metro 230 schedule:** https://cdn.beta.metro.net/wp-content/uploads/2021/12/17153024/230_TT_12-19-21.pdf
>
> At the top of Page 13 of your Determination Letter https://planning.lacity.org/pdiscaseinfo/document/MTY5NDU0/1823a02c-5d95-4003-95c4-258347c32f18/pdd you state:
>
> 2. ***Major Transit Stop.*** *A housing Development shall be located on a lot, any portion of which must be located within 2640 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 stations or bus routes may be existing, under construction or included in the most recent Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP). The subject property is located less than 1/2 mile from the Laurel Canyon Boulevard and Ventura Boulevard intersection which includes the intersection of the LADOT DASH Van Nuys/Studio City and the Metro Next Gen Tier 1 Rapid Line 150/240 **[150 is in the West Valley, not here in Studio City, and the 240 is NOT a Rapid Line]** and is therefore defined as a Major Transit Stop. Therefore, the project meets the eligibility requirement for proximity to a Major Transit Stop.
>
> Additionally, the LADOT DASH Van Nuys/Studio City line at this intersection *does not* operate with at least 15 minute average peak headways (again from your chart on Page 5 of your document). The LADOT DASH Van Nuys/Studio City line operates at 30 minute intervals.
>
> **LADOT DASH Van Nuys/Studio City line frequency schedule (Scroll down to "Van Nuys/Studio City"):**
>
> DASH SERVICE FREQUENCY
>
> | ROUTES | FREQUENCY |
> |---|---|

	WEEKDAY SERVICE EVERY	SATURDAY SERVICE EVERY	SUNDAY SERVICE EVERY
Downtown A	7 min	NA	NA
Downtown B	8 min	NA	NA
Downtown D	5-15 min	NA	NA
Downtown E	5 min	6 min	15 min
Downtown F	10 min	20 min	20 min
Beachwood Canyon	25 min	25 min	NA
Boyle Heights/East LA	20 min	30 min	NA
Chesterfield Square	20 min	20 min	20 min
Crenshaw	30 min	30 min	NA
El Sereno/City Terrace	15-25 min	20-25 min	25 min*
Fairfax	30 min	30 min	NA
Highland Park/Eagle Rock	20 min	20 min	NA
Hollywood	30 min	30 min	NA
Hollywood/Wilshire	25-30 min	NA	NA
Larchmont Shuttle	12 min	NA	NA
King-East	20 min	20 min	NA
Leimert/Slauson	25 min	25 min	NA
Lincoln Heights/Chinatown	30 min	30 min	NA
Los Feliz	15-20 min	NA	NA
Midtown	30 min	30 min	NA
Northridge/Reseda	15 min	15-30 min	NA
Observatory	20 min	35 min	35 min
Panorama City/Van Nuys	20 min	20 min	20 min*
Pico Union/Echo Park	10-12 min	12-15 min	12-15 min*
Pueblo del Rio	20 min	20 min	NA
San Pedro	20 min	20 min	30 min*
Southeast	20 min	20 min	20 min
Van Nuys/Studio City	**30 min**	**30 min**	**NA**
Vermont/Main	20 min	20 min	NA
Watts	20 min	20 min	NA
Wilmington	15 min	15 min	15 min
Wilshire Center/Koreatown	20 min	20 min	20 min*

*Also operates on holidays

So with all the above information, this Case No. DIR-2021-7095-TOC-HCA does not qualify for the "Tier 3" Transit Oriented Communities Affordable Housing Incentive Program, nor does it qualify for "Tier 1" or "Tier 2"

I look forward to your response to correcting this matter.

Sincerely,

Barry Johnson
Studio City Neighborhood Council
Transportation Committee Chair

Transit Service During The COVID-19 Pandemic.pdf
79K

Alexander Truong <alexander.truong@lacity.org> Mon, Jan 31, 2022 at 10:44 AM
To: Meg Healy <meg.healy@lacity.org>, Mashael Majid <mashael.majid@lacity.org>, Jorge Plascencia <jorge.plascencia@lacity.org>

---------- Forwarded message ---------
From: **Barry Johnson** <bjohnson4166@sbcglobal.net>
Date: Mon, Jan 31, 2022 at 10:29 AM
Subject: Re: Case No. DIR-2021-7095-TOC-HCA (4017 / 4021 / 4027 Radford Avenue)
To: Heather Bleemers <heather.bleemers@lacity.org>
Cc: Oliver Netburn <oliver.netburn@lacity.org>, Alex Truong <alexander.truong@lacity.org>, Vince Bertoni <vince.bertoni@lacity.org>, Lisa Webber <lisa.webber@lacity.org>, Randy Fried - SCNC President <rfried@studiocitync.org>, Alan Dymond - SCRA President <dymondscra34@gmail.com>, Lisa Sarkin <lssarkin@gmail.com>

Dear Heather,

Yes, the 240 is a "Qualifier" because it has "10-minute service intervals in both directions", BUT, the DASH Van Nuys/Studio City bus line does not have 15 minute or less service intervals in both directions. It is NOT a "qualifier". Therefore NO TOC Tiers would qualify from the intersection of Ventura and Laurel Canyon.

Please have your bosses look at the DASH bus scheduling below. I look forward to yours and their response,

Barry

DASH VAN NUYS/STUDIO CITY, CLOCKWISE, WEEKDAY EVERY 30 MINUTES

	A Leaves Laurel Canyon Blvd. & Ventura Blvd.	B Moorpark St. & Coldwater Canyon Ave.	C Hazeltine Ave. & Riverside Dr.	D Sylvan St. & Sylmar Ave.	E Fulton Ave. & Hatteras St.	F Coldwater Canyon Ave. & Magnolia Blvd.	A Arrives Laurel Canyon Blvd. & Ventura Blvd.
A. M.	–	–	–	5:55	6:05	6:14	6:23
A. M.	6:00	6:07	6:15	6:25	6:35	6:44	6:53
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A. M.	11:30	11:37	11:45	11:55	–	–	–
P. M.	–	–	–	–	12:05	12:14	12:23
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On Monday, January 31, 2022, 10:07:16 AM PST, Heather Bleemers <heather.bleemers@lacity.org> wrote:

Good morning, Barry,

Thank you for bringing this to my attention. I hope that the following explanation helps to answer your questions and shed light on our tier verification process. As indicated in the Letter of Determination dated 1/20/2022 for this project, the TOC Tier was determined in conformance with the TOC Guidelines. The site is eligible for TOC Tier 3 since it is located less than 750 feet from a Major Transit Stop at Ventura Blvd and Laurel Canyon Blvd.

The Qualifiers for this Major Transit Stop are as follows:

Qualifier 1: Metro 240 NextGen Tier 1 Rapid
The first transportation qualifier is a Rapid Bus. This term is broadly defined within the TOC guidelines and includes several characteristics such as dedicated bus lanes, branded vehicles and stations, high frequency, limited stops at major intersections; to name a few. This includes The Metro Next Gen Tier 1 Rapid line 240 as this is the Rapid Bus that services this intersection. The NextGen system includes a new bus classification system with different Tier levels. Tier 1 is the highest quality bus NextGen line and will replace current Rapid Bus lines as they are discontinued. Tier 1 routes are planned to achieve service interval levels of at least ten minutes throughout the weekday daytime. **The 240 bus has 10-minute service intervals in both directions.**

Note that the service intervals are calculated based on the number of trips between the peak times of 6:00-9:00 am and 3:00-7:00 pm. "A trip is included if its median time falls within the peak hour" (Per TOC Guidelines Appendix A). The NextGen Tier 1 Rapid Line is based on Metro's classification and is also documented in our Departmental memo dated 3/25/2021, see attached.

Qualifier 2: DASH Van Nuys/Studio City
City Council Action and Mayor Concurrence in October, 2018 (Council File 18-0244) approved the Transportation Committee Report relative to implementing Transit Service Analysis Phase One recommendations to expand various transit services; one of which includes the increase of DASH bus frequency to every 15 minutes during the weekdays. This enhancement is included in the Southern California Association of Governments' (SCAG) Regional Transportation Plan (RTP). Although the chart you referenced notes differently, the plan is for the line to achieve at least 15 minute average peak headways. You can access the Council File here for more information.

As evidenced above, these two transportation qualifiers are within 750 feet of the project site, and as such, the project qualifies as a Tier 3 project. I hope that this addresses your concerns. Please let me know if you have any questions.

Best,

Heather Bleemers

On Tue, Jan 25, 2022 at 9:19 AM Barry Johnson <bjohnson4166@sbcglobal.net> wrote:

> Dear Heather,
>
> Case No. DIR-2021-7095-TOC-HCA does not qualify for the "Tier 3" Transit Oriented Communities Affordable Housing Incentive Program. See Page 5 of Los Angeles City Planning Department document: https://planning.lacity.org/ordinances/docs/toc/TOCGuidelines.pdf

"Tier 3" requires the intersection of a Regular Bus and a Rapid Bus. There is no "Rapid Bus" going through the Ventura Boulevard / Laurel Canyon Boulevard intersection.

Furthermore, Case No. DIR-2021-7095-TOC-HCA (4017 / 4021 / 4027 Radford Avenue), does not qualify for "Tier 1" or "Tier 2" either. There are *not* 2 or more non-Rapid Bus lines at this intersection with at least 15 minute average peak headways (again from your chart on Page 5 of your document). Metro Line 240 is the only bus route that has 15 minute or less average peak headways.
Metro 150 schedule: https://media.metro.net/documents/line-schedules/line-240_1624820005.pdf

Metro 218 and Metro 230 intersect with Metro Line 240 at Ventura Boulevard and Laurel Canyon Boulevard but they *do not* have 15 minute or less average peak headways.
Metro 218 schedule: https://media.metro.net/documents/40b632e0-32c3-4ce9-bfd3-b0942199b71d.pdf
Metro 230 schedule: https://cdn.beta.metro.net/wp-content/uploads/2021/12/17153024/230_TT_12-19-21.pdf

At the top of Page 13 of your Determination Letter https://planning.lacity.org/pdiscaseinfo/document/MTY5NDU0/1823a02c-5d95-4003-95c4-258347c32f18/pdd you state:

2. ***Major Transit Stop.*** *A housing Development shall be located on a lot, any portion of which must be located within 2640 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 stations or bus routes may be existing, under construction or included in the most recent Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP). The subject property is located less than 1/2 mile from the Laurel Canyon Boulevard and Ventura Boulevard intersection which includes the intersection of the LADOT DASH Van Nuys/Studio City and the Metro Next Gen Tier 1 Rapid Line 150/240 **[150 is in the West Valley, not here in Studio City, and the 240 is NOT a Rapid Line]** and is therefore defined as a Major Transit Stop. Therefore, the project meets the eligibility requirement for proximity to a Major Transit Stop.

Additionally, the LADOT DASH Van Nuys/Studio City line at this intersection *does not* operate with at least 15 minute average peak headways (again from your chart on Page 5 of your document). The LADOT DASH Van Nuys/Studio City line operates at 30 minute intervals.

LADOT DASH Van Nuys/Studio City line frequency schedule (Scroll down to "Van Nuys/Studio City"):

DASH SERVICE FREQUENCY

ROUTES	FREQUENCY		
	WEEKDAY SERVICE EVERY	SATURDAY SERVICE EVERY	SUNDAY SERVICE EVERY
Downtown A	7 min	NA	NA
Downtown B	8 min	NA	NA
Downtown D	5-15 min	NA	NA
Downtown E	5 min	6 min	15 min
Downtown F	10 min	20 min	20 min
Beachwood Canyon	25 min	25 min	NA
Boyle Heights/East LA	20 min	30 min	NA
Chesterfield Square	20 min	20 min	20 min
Crenshaw	30 min	30 min	NA
El Sereno/City Terrace	15-25 min	20-25 min	25 min*
Fairfax	30 min	30 min	NA
Highland Park/Eagle Rock	20 min	20 min	NA
Hollywood	30 min	30 min	NA
Hollywood/Wilshire	25-30 min	NA	NA
Larchmont Shuttle	12 min	NA	NA
King-East	20 min	20 min	NA
Leimert/Slauson	25 min	25 min	NA
Lincoln Heights/Chinatown	30 min	30 min	NA
Los Feliz	15-20 min	NA	NA

Midtown	30 min	30 min	NA
Northridge/Reseda	15 min	15-30 min	NA
Observatory	20 min	35 min	35 min
Panorama City/Van Nuys	20 min	20 min	20 min*
Pico Union/Echo Park	10-12 min	12-15 min	12-15 min*
Pueblo del Rio	20 min	20 min	NA
San Pedro	20 min	20 min	30 min*
Southeast	20 min	20 min	20 min
Van Nuys/Studio City	**30 min**	**30 min**	**NA**
Vermont/Main	20 min	20 min	NA
Watts	20 min	20 min	NA
Wilmington	15 min	15 min	15 min
Wilshire Center/Koreatown	20 min	20 min	20 min*

*Also operates on holidays

So with all the above information, this Case No. DIR-2021-7095-TOC-HCA does not qualify for the "Tier 3" Transit Oriented Communities Affordable Housing Incentive Program, nor does it qualify for "Tier 1" or "Tier 2"

I look forward to your response to correcting this matter.

Sincerely,

Barry Johnson
Studio City Neighborhood Council
Transportation Committee Chair

--

Alexander Truong
Preferred Pronouns: He, His, Him
City Planning Associate
Los Angeles City Planning
200 N. Spring St., Room 763
Los Angeles, CA. 90012
Planning4LA.org
T: (213) 978-3308

Transit Service During The COVID-19 Pandemic.pdf
79K

Barry Johnson <bjohnson4166@sbcglobal.net> Mon, Jan 31, 2022 at 10:51 AM
Reply-To: Barry Johnson <bjohnson4166@sbcglobal.net>
To: Heather Bleemers <heather.bleemers@lacity.org>
Cc: Oliver Netburn <oliver.netburn@lacity.org>, Alex Truong <alexander.truong@lacity.org>, Vince Bertoni <vince.bertoni@lacity.org>, Lisa Webber <lisa.webber@lacity.org>, Randy Fried - SCNC President <rfried@studiocitync.org>, Alan Dymond - SCRA President <dymondscra34@gmail.com>, Lisa Sarkin <lssarkin@gmail.com>

P.S. While some of the Dash lines with more ridership may increase to 15 minute intervals in the future, as per the Southern California Association of Governments' (SCAG) Regional Transportation Plan (RTP), the Van Nuys/Studio City DASH has never been included. The SCAG - RTP speaks in generalities. (15 minute intervals don't mean every line will have these intervals.) In fact, we here in Studio City have had to fight to keep 30 minute intervals for this DASH service... LADOT has even said schedule frequency might have to be reduced... and this was all said pre-pandemic. Also, your map of TOC's doesn't even show the Ventura/Laurel Canyon intersection as a TOC (See your map on Page 6 of your document: https://planning.lacity.org/ordinances/docs/TOC/TOCGuidelines.pdf

Barry

On Monday, January 31, 2022, 10:29:42 AM PST, Barry Johnson <bjohnson4166@sbcglobal.net> wrote:

Dear Heather,

Yes, the 240 is a "Qualifier" because it has "10-minute service intervals in both directions", BUT, the DASH Van Nuys/Studio City bus line does not have 15 minute or less service intervals in both directions. It is NOT a "qualifier". Therefore NO TOC Tiers would qualify from the intersection of Ventura and Laurel Canyon.

Please have your bosses look at the DASH bus scheduling below. I look forward to yours and their response,

Barry

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The Qualifiers for this Major Transit Stop are as follows:

Qualifier 1: Metro 240 NextGen Tier 1 Rapid
The first transportation qualifier is a Rapid Bus. This term is broadly defined within the TOC guidelines and includes several characteristics such as dedicated bus lanes, branded vehicles and stations, high frequency, limited stops at major intersections; to name a few. This includes The Metro Next Gen Tier 1 Rapid line 240 as this is the Rapid Bus that services this intersection. The NextGen system includes a new bus classification system with different Tier levels. Tier 1 is the highest quality bus NextGen line and will replace current Rapid Bus lines as they are discontinued. Tier 1 routes are planned to achieve service interval levels of at least ten minutes throughout the weekday daytime. **The 240 bus has 10-minute service intervals in both directions.**

Note that the service intervals are calculated based on the number of trips between the peak times of 6:00-9:00 am and 3:00-7:00 pm. "A trip is included if its median time falls within the peak hour" (Per TOC Guidelines Appendix A). The NextGen Tier 1 Rapid Line is based on Metro's classification and is also documented in our Departmental memo dated 3/25/2021, see attached.

Qualifier 2: DASH Van Nuys/Studio City
City Council Action and Mayor Concurrence in October, 2018 (Council File 18-0244) approved the Transportation Committee Report relative to implementing Transit Service Analysis Phase One recommendations to expand various transit services; one of which includes the increase of DASH bus frequency to every 15 minutes during the weekdays. This enhancement is included in the Southern California Association of Governments' (SCAG) Regional Transportation Plan (RTP). Although the chart you referenced notes differently, the plan is for the line to achieve at least 15 minute average peak headways. You can access the Council File here for more information.

As evidenced above, these two transportation qualifiers are within 750 feet of the project site, and as such, the project qualifies as a Tier 3 project. I hope that this addresses your concerns. Please let me know if you have any questions.

Best,

Heather Bleemers

On Tue, Jan 25, 2022 at 9:19 AM Barry Johnson <bjohnson4166@sbcglobal.net> wrote:

> Dear Heather,
>
> Case No. DIR-2021-7095-TOC-HCA does not qualify for the "Tier 3" Transit Oriented Communities Affordable Housing Incentive Program. See Page 5 of Los Angeles City Planning Department document: https://planning.lacity.org/ordinances/docs/toc/TOCGuidelines.pdf
>
> "Tier 3" requires the intersection of a Regular Bus and a Rapid Bus. There is no "Rapid Bus" going through the Ventura Boulevard / Laurel Canyon Boulevard intersection.
>
> Furthermore, Case No. DIR-2021-7095-TOC-HCA (4017 / 4021 / 4027 Radford Avenue), does not qualify for "Tier 1" or "Tier 2" either. There are *not* 2 or more non-Rapid Bus lines at this intersection with at least 15 minute average peak headways (again from your chart on Page 5 of your document). Metro Line 240 is the only bus route that has 15 minute or less average peak headways.
> **Metro 150 schedule:** https://media.metro.net/documents/line-schedules/line-240_1624820005.pdf
>
> Metro 218 and Metro 230 intersect with Metro Line 240 at Ventura Boulevard and Laurel Canyon Boulevard but they *do not* have 15 minute or less average peak headways.
> **Metro 218 schedule:** https://media.metro.net/documents/40b632e0-32c3-4ce9-bfd3-b0942199b71d.pdf
> **Metro 230 schedule:** https://cdn.beta.metro.net/wp-content/uploads/2021/12/17153024/230_TT_12-19-21.pdf
>
> At the top of Page 13 of your Determination Letter https://planning.lacity.org/pdiscaseinfo/document/MTY5NDU0/1823a02c-5d95-4003-95c4-258347c32f18/pdd you state:
>
> 2. ***Major Transit Stop.*** *A housing Development shall be located on a lot, any portion of which must be located within 2640 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 stations or bus routes may be existing, under construction or included in the most recent Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP). The subject property is located less than 1/2 mile from the Laurel Canyon Boulevard and Ventura Boulevard intersection which includes the intersection of the LADOT DASH Van Nuys/Studio City and the Metro Next Gen Tier 1 Rapid Line 150/240 **[150 is in the West Valley, not here in Studio City, and the 240 is NOT a Rapid Line]** and is therefore defined as a Major Transit Stop. Therefore, the project meets the eligibility requirement for proximity to a Major Transit Stop.
>
> Additionally, the LADOT DASH Van Nuys/Studio City line at this intersection *does not* operate with at least 15 minute average peak headways (again from your chart on Page 5 of your document). The LADOT DASH Van Nuys/Studio City line operates at 30 minute intervals.
>
> **LADOT DASH Van Nuys/Studio City line frequency schedule (Scroll down to "Van Nuys/Studio City"):**

DASH SERVICE FREQUENCY

ROUTES	FREQUENCY		
	WEEKDAY SERVICE EVERY	SATURDAY SERVICE EVERY	SUNDAY SERVICE EVERY
Downtown A	7 min	NA	NA
Downtown B	8 min	NA	NA
Downtown D	5-15 min	NA	NA
Downtown E	5 min	6 min	15 min
Downtown F	10 min	20 min	20 min
Beachwood Canyon	25 min	25 min	NA
Boyle Heights/East LA	20 min	30 min	NA
Chesterfield Square	20 min	20 min	20 min
Crenshaw	30 min	30 min	NA
El Sereno/City Terrace	15-25 min	20-25 min	25 min*
Fairfax	30 min	30 min	NA
Highland Park/Eagle Rock	20 min	20 min	NA
Hollywood	30 min	30 min	NA
Hollywood/Wilshire	25-30 min	NA	NA
Larchmont Shuttle	12 min	NA	NA
King-East	20 min	20 min	NA
Leimert/Slauson	25 min	25 min	NA
Lincoln Heights/Chinatown	30 min	30 min	NA
Los Feliz	15-20 min	NA	NA
Midtown	30 min	30 min	NA
Northridge/Reseda	15 min	15-30 min	NA
Observatory	20 min	35 min	35 min
Panorama City/Van Nuys	20 min	20 min	20 min*
Pico Union/Echo Park	10-12 min	12-15 min	12-15 min*
Pueblo del Rio	20 min	20 min	NA
San Pedro	20 min	20 min	30 min*
Southeast	20 min	20 min	20 min
Van Nuys/Studio City	**30 min**	**30 min**	**NA**
Vermont/Main	20 min	20 min	NA
Watts	20 min	20 min	NA
Wilmington	15 min	15 min	15 min
Wilshire Center/Koreatown	20 min	20 min	20 min*

*Also operates on holidays

So with all the above information, this Case No. DIR-2021-7095-TOC-HCA does not qualify for the "Tier 3" Transit Oriented Communities Affordable Housing Incentive Program, nor does it qualify for "Tier 1" or "Tier 2"

I look forward to your response to correcting this matter.

Sincerely,

Barry Johnson
Studio City Neighborhood Council
Transportation Committee Chair

Barry Johnson <bjohnson4166@sbcglobal.net> Fri, Feb 4, 2022 at 7:28 AM
Reply-To: Barry Johnson <bjohnson4166@sbcglobal.net>
To: Heather Bleemers <heather.bleemers@lacity.org>, Vince Bertoni <vince.bertoni@lacity.org>, "kevin.keller@lacity.org" <kevin.keller@lacity.org>, "arthi.varma@lacity.org" <arthi.varma@lacity.org>, Lisa Webber <lisa.webber@lacity.org>, Oliver Netburn <oliver.netburn@lacity.org>, Alex Truong <alexander.truong@lacity.org>
Cc: Randy Fried - SCNC President <rfried@studiocitync.org>, Alan Dymond - SCRA President <dymondscra34@gmail.com>, Lisa Sarkin - SCRA Land Use <lssarkin@gmail.com>

Hi Heather, Et al.,

I'm hoping you will be able to answer my question below from Monday regarding the Southern California Association of Government's (SCAG) Regional Transportation Plan (RTP). I still cannot find anything regarding the Van Nuys/Studio City DASH bus in the Southern California Association of Governments' (SCAG) Regional Transportation Plan (RTP).

Sincerely,

Barry Johnson
Vice-President
Studio City Residents Association

On Monday, January 31, 2022, 10:29:42 AM PST, Barry Johnson <bjohnson4166@sbcglobal.net> wrote:

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Link: https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal-plan_0.pdf?1606001176

While some of the Dash lines with more ridership might increase to 15 minute intervals in the future, (although, like I said, I can find nothing on this in the SCAG RTP), we here in Studio City have had to fight to keep 30 minute intervals for this DASH service... LADOT has even said schedule frequency might have to be reduced... and this was all said pre-pandemic. Also, your map of TOC's doesn't even show the Ventura/Laurel Canyon intersection as a TOC (See your map on Page 6 of your document: https://planning.lacity.org/ordinances/docs/TOC/TOCGuidelines.pdf

Yes, the 240 is a "Qualifier" because it has "10-minute service intervals in both directions", BUT, the DASH Van Nuys/Studio City bus line does not have 15 minute or less service intervals in both directions. It is NOT a "qualifier". Therefore NO TOC Tiers would qualify from the intersection of Ventura and Laurel Canyon.

Please have your bosses look at the DASH bus scheduling below. I look forward to yours and their response,

Barry

DASH VAN NUYS/STUDIO CITY, CLOCKWISE, WEEKDAY EVERY 30 MINUTES

	A Leaves Laurel Canyon Blvd. & Ventura Blvd.	B Moorpark St. & Coldwater Canyon Ave.	C Hazeltine Ave. & Riverside Dr.	D Sylvan St. & Sylmar Ave.	E Fulton Ave. & Hatteras St.	F Coldwater Canyon Ave. & Magnolia Blvd.	A Arrives Laurel Canyon Blvd. & Ventura Blvd.
A. M.	–	–	–	5:55	6:05	6:14	6:23
A. M.	6:00	6:07	6:15	6:25	6:35	6:44	6:53
A. M.	6:30	6:37	6:45	6:55	7:05	7:14	7:23
A. M.	7:00	7:07	7:15	7:25	7:35	7:44	7:53

P.M. times are indicated in bold type.

	A Leaves Laurel Canyon Blvd. & Ventura Blvd.	B Moorpark St. & Coldwater Canyon Ave.	C Hazeltine Ave. & Riverside Dr.	D Sylvan St. & Sylmar Ave.	E Fulton Ave. & Hatteras St.	F Coldwater Canyon Ave. & Magnolia Blvd.	A Arrives Laurel Canyon Blvd. & Ventura Blvd.
A.M.	7:30	7:37	7:45	7:55	8:05	8:14	8:23
A.M.	8:00	8:07	8:15	8:25	8:35	8:44	8:53
A.M.	8:30	8:37	8:45	8:55	9:05	9:14	9:23
A.M.	9:00	9:07	9:15	9:25	9:35	9:44	9:53
A.M.	9:30	9:37	9:45	9:55	10:05	10:14	10:23
A.M.	10:00	10:07	10:15	10:25	10:35	10:44	10:53
A.M.	10:30	10:37	10:45	10:55	11:05	11:14	11:23
A.M.	11:00	11:07	11:15	11:25	11:35	11:44	11:53
A.M.	11:30	11:37	11:45	11:55	–	–	–
P.M.	–	–	–	–	12:05	12:14	12:23
P.M.	12:00	12:07	12:15	12:25	12:35	12:44	12:53
P.M.	12:30	12:37	12:45	12:55	1:05	1:14	1:23
P.M.	1:00	1:07	1:15	1:25	1:35	1:44	1:53
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P.M.	3:30	3:37	3:45	3:55	4:05	4:14	4:23
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P.M.	5:00	5:07	5:15	5:25	5:35	5:44	5:53
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P.M. times are indicated in bold type.

	A Leaves Laurel Canyon Blvd. & Ventura Blvd.	B Moorpark St. & Coldwater Canyon Ave.	C Hazeltine Ave. & Riverside Dr.	D Sylvan St. & Sylmar Ave.	E Fulton Ave. & Hatteras St.	F Coldwater Canyon Ave. & Magnolia Blvd.	A Arrives Laurel Canyon Blvd. & Ventura Blvd.
P. M.	6:30	6:37	6:45	6:55	7:05	7:14	7:23
P. M.	7:00	7:07	7:15	7:25	–	–	–

P.M. times are indicated in bold type.

DASH VAN NUYS/STUDIO CITY, COUNTERCLOCKWISE, WEEKDAY EVERY 30 MINUTES

	A Leaves Ventura Blvd. & Laurel Canyon Blvd.	F Coldwater Canyon Ave. & Magnolia Blvd.	E Fulton Ave. & Hatteras St.	D Sylvan St. & Sylmar Ave.	C Hazeltine Ave. & Riverside Dr.	B Moorpark St. & Coldwater Canyon Ave.	A Arrives Ventura Blvd. & Laurel Canyon Blvd.
A. M.	–	–	–	6:00	6:09	6:18	6:25
A. M.	6:00	6:10	6:18	6:28	6:37	6:46	6:53
A. M.	6:30	6:40	6:48	6:58	7:07	7:16	7:23
A. M.	7:00	7:10	7:18	7:28	7:37	7:46	7:53
A. M.	7:30	7:40	7:48	7:58	8:07	8:16	8:23
A. M.	8:00	8:10	8:18	8:28	8:37	8:46	8:53
A. M.	8:30	8:40	8:48	8:58	9:07	9:16	9:23
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A. M.	10:30	10:40	10:48	10:58	11:07	11:16	11:23
A. M.	11:00	11:10	11:18	11:28	11:37	11:46	11:53
A. M.	11:30	11:40	11:48	11:58	–	–	–
P. M.	–	–	–	–	12:07	12:16	12:23
P. M.	12:00	12:10	12:18	12:28	12:37	12:46	12:53
P. M.	12:30	12:40	12:48	12:58	1:07	1:16	1:23

P.M. times are indicated in bold type.

	A Leaves Ventura Blvd. & Laurel Canyon Blvd.	F Coldwater Canyon Ave. & Magnolia Blvd.	E Fulton Ave. & Hatteras St.	D Sylvan St. & Sylmar Ave.	C Hazeltine Ave. & Riverside Dr.	B Moorpark St. & Coldwater Canyon Ave.	A Arrives Ventura Blvd. & Laurel Canyon Blvd.
P. M.	1:00	1:10	1:18	1:28	1:37	1:46	1:53
P. M.	1:30	1:40	1:48	1:58	2:07	2:16	2:23
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P. M.	6:30	6:40	6:48	6:58	7:07	7:16	7:23
P. M.	7:00	7:10	7:18	7:28	–	–	–

P.M. times are indicated in bold type.

On Monday, January 31, 2022, 10:07:16 AM PST, Heather Bleemers <heather.bleemers@lacity.org> wrote:

Good morning, Barry,

Thank you for bringing this to my attention. I hope that the following explanation helps to answer your questions and shed light on our tier verification process. As indicated in the Letter of Determination dated 1/20/2022 for this project, the TOC Tier was determined in conformance with the TOC Guidelines. The site is eligible for TOC Tier 3 since it is located less than 750 feet from a Major Transit Stop at Ventura Blvd and Laurel Canyon Blvd.

The Qualifiers for this Major Transit Stop are as follows:

Qualifier 1: Metro 240 NextGen Tier 1 Rapid
The first transportation qualifier is a Rapid Bus. This term is broadly defined within the TOC guidelines and includes several characteristics such as dedicated bus lanes, branded vehicles and stations, high frequency, limited stops at major intersections; to name a few. This includes The Metro Next Gen Tier 1 Rapid line 240 as this is the Rapid Bus that services this intersection. The NextGen system includes a new bus classification system with different Tier levels. Tier 1 is the highest quality bus NextGen line and will replace current Rapid Bus lines as they are discontinued. Tier 1 routes are planned to achieve service interval levels of at least ten minutes throughout the weekday daytime. **The 240 bus has 10-minute service intervals in both directions.**

Note that the service intervals are calculated based on the number of trips between the peak times of 6:00-9:00 am and 3:00-7:00 pm. "A trip is included if its median time falls within the peak hour" (Per TOC Guidelines Appendix A). The NextGen Tier 1 Rapid Line is based on Metro's classification and is also documented in our Departmental memo dated 3/25/2021, see attached.

Qualifier 2: DASH Van Nuys/Studio City

City Council Action and Mayor Concurrence in October, 2018 (Council File 18-0244) approved the Transportation Committee Report relative to implementing Transit Service Analysis Phase One recommendations to expand various transit services; one of which includes the increase of DASH bus frequency to every 15 minutes during the weekdays. This enhancement is included in the Southern California Association of Governments' (SCAG) Regional Transportation Plan (RTP). Although the chart you referenced notes differently, the plan is for the line to achieve at least 15 minute average peak headways. You can access the Council File here for more information.

As evidenced above, these two transportation qualifiers are within 750 feet of the project site, and as such, the project qualifies as a Tier 3 project. I hope that this addresses your concerns. Please let me know if you have any questions.

Best,

Heather Bleemers

On Tue, Jan 25, 2022 at 9:19 AM Barry Johnson <bjohnson4166@sbcglobal.net> wrote:

Dear Heather,

Case No. DIR-2021-7095-TOC-HCA does not qualify for the "Tier 3" Transit Oriented Communities Affordable Housing Incentive Program. See Page 5 of Los Angeles City Planning Department document: https://planning.lacity.org/ordinances/docs/toc/TOCGuidelines.pdf

"Tier 3" requires the intersection of a Regular Bus and a Rapid Bus. There is no "Rapid Bus" going through the Ventura Boulevard / Laurel Canyon Boulevard intersection.

Furthermore, Case No. DIR-2021-7095-TOC-HCA (4017 / 4021 / 4027 Radford Avenue), does not qualify for "Tier 1" or "Tier 2" either. There are *not* 2 or more non-Rapid Bus lines at this intersection with at least 15 minute average peak headways (again from your chart on Page 5 of your document). Metro Line 240 is the only bus route that has 15 minute or less average peak headways.
Metro 150 schedule: https://media.metro.net/documents/line-schedules/line-240_1624820005.pdf

Metro 218 and Metro 230 intersect with Metro Line 240 at Ventura Boulevard and Laurel Canyon Boulevard but they *do not* have 15 minute or less average peak headways.
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Metro 230 schedule: https://cdn.beta.metro.net/wp-content/uploads/2021/12/17153024/230_TT_12-19-21.pdf

At the top of Page 13 of your Determination Letter https://planning.lacity.org/pdiscaseinfo/document/MTY5NDU0/1823a02c-5d95-4003-95c4-258347c32f18/pdd you state:

2. ***Major Transit Stop.*** *A housing Development shall be located on a lot, any portion of which must be located within 2640 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 stations or bus routes may be existing, under construction or included in the most recent Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP). The subject property is located less than 1/2 mile from the Laurel Canyon Boulevard and Ventura Boulevard intersection which includes the intersection of the LADOT DASH Van Nuys/Studio City and the Metro Next Gen Tier 1 Rapid Line 150/240 **[150 is in the West Valley, not here in Studio City, and the 240 is NOT a Rapid Line]** and is therefore defined as a Major Transit Stop. Therefore, the project meets the eligibility requirement for proximity to a Major Transit Stop.

Additionally, the LADOT DASH Van Nuys/Studio City line at this intersection *does not* operate with at least 15 minute average peak headways (again from your chart on Page 5 of your document). The LADOT DASH Van Nuys/Studio City line operates at 30 minute intervals.

LADOT DASH Van Nuys/Studio City line frequency schedule (Scroll down to "Van Nuys/Studio City"):

DASH SERVICE FREQUENCY

ROUTES	FREQUENCY		
	WEEKDAY SERVICE EVERY	SATURDAY SERVICE EVERY	SUNDAY SERVICE EVERY
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Pico Union/Echo Park	10-12 min	12-15 min	12-15 min*
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So with all the above information, this Case No. DIR-2021-7095-TOC-HCA does not qualify for the "Tier 3" Transit Oriented Communities Affordable Housing Incentive Program, nor does it qualify for "Tier 1" or "Tier 2"

I look forward to your response to correcting this matter.

Sincerely,

Barry Johnson
Studio City Neighborhood Council
Transportation Committee Chair

Alexander Truong <alexander.truong@lacity.org> Fri, Feb 4, 2022 at 8:26 AM
To: Oliver Netburn <oliver.netburn@lacity.org>

Fyi

---------- Forwarded message ---------
From: **Barry Johnson** <bjohnson4166@sbcglobal.net>
Date: Fri, Feb 4, 2022, 7:28 AM
Subject: Re: Case No. DIR-2021-7095-TOC-HCA (4017 / 4021 / 4027 Radford Avenue)
To: Heather Bleemers <heather.bleemers@lacity.org>, Vince Bertoni <vince.bertoni@lacity.org>, kevin.keller@lacity.org <kevin.keller@lacity.org>, arthi.varma@lacity.org <arthi.varma@lacity.org>, Lisa Webber <lisa.webber@lacity.org>, Oliver Netburn <oliver.netburn@lacity.org>, Alex Truong <alexander.truong@lacity.org>

Cc: Randy Fried - SCNC President <rfried@studiocitync.org>, Alan Dymond - SCRA President <dymondscra34@gmail.com>, Lisa Sarkin - SCRA Land Use <lssarkin@gmail.com>

Hi Heather, Et al.,

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Vice-President
Studio City Residents Association

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Barry

DASH VAN NUYS/STUDIO CITY, CLOCKWISE, WEEKDAY EVERY 30 MINUTES

	A Leaves Laurel Canyon Blvd. & Ventura Blvd.	B Moorpark St. & Coldwater Canyon Ave.	C Hazeltine Ave. & Riverside Dr.	D Sylvan St. & Sylmar Ave.	E Fulton Ave. & Hatteras St.	F Coldwater Canyon Ave. & Magnolia Blvd.	A Arrives Laurel Canyon Blvd. & Ventura Blvd.
A. M.	–	–	–	5:55	6:05	6:14	6:23
A. M.	6:00	6:07	6:15	6:25	6:35	6:44	6:53
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A. M.	11:30	11:37	11:45	11:55	–	–	–
P. M.	–	–	–	–	12:05	12:14	12:23
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P. M.	2:30	2:40					

Heather Bleemers <Heather.Bleemers@lacity.org> Fri, Feb 4, 2022 at 2:36 PM
To: Barry Johnson <bjohnson4166@sbcglobal.net>
Cc: Vince Bertoni <vince.bertoni@lacity.org>, "kevin.keller@lacity.org" <kevin.keller@lacity.org>, "arthi.varma@lacity.org" <arthi.varma@lacity.org>, Lisa Webber <lisa.webber@lacity.org>, Oliver Netburn <oliver.netburn@lacity.org>, Alex Truong <alexander.truong@lacity.org>, Randy Fried - SCNC President <rfried@studiocitync.org>, Alan Dymond - SCRA President <dymondscra34@gmail.com>, Lisa Sarkin - SCRA Land Use <lssarkin@gmail.com>

Hello, Barry,

I will respond to your email shortly.

Best,

Heather

Heather Bleemers
Pronouns: She, Her, Hers
Senior City Planner
Los Angeles City Planning
200 N. Spring St., Room 763
Los Angeles, CA 90012
T: (213) 978-1322| Planning4LA.org
E-NEWS

On Fri, Feb 4, 2022 at 7:28 AM Barry Johnson <bjohnson4166@sbcglobal.net> wrote:

Hi Heather, Et al.,

I'm hoping you will be able to answer my question below from Monday regarding the Southern California Association of Government's (SCAG) Regional Transportation Plan (RTP). I still cannot find anything regarding the Van Nuys/Studio City DASH bus in the Southern California Association of Governments' (SCAG) Regional Transportation Plan (RTP).

Sincerely,

Barry Johnson
Vice-President
Studio City Residents Association

On Monday, January 31, 2022, 10:29:42 AM PST, Barry Johnson <bjohnson4166@sbcglobal.net> wrote:

Dear Heather,

I cannot find anything regarding the Van Nuys/Studio City DASH bus in the Southern California Association of Governments' (SCAG) Regional Transportation Plan (RTP).
Link: https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal-plan_0.pdf?1606001176

While some of the Dash lines with more ridership might increase to 15 minute intervals in the future, (although, like I said, I can find nothing on this in the SCAG RTP), we here in Studio City have had to fight to keep 30 minute intervals for this DASH service... LADOT has even said schedule frequency might have to be reduced... and this was all said pre-pandemic. Also, your map of TOC's doesn't even show the Ventura/Laurel Canyon intersection as a TOC (See your map on Page 6 of your document: https://planning.lacity.org/ordinances/docs/TOC/TOCGuidelines.pdf

Yes, the 240 is a "Qualifier" because it has "10-minute service intervals in both directions", BUT, the DASH Van Nuys/Studio City bus line does not have 15 minute or less service intervals in both directions. It is NOT a "qualifier". Therefore NO TOC Tiers would qualify from the intersection of Ventura and Laurel Canyon.

Please have your bosses look at the DASH bus scheduling below. I look forward to yours and their response,

Barry

DASH VAN NUYS/STUDIO CITY, CLOCKWISE, WEEKDAY EVERY 30 MINUTES

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On Monday, January 31, 2022, 10:07:16 AM PST, Heather Bleemers <heather.bleemers@lacity.org> wrote:

Good morning, Barry,

Thank you for bringing this to my attention. I hope that the following explanation helps to answer your questions and shed light on our tier verification process. As indicated in the Letter of Determination dated 1/20/2022 for this project, the TOC Tier was determined in conformance with the TOC Guidelines. The site is eligible for TOC Tier 3 since it is located less than 750 feet from a Major Transit Stop at Ventura Blvd and Laurel Canyon Blvd.

The Qualifiers for this Major Transit Stop are as follows:

Qualifier 1: Metro 240 NextGen Tier 1 Rapid
The first transportation qualifier is a Rapid Bus. This term is broadly defined within the TOC guidelines and includes several characteristics such as dedicated bus lanes, branded vehicles and stations, high frequency, limited stops at major intersections; to name a few. This includes The Metro Next Gen Tier 1 Rapid line 240 as this is the Rapid Bus that services this intersection. The NextGen system includes a new bus classification system with different Tier levels. Tier 1 is the highest quality bus NextGen line and will replace current Rapid Bus lines as they are discontinued. Tier 1 routes are planned to achieve service interval levels of at least ten minutes throughout the weekday daytime. **The 240 bus has 10-minute service intervals in both directions.**

Note that the service intervals are calculated based on the number of trips between the peak times of 6:00-9:00 am and 3:00-7:00 pm. "A trip is included if its median time falls within the peak hour" (Per TOC Guidelines Appendix A). The NextGen Tier 1 Rapid Line is based on Metro's classification and is also documented in our Departmental memo dated 3/25/2021, see attached.

Qualifier 2: DASH Van Nuys/Studio City
City Council Action and Mayor Concurrence in October, 2018 (Council File 18-0244) approved the Transportation Committee Report relative to implementing Transit Service Analysis Phase One recommendations to expand various transit services; one of which includes the increase of DASH bus frequency to every 15 minutes during the weekdays. This enhancement is included in the Southern California Association of Governments' (SCAG) Regional Transportation Plan (RTP). Although the chart you referenced notes differently, the plan is for the line to achieve at least 15 minute average peak headways. You can access the Council File here for more information.

As evidenced above, these two transportation qualifiers are within 750 feet of the project site, and as such, the project qualifies as a Tier 3 project. I hope that this addresses your concerns. Please let me know if you have any questions.

Best,

Heather Bleemers

On Tue, Jan 25, 2022 at 9:19 AM Barry Johnson <bjohnson4166@sbcglobal.net> wrote:
> Dear Heather,

Case No. DIR-2021-7095-TOC-HCA does not qualify for the "Tier 3" Transit Oriented Communities Affordable Housing Incentive Program. See Page 5 of Los Angeles City Planning Department document: https://planning.lacity.org/ordinances/docs/toc/TOCGuidelines.pdf

"Tier 3" requires the intersection of a Regular Bus and a Rapid Bus. There is no "Rapid Bus" going through the Ventura Boulevard / Laurel Canyon Boulevard intersection.

Furthermore, Case No. DIR-2021-7095-TOC-HCA (4017 / 4021 / 4027 Radford Avenue), does not qualify for "Tier 1" or "Tier 2" either. There are *not* 2 or more non-Rapid Bus lines at this intersection with at least 15 minute average peak headways (again from your chart on Page 5 of your document). Metro Line 240 is the only bus route that has 15 minute or less average peak headways.
Metro 150 schedule: https://media.metro.net/documents/line-schedules/line-240_1624820005.pdf

Metro 218 and Metro 230 intersect with Metro Line 240 at Ventura Boulevard and Laurel Canyon Boulevard but they *do not* have 15 minute or less average peak headways.
Metro 218 schedule: https://media.metro.net/documents/40b632e0-32c3-4ce9-bfd3-b0942199b71d.pdf
Metro 230 schedule: https://cdn.beta.metro.net/wp-content/uploads/2021/12/17153024/230_TT_12-19-21.pdf

At the top of Page 13 of your Determination Letter https://planning.lacity.org/pdiscaseinfo/document/MTY5NDU0/1823a02c-5d95-4003-95c4-258347c32f18/pdd you state:

2. ***Major Transit Stop.*** *A housing Development shall be located on a lot, any portion of which must be located within 2640 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 stations or bus routes may be existing, under construction or included in the most recent Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP). The subject property is located less than 1/2 mile from the Laurel Canyon Boulevard and Ventura Boulevard intersection which includes the intersection of the LADOT DASH Van Nuys/Studio City and the Metro Next Gen Tier 1 Rapid Line 150/240 **[150 is in the West Valley, not here in Studio City, and the 240 is NOT a Rapid Line]** and is therefore defined as a Major Transit Stop. Therefore, the project meets the eligibility requirement for proximity to a Major Transit Stop.

Additionally, the LADOT DASH Van Nuys/Studio City line at this intersection *does not* operate with at least 15 minute average peak headways (again from your chart on Page 5 of your document). The LADOT DASH Van Nuys/Studio City line operates at 30 minute intervals.

LADOT DASH Van Nuys/Studio City line frequency schedule (Scroll down to "Van Nuys/Studio City"):

DASH SERVICE FREQUENCY

ROUTES	FREQUENCY		
	WEEKDAY SERVICE EVERY	SATURDAY SERVICE EVERY	SUNDAY SERVICE EVERY
Downtown A	7 min	NA	NA
Downtown B	8 min	NA	NA
Downtown D	5-15 min	NA	NA
Downtown E	5 min	6 min	15 min
Downtown F	10 min	20 min	20 min
Beachwood Canyon	25 min	25 min	NA
Boyle Heights/East LA	20 min	30 min	NA
Chesterfield Square	20 min	20 min	20 min
Crenshaw	30 min	30 min	NA
El Sereno/City Terrace	15-25 min	20-25 min	25 min*
Fairfax	30 min	30 min	NA
Highland Park/Eagle Rock	20 min	20 min	NA
Hollywood	30 min	30 min	NA
Hollywood/Wilshire	25-30 min	NA	NA
Larchmont Shuttle	12 min	NA	NA
King-East	20 min	20 min	NA
Leimert/Slauson	25 min	25 min	NA

Lincoln Heights/Chinatown	30 min	30 min	NA
Los Feliz	15-20 min	NA	NA
Midtown	30 min	30 min	NA
Northridge/Reseda	15 min	15-30 min	NA
Observatory	20 min	35 min	35 min
Panorama City/Van Nuys	20 min	20 min	20 min*
Pico Union/Echo Park	10-12 min	12-15 min	12-15 min*
Pueblo del Rio	20 min	20 min	NA
San Pedro	20 min	20 min	30 min*
Southeast	20 min	20 min	20 min
Van Nuys/Studio City	**30 min**	**30 min**	**NA**
Vermont/Main	20 min	20 min	NA
Watts	20 min	20 min	NA
Wilmington	15 min	15 min	15 min
Wilshire Center/Koreatown	20 min	20 min	20 min*

*Also operates on holidays

So with all the above information, this Case No. DIR-2021-7095-TOC-HCA does not qualify for the "Tier 3" Transit Oriented Communities Affordable Housing Incentive Program, nor does it qualify for "Tier 1" or "Tier 2"

I look forward to your response to correcting this matter.

Sincerely,

Barry Johnson
Studio City Neighborhood Council
Transportation Committee Chair

Heather Bleemers <Heather.Bleemers@lacity.org> Fri, Feb 4, 2022 at 2:51 PM
To: Barry Johnson <bjohnson4166@sbcglobal.net>
Cc: Vince Bertoni <vince.bertoni@lacity.org>, "kevin.keller@lacity.org" <kevin.keller@lacity.org>, "arthi.varma@lacity.org" <arthi.varma@lacity.org>, Lisa Webber <lisa.webber@lacity.org>, Oliver Netburn <oliver.netburn@lacity.org>, Alex Truong <alexander.truong@lacity.org>, Randy Fried - SCNC President <rfried@studiocitync.org>, Alan Dymond - SCRA President <dymondscra34@gmail.com>, Lisa Sarkin - SCRA Land Use <lssarkin@gmail.com>

Good afternoon, Barry,

Please refer to this document https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal_project-list_1.pdf?1606001744 which should address your concerns about the DASH line's improvements to service headways.

Best,

Heather

Heather Bleemers
Pronouns: She, Her, Hers
Senior City Planner
Los Angeles City Planning
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Link: https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal-plan_0.pdf?1606001176

While some of the Dash lines with more ridership might increase to 15 minute intervals in the future, (although, like I said, I can find nothing on this in the SCAG RTP), we here in Studio City have had to fight to keep 30 minute intervals for this DASH service... LADOT has even said schedule frequency might have to be reduced... and this was all said pre-pandemic. Also, your map of TOC's doesn't even show the Ventura/Laurel Canyon intersection as a TOC (See your map on Page 6 of your document: https://planning.lacity.org/ordinances/docs/TOC/TOCGuidelines.pdf

Yes, the 240 is a "Qualifier" because it has "10-minute service intervals in both directions", BUT, the DASH Van Nuys/Studio City bus line does not have 15 minute or less service intervals in both directions. It is NOT a "qualifier". Therefore NO TOC Tiers would qualify from the intersection of Ventura and Laurel Canyon.

Please have your bosses look at the DASH bus scheduling below. I look forward to yours and their response,

Barry

DASH VAN NUYS/STUDIO CITY, CLOCKWISE, WEEKDAY EVERY 30 MINUTES

	A Leaves Laurel Canyon Blvd. & Ventura Blvd.	B Moorpark St. & Coldwater Canyon Ave.	C Hazeltine Ave. & Riverside Dr.	D Sylvan St. & Sylmar Ave.	E Fulton Ave. & Hatteras St.	F Coldwater Canyon Ave. & Magnolia Blvd.	A Arrives Laurel Canyon Blvd. & Ventura Blvd.
A. M.	–	–	–	5:55	6:05	6:14	6:23
A. M.	6:00	6:07	6:15	6:25	6:35	6:44	6:53
A. M.	6:30	6:37	6:45	6:55	7:05	7:14	7:23
A. M.	7:00	7:07	7:15	7:25	7:35	7:44	7:53
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A. M.	11:00	11:07	11:15	11:25	11:35	11:44	11:53

P.M. times are indicated in bold type.

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A. M.	11:30	11:37	11:45	11:55	–	–	–
P. M.	–	–	–	–	12:05	12:14	12:23
P. M.	12:00	12:07	12:15	12:25	12:35	12:44	12:53
P. M.	12:30	12:37	12:45	12:55	1:05	1:14	1:23
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DASH VAN NUYS/STUDIO CITY, COUNTERCLOCKWISE, WEEKDAY EVERY 30 MINUTES

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A. M.	–	–	–	6:00	6:09	6:18	6:25

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P. M.	7:00	7:10	7:18	7:28	–	–	–

P.M. times are indicated in bold type.

On Monday, January 31, 2022, 10:07:16 AM PST, Heather Bleemers <heather.bleemers@lacity.org> wrote:

Good morning, Barry,

Thank you for bringing this to my attention. I hope that the following explanation helps to answer your questions and shed light on our tier verification process. As indicated in the Letter of Determination dated 1/20/2022 for this project, the TOC Tier was determined in conformance with the TOC Guidelines. The site is eligible for TOC Tier 3 since it is located less than 750 feet from a Major Transit Stop at Ventura Blvd and Laurel Canyon Blvd.

The Qualifiers for this Major Transit Stop are as follows:

Qualifier 1: Metro 240 NextGen Tier 1 Rapid
The first transportation qualifier is a Rapid Bus. This term is broadly defined within the TOC guidelines and includes several characteristics such as dedicated bus lanes, branded vehicles and stations, high frequency, limited stops at major intersections; to name a few. This includes The Metro Next Gen Tier 1 Rapid line 240 as this is the Rapid Bus that services this intersection. The NextGen system includes a new bus classification system with different Tier levels. Tier 1 is the highest quality bus NextGen line and will replace current Rapid Bus lines as they are discontinued. Tier 1 routes are planned to achieve service interval levels of at least ten minutes throughout the weekday daytime. **The 240 bus has 10-minute service intervals in both directions.**

Note that the service intervals are calculated based on the number of trips between the peak times of 6:00-9:00 am and 3:00-7:00 pm. "A trip is included if its median time falls within the peak hour" (Per TOC Guidelines Appendix A). The NextGen Tier 1 Rapid Line is based on Metro's classification and is also documented in our Departmental memo dated 3/25/2021, see attached.

Qualifier 2: DASH Van Nuys/Studio City
City Council Action and Mayor Concurrence in October, 2018 (Council File 18-0244) approved the Transportation Committee Report relative to implementing Transit Service Analysis Phase One recommendations to expand various transit services; one of which includes the increase of DASH bus frequency to every 15 minutes during the weekdays. This enhancement is included in the Southern California Association of Governments' (SCAG) Regional Transportation Plan (RTP). Although the chart you referenced notes differently, the plan is for the line to achieve at least 15 minute average peak headways. You can access the Council File here for more information.

As evidenced above, these two transportation qualifiers are within 750 feet of the project site, and as such, the project qualifies as a Tier 3 project. I hope that this addresses your concerns. Please let me know if you have any questions.

Best,

Heather Bleemers

On Tue, Jan 25, 2022 at 9:19 AM Barry Johnson <bjohnson4166@sbcglobal.net> wrote:

> Dear Heather,
>
> Case No. DIR-2021-7095-TOC-HCA does not qualify for the "Tier 3" Transit Oriented Communities Affordable Housing Incentive Program. See Page 5 of Los Angeles City Planning Department document: https://planning.lacity.org/ordinances/docs/toc/TOCGuidelines.pdf
>
> "Tier 3" requires the intersection of a Regular Bus and a Rapid Bus. There is no "Rapid Bus" going through the Ventura Boulevard / Laurel Canyon Boulevard intersection.

Furthermore, Case No. DIR-2021-7095-TOC-HCA (4017 / 4021 / 4027 Radford Avenue), does not qualify for "Tier 1" or "Tier 2" either. There are *not* 2 or more non-Rapid Bus lines at this intersection with at least 15 minute average peak headways (again from your chart on Page 5 of your document). Metro Line 240 is the only bus route that has 15 minute or less average peak headways.
Metro 150 schedule: https://media.metro.net/documents/line-schedules/line-240_1624820005.pdf

Metro 218 and Metro 230 intersect with Metro Line 240 at Ventura Boulevard and Laurel Canyon Boulevard but they *do not* have 15 minute or less average peak headways.
Metro 218 schedule: https://media.metro.net/documents/40b632e0-32c3-4ce9-bfd3-b0942199b71d.pdf
Metro 230 schedule: https://cdn.beta.metro.net/wp-content/uploads/2021/12/17153024/230_TT_12-19-21.pdf

At the top of Page 13 of your Determination Letter https://planning.lacity.org/pdiscaseinfo/document/MTY5NDU0/1823a02c-5d95-4003-95c4-258347c32f18/pdd you state:

2. ***Major Transit Stop.*** *A housing Development shall be located on a lot, any portion of which must be located within 2640 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 stations or bus routes may be existing, under construction or included in the most recent Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP). The subject property is located less than 1/2 mile from the Laurel Canyon Boulevard and Ventura Boulevard intersection which includes the intersection of the LADOT DASH Van Nuys/Studio City and the Metro Next Gen Tier 1 Rapid Line 150/240 **[150 is in the West Valley, not here in Studio City, and the 240 is NOT a Rapid Line]** and is therefore defined as a Major Transit Stop. Therefore, the project meets the eligibility requirement for proximity to a Major Transit Stop.

Additionally, the LADOT DASH Van Nuys/Studio City line at this intersection *does not* operate with at least 15 minute average peak headways (again from your chart on Page 5 of your document). The LADOT DASH Van Nuys/Studio City line operates at 30 minute intervals.

LADOT DASH Van Nuys/Studio City line frequency schedule (Scroll down to "Van Nuys/Studio City"):

DASH SERVICE FREQUENCY

ROUTES	FREQUENCY		
	WEEKDAY SERVICE EVERY	SATURDAY SERVICE EVERY	SUNDAY SERVICE EVERY
Downtown A	7 min	NA	NA
Downtown B	8 min	NA	NA
Downtown D	5-15 min	NA	NA
Downtown E	5 min	6 min	15 min
Downtown F	10 min	20 min	20 min
Beachwood Canyon	25 min	25 min	NA
Boyle Heights/East LA	20 min	30 min	NA
Chesterfield Square	20 min	20 min	20 min
Crenshaw	30 min	30 min	NA
El Sereno/City Terrace	15-25 min	20-25 min	25 min*
Fairfax	30 min	30 min	NA
Highland Park/Eagle Rock	20 min	20 min	NA
Hollywood	30 min	30 min	NA
Hollywood/Wilshire	25-30 min	NA	NA
Larchmont Shuttle	12 min	NA	NA
King-East	20 min	20 min	NA
Leimert/Slauson	25 min	25 min	NA
Lincoln Heights/Chinatown	30 min	30 min	NA
Los Feliz	15-20 min	NA	NA
Midtown	30 min	30 min	NA

Northridge/Reseda	15 min	15-30 min	NA
Observatory	20 min	35 min	35 min
Panorama City/Van Nuys	20 min	20 min	20 min*
Pico Union/Echo Park	10-12 min	12-15 min	12-15 min*
Pueblo del Rio	20 min	20 min	NA
San Pedro	20 min	20 min	30 min*
Southeast	20 min	20 min	20 min
Van Nuys/Studio City	**30 min**	**30 min**	**NA**
Vermont/Main	20 min	20 min	NA
Watts	20 min	20 min	NA
Wilmington	15 min	15 min	15 min
Wilshire Center/Koreatown	20 min	20 min	20 min*

*Also operates on holidays

So with all the above information, this Case No. DIR-2021-7095-TOC-HCA does not qualify for the "Tier 3" Transit Oriented Communities Affordable Housing Incentive Program, nor does it qualify for "Tier 1" or "Tier 2"

I look forward to your response to correcting this matter.

Sincerely,

Barry Johnson
Studio City Neighborhood Council
Transportation Committee Chair

Randy Fried <rfried@studiocitync.org> Fri, Feb 4, 2022 at 3:23 PM
To: Heather Bleemers <Heather.Bleemers@lacity.org>
Cc: Barry Johnson <bjohnson4166@sbcglobal.net>, Vince Bertoni <vince.bertoni@lacity.org>, kevin.keller@lacity.org, arthi.varma@lacity.org, Lisa Webber <lisa.webber@lacity.org>, Oliver Netburn <oliver.netburn@lacity.org>, Alex Truong <alexander.truong@lacity.org>, Alan Dymond - SCRA President <dymondscra34@gmail.com>, Lisa Sarkin - SCRA Land Use <lssarkin@gmail.com>

Good afternoon Heather,

Thank you for forwarding a 478 page document. Specifically, what page of this technical report addresses the DASH bus question?

Thank you,

Randy

Randall Fried
President
Studio City Neighborhood Council
[Quoted text hidden]

Barry Johnson <bjohnson4166@sbcglobal.net> Sat, Feb 5, 2022 at 6:39 AM
Reply-To: Barry Johnson <bjohnson4166@sbcglobal.net>
To: Heather Bleemers <heather.bleemers@lacity.org>, Randy Fried <rfried@studiocitync.org>
Cc: Vince Bertoni <vince.bertoni@lacity.org>, "kevin.keller@lacity.org" <kevin.keller@lacity.org>, "arthi.varma@lacity.org" <arthi.varma@lacity.org>, Lisa Webber <lisa.webber@lacity.org>, Oliver Netburn <oliver.netburn@lacity.org>, Alex Truong <alexander.truong@lacity.org>, Alan Dymond - SCRA President <dymondscra34@gmail.com>, Lisa Sarkin - SCRA Land Use <lssarkin@gmail.com>

My question as well.

Barry

On Friday, February 4, 2022, 03:24:01 PM PST, Randy Fried <rfried@studiocitync.org> wrote:

Good afternoon Heather,

Thank you for forwarding a 478 page document. Specifically, what page of this technical report addresses the DASH bus question?

Thank you,

Randy

Randall Fried
President
Studio City Neighborhood Council

On Fri, Feb 4, 2022, 2:51 PM Heather Bleemers <Heather.Bleemers@lacity.org> wrote:

Good afternoon, Barry,

Please refer to this document https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal_project-list_1.pdf?1606001744 which should address your concerns about the DASH line's improvements to service headways.

Best,

Heather

Heather Bleemers
Pronouns: She, Her, Hers
Senior City Planner
Los Angeles City Planning
200 N. Spring St., Room 763
Los Angeles, CA 90012
T: (213) 978-1322| Planning4LA.org
E-NEWS

On Fri, Feb 4, 2022 at 7:28 AM Barry Johnson <bjohnson4166@sbcglobal.net> wrote:

Hi Heather, Et al.,

I'm hoping you will be able to answer my question below from Monday regarding the Southern California Association of Government's (SCAG) Regional Transportation Plan (RTP). I still cannot find anything regarding the Van Nuys/Studio City DASH bus in the Southern California Association of Governments' (SCAG) Regional Transportation Plan (RTP).

Sincerely,

Barry Johnson
Vice-President
Studio City Residents Association

On Monday, January 31, 2022, 10:29:42 AM PST, Barry Johnson <bjohnson4166@sbcglobal.net> wrote:

Dear Heather,

I cannot find anything regarding the Van Nuys/Studio City DASH bus in the Southern California Association of Governments' (SCAG) Regional Transportation Plan (RTP).
Link: https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal-plan_0.pdf?1606001176

While some of the Dash lines with more ridership might increase to 15 minute intervals in the future, (although, like I said, I can find nothing on this in the SCAG RTP), we here in Studio City have had to fight to keep 30 minute intervals for this DASH service... LADOT has even said schedule frequency might have to be reduced... and this was all said pre-pandemic. Also, your map of TOC's doesn't even show the Ventura/Laurel Canyon intersection as a TOC (See your map on Page 6 of your document: https://planning.lacity.org/ordinances/docs/TOC/TOCGuidelines.pdf

Yes, the 240 is a "Qualifier" because it has "10-minute service intervals in both directions", BUT, the DASH Van Nuys/Studio City bus line does not have 15 minute or less service intervals in both directions. It is NOT a "qualifier". Therefore NO TOC Tiers would qualify from the intersection of Ventura and Laurel Canyon.

Please have your bosses look at the DASH bus scheduling below. I look forward to yours and their response,

Barry

DASH VAN NUYS/STUDIO CITY, CLOCKWISE, WEEKDAY EVERY 30 MINUTES

	A	B	C	D	E	F	A
	Leaves Laurel Canyon Blvd. & Ventura Blvd.	Moorpark St. & Coldwater Canyon Ave.	Hazeltine Ave. & Riverside Dr.	Sylvan St. & Sylmar Ave.	Fulton Ave. & Hatteras St.	Coldwater Canyon Ave. & Magnolia Blvd.	Arrives Laurel Canyon Blvd. & Ventura Blvd.

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P. M.	12:00						

Oliver Netburn <oliver.netburn@lacity.org> Mon, Feb 7, 2022 at 12:34 PM
To: Barry Johnson <bjohnson4166@sbcglobal.net>
Cc: Heather Bleemers <heather.bleemers@lacity.org>, Randy Fried <rfried@studiocitync.org>, Vince Bertoni <vince.bertoni@lacity.org>, "kevin.keller@lacity.org" <kevin.keller@lacity.org>, "arthi.varma@lacity.org" <arthi.varma@lacity.org>, Lisa Webber <lisa.webber@lacity.org>, Alex Truong <alexander.truong@lacity.org>, Alan Dymond - SCRA President <dymondscra34@gmail.com>, Lisa Sarkin - SCRA Land Use <lssarkin@gmail.com>

Hi Barry and Randy,
You will see on pages 52, 59, 224, 462, 463, and 468, the project list includes references to improved DASH service headways. These projects and programs, along with the City Council's action requiring DOT to improve ALL DASH service headways to 15 minutes or less, justify consideration of all DASH lines as satisfying the 15-minute headway requirement for TOC.

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Good afternoon Heather,

Thank you for forwarding a 478 page document. Specifically, what page of this technical report addresses the DASH bus question?

Thank you,

Randy

Randall Fried
President
Studio City Neighborhood Council

On Fri, Feb 4, 2022, 2:51 PM Heather Bleemers <Heather.Bleemers@lacity.org> wrote:

Good afternoon, Barry,

Please refer to this document https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal_project-list_1.pdf?1606001744 which should address your concerns about the DASH line's improvements to service headways.

Best,

Heather

LOS ANGELES CITY PLANNING

Heather Bleemers
Pronouns: She, Her, Hers
Senior City Planner
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E-NEWS

On Fri, Feb 4, 2022 at 7:28 AM Barry Johnson <bjohnson4166@sbcglobal.net> wrote:

Hi Heather, Et al.,

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Sincerely,

Barry Johnson
Vice-President
Studio City Residents Association

On Monday, January 31, 2022, 10:29:42 AM PST, Barry Johnson <bjohnson4166@sbcglobal.net> wrote:

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Link: https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal-plan_0.pdf?1606001176

While some of the Dash lines with more ridership might increase to 15 minute intervals in the future, (although, like I said, I can find nothing on this in the SCAG RTP), we here in Studio City have had to fight to keep 30 minute intervals for this DASH service... LADOT has even said schedule frequency might have to be reduced... and this was all said pre-pandemic. Also, your map of TOC's doesn't even show the Ventura/Laurel Canyon intersection as a TOC (See your map on Page 6 of your document: https://planning.lacity.org/ordinances/docs/TOC/TOCGuidelines.pdf

Yes, the 240 is a "Qualifier" because it has "10-minute service intervals in both directions", BUT, the DASH Van Nuys/Studio City bus line does not have 15 minute or less service intervals in both directions. It is NOT a "qualifier". Therefore NO TOC Tiers would qualify from the intersection of Ventura and Laurel Canyon.

Please have your bosses look at the DASH bus scheduling below. I look forward to yours and their response,

Barry

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	A Leaves Laurel Canyon Blvd. & Ventura Blvd.	B Moorpark St. & Coldwater Canyon Ave.	C Hazeltine Ave. & Riverside Dr.	D Sylvan St. & Sylmar Ave.	E Fulton Ave. & Hatteras St.	F Coldwater Canyon Ave. & Magnolia Blvd.	A Arrives Laurel Canyon Blvd. & Ventura Blvd.
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The above citations are all generalities... if you look at the ridership numbers for the Van Nuys/Studio City DASH, you would see that increasing the service to less than 30 minute intervals is most likely decades away.

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3. Originally this would have been a by right before the TOC was applied for... but many people are asking me why a public hearing was never held after the application for a TOC was filed ? Nothing was ever sent to the SCNC after we got beyond by right status.

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I look forward to any and all responses.

Sincerely,

Barry Johnson
Vice-President, Studio City Residents Association

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LOS ANGELES CITY PLANNING

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I look forward to any and all responses.

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Heather Bleemers
Pronouns: She, Her, Hers
Senior City Planner
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Good afternoon Oliver, et al.,

After reviewing the various pages you cited, I'd like to request further explanation. Specifically regarding:

1. page 52 - purchase of 5 alternate fuel 30ft replacement buses
2. page 59 - LADOT will purchase 7 new electric buses to reduce headway on 6 select routes
3. page 224 - Purchase of alternate fuel and electric buses for DASH
4. pages 462 and 463 - purchase of new shuttles to enhance intra-community transit connections to transit centers
5. page 468 - MUNICIPAL AND LOCAL TRANSIT CAPITAL AND OPERATIONS AND PARATRANSIT SERVICES: CAPITAL AND OPERATIONS UNMET FUNDING NEEDS AND EXPANSION OF SERVICES (E.G., DASH)

Based on the above summary, I'm not sure how this answers the question much less supersedes existing DASH schedules which clearly show service intervals that do not meet the needs of this project, in terms of satisfying the 15-minute service headway. Only one of the pages cited makes mention of reducing the existing service headway, however, it does not specify which 6 select routes have been earmarked for this upgrade in service. Do you have specific information from LADOT that identifies the route in question as a route to have an improved service headway?

Several other pages relate to the acquisition of alternative and electric buses as the City continues to phase out older buses and upgrade an existing fleet, again, I'm not sure how that qualifies. Lastly, to page 468 cited, it is interesting that you include a citation that clearly states there are capital and operations with unmet funding needs, which further suggests this technical report of projects is inclusive of projects that don't have funding and may not be completed.

Can you provide or cite specific sources that state that the DASH route in question, despite current service intervals, will have improved times, thus satisfying the TOC requirement?

Can you provide examples of other projects that have been approved where the current standards would disqualify but where there is a plan that it will qualify at some future date?

Thank you,

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Randall J. Fried
President
STUDIO CITY
NEIGHBORHOOD COUNCIL
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So am I... so I really don't know at all what you mean.

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PURCHASE 35 ALTERNATIVE-FUEL 30-FOOT BUSES TO EXPAND AND INCREASE SERVICE HOURS AND HEADWAYS.

Page 224 has on line 6:
PURCHASE OF UP TO 120 ELECTRIC 30' TO 35' BUSES FOR THE DASH PROGRAM EXPANSION.

Page 462 has on line 5 (and exact same thing again on page 463, line 6):
IMPLEMENT CITY OF LA TRANSIT ENHANCED NETWORK AS DEFINED IN THE MOBILITY PLAN 2035.

Page 462 has on line 6 (and exact same thing again on page 463, line 8) :
PURCHASE NEW DASH SHUTTLE BUSES AND EXPAND LADOT DASH OPERATIONS TO ENHANCE INTRA-COMMUNITY "FIRST MILE/LAST MILE" TRANSIT CONNECTIONS TO REGIONAL TRANSIT CENTERS.

The above citations are all generalities... if you look at the ridership numbers for the Van Nuys/Studio City DASH, you would see that increasing the service to less than 30 minute intervals is most likely decades away.

1. Additionally, there is nothing in Ordinance 184745 (https://clkrep.lacity.org/onlinedocs/2016/16-0684_ORD_184745_2-15-17.pdf) - OR - LAMC 12.22.A.31 (https://codelibrary.amlegal.com/codes/los_angeles/latest/lapz/0-0-0-6561) that says anything about the use of the Southern California Association of Governments' (SCAG) Regional Transportation Plan (RTP) for 15 minute or less ***future*** bus schedules as qualifiers for TOC intersection of buses (https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal_project-list_1.pdf?1606001744).

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Oliver Netburn
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Alexander Truong <alexander.truong@lacity.org> Wed, Feb 9, 2022 at 9:15 PM
To: Oliver Netburn <oliver.netburn@lacity.org>, Heather Bleemers <heather.bleemers@lacity.org>

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Thank you,

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Randall Fried
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On Fri, Feb 4, 2022, 2:51 PM Heather Bleemers <Heather.Bleemers@lacity.org> wrote:

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Best,

Heather

Heather Bleemers
Pronouns: She, Her, Hers
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E-NEWS

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To: Alexander Truong <alexander.truong@lacity.org>
Cc: Heather Bleemers <heather.bleemers@lacity.org>

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LOS ANGELES CITY PLANNING

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Cc: Randy Fried - SCNC President <rfried@studiocitync.org>, Alan Dymond - SCRA President <dymondscra34@gmail.com>, Lisa Sarkin - SCRA Land Use <lssarkin@gmail.com>

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Thank you,

Randy

Randall Fried
President
Studio City Neighborhood Council

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Best,

Heather

LOS ANGELES CITY PLANNING

Heather Bleemers
Pronouns: She, Her, Hers
Senior City Planner
Los Angeles City Planning

200 N. Spring St., Room 763
Los Angeles, CA 90012
T: (213) 978-1322| Planning4LA.org
E-NEWS

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Vice-President

Studio City Residents Association

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Please have your bosses look at the DASH bus scheduling below. I look forward to yours and their response,

Barry

DASH VAN NUYS/STUDIO CITY, CLOCKWISE, WEEKDAY EVERY 30 MINUTES

	A Leaves Laurel Canyon Blvd. & Ventura Blvd.	B Moorpark St. & Coldwater Canyon Ave.	C Hazeltine Ave. & Riverside Dr.	D Sylvan St. & Sylmar Ave.	E Fulton Ave. & Hatteras St.	F Coldwater Canyon Ave. & Magnolia Blvd.	A Arrives Laurel Canyon Blvd. & Ventura Blvd.
A. M.	–	–	–	5:55	6:05	6:14	6:23
A. M.	6:00	6:07	6:15	6:25	6:35	6:44	6:53
A. M.	6:30	6:37	6:45	6:55	7:05	7:14	7:23
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A. M.	11:00	11:07	11:15	11:25	11:35	11:44	11:53
A. M.	11:30	11:37	11:45	11:55	–	–	–
P. M.	–	–	–	–	12:05	12:14	12:23

P.M. times are indicated in bold type.

	A Leaves Laurel Canyon Blvd. & Ventura Blvd.	B Moorpark St. & Coldwater Canyon Ave.	C Hazeltine Ave. & Riverside Dr.	D Sylvan St. & Sylmar Ave.	E Fulton Ave. & Hatteras St.	F Coldwater Canyon Ave. & Magnolia Blvd.	A Arrives Laurel Canyon Blvd. & Ventura Blvd.
P. M.	12:00	12:07	12:15	12:25	12:35	12:44	12:53
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P. M.	7:00	7:07	7:15	7:25	–	–	–

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DASH VAN NUYS/STUDIO CITY, COUNTERCLOCKWISE, WEEKDAY EVERY 30 MINUTES

	A Leaves Ventura Blvd. & Laurel Canyon Blvd.	F Coldwater Canyon Ave. & Magnolia Blvd.	E Fulton Ave. & Hatteras St.	D Sylvan St. & Sylmar Ave.	C Hazeltine Ave. & Riverside Dr.	B Moorpark St. & Coldwater Canyon Ave.	A Arrives Ventura Blvd. & Laurel Canyon Blvd.
A. M.	–	–	–	6:00	6:09	6:18	6:25
A. M.	6:00	6:10	6:18	6:28	6:37	6:46	6:53
A. M.	6:30	6:40	6:48	6:58	7:07	7:16	7:23
A. M.	7:00	7:10	7:18	7:28	7:37	7:46	7:53

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Los Angeles City Planning
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Los Angeles, CA 90012
Planning4LA.org
T: (213) 978-1382

Heather Bleemers <Heather.Bleemers@lacity.org> Fri, Feb 11, 2022 at 8:11 AM
To: Barry Johnson <bjohnson4166@sbcglobal.net>
Cc: Oliver Netburn <oliver.netburn@lacity.org>, Vince Bertoni <vince.bertoni@lacity.org>, Kevin Keller <kevin.keller@lacity.org>, Arthi Varma <arthi.varma@lacity.org>, Lisa Webber <lisa.webber@lacity.org>, Alex Truong <alexander.truong@lacity.org>, Randy Fried - SCNC President <rfried@studiocitync.org>, Alan Dymond - SCRA President <dymondscra34@gmail.com>, Lisa Sarkin - SCRA Land Use <lssarkin@gmail.com>

Good morning, Barry,

My apologies for the delay. We will be able to provide a response later today.

Best,

Heather

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Pronouns: She, Her, Hers
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E-NEWS

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A. M.	–	–	–	6:00	6:09	6:18	6:25
A. M.	6:00	6:10	6:18	6:28	6:37	6:46	6:53
A. M.	6:30	6:40	6:48	6:58	7:07	7:16	7:23
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Reply-To: Barry Johnson <bjohnson4166@sbcglobal.net>
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Cc: Oliver Netburn <oliver.netburn@lacity.org>, Vince Bertoni <vince.bertoni@lacity.org>, Kevin Keller <kevin.keller@lacity.org>, Arthi Varma <arthi.varma@lacity.org>, Lisa Webber <lisa.webber@lacity.org>, Alex Truong <alexander.truong@lacity.org>, Randy Fried - SCNC President <rfried@studiocitync.org>, Alan Dymond - SCRA President <dymondscra34@gmail.com>, Lisa Sarkin - SCRA Land Use <lssarkin@gmail.com>

Thanks Heather.

On Friday, February 11, 2022, 08:12:16 AM PST, Heather Bleemers <heather.bleemers@lacity.org> wrote:

Good morning, Barry,

My apologies for the delay. We will be able to provide a response later today.

Best,

Heather

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Pronouns: She, Her, Hers
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E-NEWS

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I cannot find anything at all regarding DASH buses on pages 52, 59, or 468 in: https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal_project-list_1.pdf?1606001744

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The above citations are all generalities... if you look at the ridership numbers for the Van Nuys/Studio City DASH, you would see that increasing the service to less than 30 minute intervals is most likely decades away.

I look forward to any and all responses.

Sincerely,

Barry Johnson
Vice-President, Studio City Residents Association

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Thank you for forwarding a 478 page document. Specifically, what page of this technical report addresses the DASH bus question?

Thank you,

Randy

Randall Fried

President
Studio City Neighborhood Council

On Fri, Feb 4, 2022, 2:51 PM Heather Bleemers <Heather.Bleemers@lacity.org> wrote:
Good afternoon, Barry,

Please refer to this document https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal_project-list_1.pdf?1606001744 which should address your concerns about the DASH line's improvements to service headways.

Best,

Heather

Heather Bleemers
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E-NEWS

On Fri, Feb 4, 2022 at 7:28 AM Barry Johnson <bjohnson4166@sbcglobal.net> wrote:
Hi Heather, Et al.,

I'm hoping you will be able to answer my question below from Monday regarding the Southern California Association of Government's (SCAG) Regional Transportation Plan (RTP). I still cannot find anything regarding the Van Nuys/Studio City DASH bus in the Southern California Association of Governments' (SCAG) Regional Transportation Plan (RTP).

Sincerely,

Barry Johnson
Vice-President
Studio City Residents Association

On Monday, January 31, 2022, 10:29:42 AM PST, Barry Johnson <bjohnson4166@sbcglobal.net> wrote:

Dear Heather,

I cannot find anything regarding the Van Nuys/Studio City DASH bus in the Southern California Association of Governments' (SCAG) Regional Transportation Plan (RTP).
Link: https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal-plan_0.pdf?1606001176

While some of the Dash lines with more ridership might increase to 15 minute intervals in the future, (although, like I said, I can find nothing on this in the SCAG RTP), we here in Studio City have had to fight to keep 30 minute intervals for this DASH service... LADOT has even said schedule frequency might have to be reduced... and this was all said pre-pandemic. Also, your map of TOC's doesn't even show the Ventura/Laurel Canyon intersection as a TOC (See your map on Page 6 of your document: https://planning.lacity.org/ordinances/docs/TOC/TOCGuidelines.pdf

Yes, the 240 is a "Qualifier" because it has "10-minute service intervals in both directions", BUT, the DASH Van Nuys/Studio City bus line does not have 15 minute or less service intervals in both directions. It is NOT a "qualifier". Therefore NO TOC Tiers would qualify from the intersection of Ventura and Laurel Canyon.

Please have your bosses look at the DASH bus scheduling below. I look forward to yours and their response,

Barry

DASH VAN NUYS/STUDIO CITY, CLOCKWISE, WEEKDAY EVERY 30 MINUTES

	A Leaves Laurel Canyon Blvd. & Ventura Blvd.	B Moorpark St. & Coldwater Canyon Ave.	C Hazeltine Ave. & Riverside Dr.	D Sylvan St. & Sylmar Ave.	E Fulton Ave. & Hatteras St.	F Coldwater Canyon Ave. & Magnolia Blvd.	A Arrives Laurel Canyon Blvd. & Ventura Blvd.
A.M.	–	–	–	5:55	6:05	6:14	6:23
A.M.	6:00	6:07	6:15	6:25	6:35	6:44	6:53
A.M.	6:30	6:37	6:45	6:55	7:05	7:14	7:23

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Heather Bleemers <Heather.Bleemers@lacity.org> Tue, Feb 15, 2022 at 9:08 AM
To: Barry Johnson <bjohnson4166@sbcglobal.net>
Cc: Alan Dymond - SCRA President <dymondscra34@gmail.com>, Alex Truong <alexander.truong@lacity.org>, Arthi Varma <arthi.varma@lacity.org>, Kevin Keller <kevin.keller@lacity.org>, Lisa Sarkin - SCRA Land Use <lsarkin@gmail.com>, Lisa Webber <lisa.webber@lacity.org>, Oliver Netburn <oliver.netburn@lacity.org>, Randy Fried - SCNC President <rfried@studiocitync.org>, Vince Bertoni <vince.bertoni@lacity.org>

Hello Randy and Barry,

As you indicated previously, qualifying TOC bus routes may include routes which are included in the most recent SCAG RTP. While as you also mentioned, the SCAG RTP (known as Connect Socal) speaks in generalities, the policies and strategies it discusses are the result of an extensive and collaborative effort to coordinate the region's transportation systems. In doing so, the RTP relies on the information found in supporting technical reports, one of which is titled "Project List". The Project List includes three sets of projects: projects which have already-committed funding, projects which are planned for, but financially constrained, and projects which desired, but require planning and funding (called the Strategic Plan).

As you will see in the Project List (pages 52 and 59 of the document), two DASH projects which will improve DASH service are funded with $23 million. One project identified in the Strategic Plan (page 468 of the document) calls for "capital and operations unmet funding needs and expansion of service (e.g. DASH)." These are DASH-related projects that are included in a technical report that is part of the RTP. But the Strategic Plan project is most applicable.

The City Council's adoption of the recommendations of the Transportation Committee, which includes 15-minute headways for all DASH lines, identified the needs and expansion of services, and authorized the procurement of funding. SCAG's RTP (Connect Socal) provides a regional framework for a coordinated transportation system, but in doing so, it relies on implementation of those projects identified in the Project List. Council's action to require all DASH lines to have 15-minute headways is part of SCAG's RTP.

In response to your other questions:

1. LAMC Section 12.22-A,31(a) states that the TOC 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." Section 21155(b) of the California Public Resources Code states that, "[a] major transit stop is as defined in Section 21064.3, except that, for purposes of this section, it also includes major transit stops that are included in the applicable regional transportation plan." Therefore, consistent with the LAMC, the TOC Guidelines properly uses the SCAG RTP in considering qualifying Major Transit Stops.
2. The reference map on page 6 of the TOC Guidelines includes a note that states, "[m]ap is for reference purposes only... confirmation of the correct Tier shall take place at the time a TOC application is accepted by the Department of City Planning." At the time the subject TOC application was being filed, the Tier 3 status was confirmed as part of the TOC referral form.
3. Consistent with Ordinance No 184,745 and LAMC Section 12.22-A,31, no public hearing is required. The case has been processed consistent with those regulations.
4. The only bus services that would qualify are those which are existing, under construction, or included in the SCAG RTP. During the application process, the tier status would be reviewed, and unless one of those three standards is met, the bus route would not be considered for determining the presences of a Major Transit Stop.

I hope this addresses your concerns and questions. We can discuss this matter further during the appeal hearing and before the appellate body, as this body will rule on the appeal.

Best,

Heather

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LOS ANGELES CITY PLANNING

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200 N. Spring St., Room 763
Los Angeles, CA 90012
T: (213) 978-1322| Planning4LA.org
E-NEWS

On Fri, Feb 4, 2022 at 7:28 AM Barry Johnson <bjohnson4166@sbcglobal.net> wrote:

Hi Heather, Et al.,

I'm hoping you will be able to answer my question below from Monday regarding the Southern California Association of Government's (SCAG) Regional Transportation Plan (RTP). I still cannot find anything regarding the Van Nuys/Studio City DASH bus in the Southern California Association of Governments' (SCAG) Regional Transportation Plan (RTP).

Sincerely,

Barry Johnson
Vice-President
Studio City Residents Association

On Monday, January 31, 2022, 10:29:42 AM PST, Barry Johnson <bjohnson4166@sbcglobal.net> wrote:

Dear Heather,

I cannot find anything regarding the Van Nuys/Studio City DASH bus in the Southern California Association of Governments' (SCAG) Regional Transportation Plan (RTP).
Link: https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal-plan_0.pdf?1606001176

While some of the Dash lines with more ridership might increase to 15 minute intervals in the future, (although, like I said, I can find nothing on this in the SCAG RTP), we here in Studio City have had to fight to keep 30 minute intervals for this DASH service... LADOT has even said schedule frequency might have to be reduced... and this was all said pre-pandemic. Also, your map of TOC's doesn't even show the Ventura/Laurel Canyon intersection as a TOC (See your map on Page 6 of your document: https://planning.lacity.org/ordinances/docs/TOC/TOCGuidelines.pdf

Yes, the 240 is a "Qualifier" because it has "10-minute service intervals in both directions", BUT, the DASH Van Nuys/Studio City bus line does not have 15 minute or less service intervals in both directions. It is NOT a "qualifier". Therefore NO TOC Tiers would qualify from the intersection of Ventura and Laurel Canyon.

Please have your bosses look at the DASH bus scheduling below. I look forward to yours and their response,

Barry

DASH VAN NUYS/STUDIO CITY, CLOCKWISE, WEEKDAY EVERY 30 MINUTES

	A Leaves Laurel Canyon Blvd. & Ventura Blvd.	B Moorpark St. & Coldwater Canyon Ave.	C Hazeltine Ave. & Riverside Dr.	D Sylvan St. & Sylmar Ave.	E Fulton Ave. & Hatteras St.	F Coldwater Canyon Ave. & Magnolia Blvd.	A Arrives Laurel Canyon Blvd. & Ventura Blvd.
A. M.	–	–	–	5:55	6:05	6:14	6:23
A. M.	6:00	6:07	6:15	6:25	6:35	6:44	6:53
A. M.	6:30	6:37	6:45	6:55	7:05	7:14	7:23
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P. M.	5:30						

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Heather Bleemers
Pronouns: She, Her, Hers
Senior City Planner
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Los Angeles, CA 90012
T: (213) 978-1322| Planning4LA.org
E-NEWS

Barry Johnson <bjohnson4166@sbcglobal.net> Tue, Feb 15, 2022 at 2:08 PM
Reply-To: Barry Johnson <bjohnson4166@sbcglobal.net>
To: Heather Bleemers <heather.bleemers@lacity.org>
Cc: Oliver Netburn <oliver.netburn@lacity.org>, Vince Bertoni <vince.bertoni@lacity.org>, Kevin Keller <kevin.keller@lacity.org>, Shana Bonstin <shana.bonstin@lacity.org>, Arthi Varma <arthi.varma@lacity.org>, Lisa Webber <lisa.webber@lacity.org>, Alex Truong <alexander.truong@lacity.org>, Randy Fried - SCNC President <rfried@studiocitync.org>, Alan Dymond - SCRA President <dymondscra34@gmail.com>, Lisa Sarkin - SCRA Land Use <lssarkin@gmail.com>

Dear Heather, Et al.,

I guess this is what we will forever disagree on... and would/will take a Court to decide. The "Van Nuys / Studio City" DASH Bus is never specifically mentioned in all of your documentation, including the the most recent SCAG Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP).

Appendix A: Methodology for Determining Major Transit Stops

Definition of Major Transit Stop:

A site containing a rail station or the intersection of two or more bus routes with a service interval of 15 minutes or less during the morning and afternoon peak commute periods. The stations or bus routes *[The Van Nuys /Studio City DASH Bus is never mentioned]* may be existing, under construction or included in the most recent SCAG Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP).

SCAG and OPR Methodology:

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

Thanks for your answers to my # 1 , # 2 , & # 3 below. As for your answer to my # 4, I still say:

4. It *appears* that the 15 minute or less ***future*** bus schedules as qualifiers for TOC intersection of buses was created to effectively qualify ***any*** intersection in the entire City, with 2 buses that intersect, to be green lighted for a TOC Tier. A developers dream... and again, the realization of truly quantifiable "affordable housing" never materializes.

Thanks for your time spent in researching,

Barry

On Tuesday, February 15, 2022, 09:08:39 AM PST, Heather Bleemers <heather.bleemers@lacity.org> wrote:

Hello Randy and Barry,

As you indicated previously, qualifying TOC bus routes may include routes which are included in the most recent SCAG RTP. While as you also mentioned, the SCAG RTP (known as Connect Socal) speaks in generalities, the policies and strategies it discusses are the result of an extensive and collaborative effort to coordinate the region's transportation systems. In doing so, the RTP relies on the information found in supporting technical reports, one of which is titled "Project List". The Project List includes three sets of projects: projects which have already-committed funding, projects which are planned for, but financially constrained, and projects which desired, but require planning and funding (called the Strategic Plan).

As you will see in the Project List (pages 52 and 59 of the document), two DASH projects which will improve DASH service are funded with $23 million. One project identified in the Strategic Plan (page 468 of the document) calls for "capital and operations unmet funding needs and expansion of service (e.g. DASH)." These are DASH-related projects that are included in a technical report that is part of the RTP. But the Strategic Plan project is most applicable.

The City Council's adoption of the recommendations of the Transportation Committee, which includes 15-minute headways for all DASH lines, identified the needs and expansion of services, and authorized the procurement of funding. SCAG's RTP (Connect Socal) provides a regional framework for a coordinated transportation system, but in doing so, it relies on implementation of those projects identified in the Project List. Council's action to require all DASH lines to have 15-minute headways is part of SCAG's RTP.

In response to your other questions:

1. LAMC Section 12.22-A,31(a) states that the TOC 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." Section 21155(b) of the California Public Resources Code states that, "[a] major transit stop is as defined in Section 21064.3, except that, for purposes of this section, it also includes major transit stops that are included in the applicable regional transportation plan." Therefore, consistent with the LAMC, the TOC Guidelines properly uses the SCAG RTP in considering qualifying Major Transit Stops.
2. The reference map on page 6 of the TOC Guidelines includes a note that states, "[m]ap is for reference purposes only... confirmation of the correct Tier shall take place at the time a TOC application is accepted by the Department of City Planning." At the time the subject TOC application was being filed, the Tier 3 status was confirmed as part of the TOC referral form.
3. Consistent with Ordinance No 184,745 and LAMC Section 12.22-A,31, no public hearing is required. The case has been processed consistent with those regulations.
4. The only bus services that would qualify are those which are existing, under construction, or included in the SCAG RTP. During the application process, the tier status would be reviewed, and unless one of those three standards is met, the bus route would not be considered for determining the presences of a Major Transit Stop.

I hope this addresses your concerns and questions. We can discuss this matter further during the appeal hearing and before the appellate body, as this body will rule on the appeal.

Best,

Heather

On Sun, Feb 13, 2022 at 4:40 PM Barry Johnson <bjohnson4166@sbcglobal.net> wrote:

> Thanks Heather.
>
> On Friday, February 11, 2022, 08:12:16 AM PST, Heather Bleemers <heather.bleemers@lacity.org> wrote:
>
> Good morning, Barry,
>
> My apologies for the delay. We will be able to provide a response later today.
>
> Best,
>
> Heather

LOS ANGELES CITY PLANNING

Heather Bleemers
Pronouns: She, Her, Hers
Senior City Planner
Los Angeles City Planning
200 N. Spring St., Room 763
Los Angeles, CA 90012
T: (213) 978-1322| Planning4LA.org
E-NEWS

> On Fri, Feb 11, 2022 at 6:40 AM Barry Johnson <bjohnson4166@sbcglobal.net> wrote:
>
> > Dear Heather, Oliver, Et al.,
> >
> > From my email on Monday this week, I'm particularly looking for answers to 1,2,3 & 4 below. Perhaps you are still researching. I've highlighted those 4 items below in larger type.
> >
> > Thanks,
> >
> > Barry
> >
> > On Monday, February 7, 2022, 04:20:25 PM PST, Barry Johnson <bjohnson4166@sbcglobal.net> wrote:
> >
> > Dear Oliver, Et al.,

1. Additionally, there is nothing in Ordinance 184745 (https://clkrep.lacity.org/onlinedocs/2016/16-0684_ORD_184745_2-15-17.pdf) - OR - LAMC 12.22.A.31 (https://codelibrary.amlegal.com/codes/los_angeles/latest/lapz/0-0-0-6561) that says anything about the use of the Southern California Association of Governments' (SCAG) Regional Transportation Plan (RTP) for 15 minute or less ***future*** bus schedules as qualifiers for TOC intersection of buses (https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal_project-list_1.pdf?1606001744).

This notion appears to have surfaced only in the "Transit Oriented Communities Affordable Housing Incentive Program Guidelines" (https://planning.lacity.org/ordinances/docs/toc/TOCGuidelines.pdf), and how do Ordinance 184745 and LAMC 12.22.A.31 allow this ?

2. The "TOC Affordable Housing Incentive Area Tiers" map on page 6 of the "Transit Oriented Communities Affordable Housing Incentive Program Guidelines" (https://planning.lacity.org/ordinances/docs/toc/TOCGuidelines.pdf) shows the Universal City/Studio City Metro Station, the intersections of Ventura/Van Nuys and Ventura/Sepulveda, BUT does not show Ventura/Laurel Canyon as a "TOC Affordable Housing Incentive" area.

3. Originally this would have been a by right before the TOC was applied for... but many people are asking me why a public hearing was never held after the application for a TOC was filed ? Nothing was ever sent to the SCNC after we got beyond by right status.

4. It *appears* that the 15 minute or less ***future*** bus schedules as qualifiers for TOC intersection of buses was created to effectively qualify ***any*** intersection in the entire City, with 2 buses that intersect, to be green lighted for a TOC Tier (and where is the documentation for this creation). A developers dream... and again, the realization of truly quantifiable "affordable housing" never materializes.

I cannot find anything at all regarding DASH buses on pages 52, 59, or 468 in: https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal_project-list_1.pdf?1606001744

Page 224 has on line 4:
PURCHASE 35 ALTERNATIVE-FUEL 30-FOOT BUSES TO EXPAND AND INCREASE SERVICE HOURS AND HEADWAYS.

Page 224 has on line 6:
PURCHASE OF UP TO 120 ELECTRIC 30' TO 35' BUSES FOR THE DASH PROGRAM EXPANSION.

Page 462 has on line 5 (and exact same thing again on page 463, line 6):
IMPLEMENT CITY OF LA TRANSIT ENHANCED NETWORK AS DEFINED IN THE MOBILITY PLAN 2035.

Page 462 has on line 6 (and exact same thing again on page 463, line 8) :
PURCHASE NEW DASH SHUTTLE BUSES AND EXPAND LADOT DASH OPERATIONS TO ENHANCE INTRA-COMMUNITY "FIRST MILE/LAST MILE" TRANSIT CONNECTIONS TO REGIONAL TRANSIT CENTERS.

The above citations are all generalities... if you look at the ridership numbers for the Van Nuys/Studio City DASH, you would see that increasing the service to less than 30 minute intervals is most likely decades away.

I look forward to any and all responses.

Sincerely,

Barry Johnson
Vice-President, Studio City Residents Association

On Monday, February 7, 2022, 12:34:57 PM PST, Oliver Netburn <oliver.netburn@lacity.org> wrote:

Hi Barry and Randy,
You will see on **pages 52, 59, 224, 462, 463, and 468,** the project list includes references to improved DASH service headways. These projects and programs, along with the City Council's action requiring DOT to improve ALL DASH service headways to 15 minutes or less, justify consideration of all DASH lines as satisfying the 15-minute headway requirement for TOC.

On Sat, Feb 5, 2022 at 6:39 AM Barry Johnson <bjohnson4166@sbcglobal.net> wrote:

My question as well.

Barry

On Friday, February 4, 2022, 03:24:01 PM PST, Randy Fried <rfried@studiocitync.org> wrote:

Good afternoon Heather,

Thank you for forwarding a 478 page document. Specifically, what page of this technical report addresses the DASH bus question?

Thank you,

Randy

Randall Fried
President
Studio City Neighborhood Council

On Fri, Feb 4, 2022, 2:51 PM Heather Bleemers <Heather.Bleemers@lacity.org> wrote:

Good afternoon, Barry,

Please refer to this document https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal_project-list_1.pdf?1606001744 which should address your concerns about the DASH line's improvements to service headways.

Best,

Heather

Heather Bleemers
Pronouns: She, Her, Hers
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Sincerely,

Barry Johnson
Vice-President
Studio City Residents Association

On Monday, January 31, 2022, 10:29:42 AM PST, Barry Johnson <bjohnson4166@sbcglobal.net> wrote:

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Link: https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal-plan_0.pdf?1606001176

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Yes, the 240 is a "Qualifier" because it has "10-minute service intervals in both directions", BUT, the DASH Van Nuys/Studio City bus line does not have 15 minute or less service intervals in both directions. It is NOT a "qualifier". Therefore NO TOC Tiers would qualify from the intersection of Ventura and Laurel Canyon.

Please have your bosses look at the DASH bus scheduling below. I look forward to yours and their response,

Barry

DASH VAN NUYS/STUDIO CITY, CLOCKWISE, WEEKDAY EVERY 30 MINUTES

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Heather Bleemers

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E-NEWS

Alexander Truong <alexander.truong@lacity.org>

Case No. DIR-2021-7095-TOC-HCA (4017 / 4021 / 4027 Radford Avenue)

2 messages

Lisa Sarkin <lssarkin@gmail.com> Thu, Jan 27, 2022 at 5:36 PM
Reply-To: lssarkin@gmail.com
To: Heather Bleemers <heather.bleemers@lacity.org>
Cc: Oliver Netburn <oliver.netburn@lacity.org>, Alex Truong <alexander.truong@lacity.org>, Vince Bertoni <vince.bertoni@lacity.org>, Randy Fried - SCNC President <rfried@studiocitync.org>, Alan Dymond <dymondscra34@gmail.com>, Lisa Karadjian <lkaradjian@studiocitync.org>, Johnson Barry <bjohnson4166@sbcglobal.net>

MY COMPUTER MALFUNCTIONED IF YOU ALREADY RECEIVED AN EMAIL FROM ME - PLEASE READ THIS EMAIL

Good Afternoon to all,

I received the email and information about the above subject from Barry Johnson. I agree with every comment presented by him.

I am almost speechless to learn that this proposed development has had a Director's Determination Letter circulated. Please answer the following questions:

1. Who received the notice of this proposed development?
2. When was the application sent to the Studio City Neighborhood Council?
3. Where is the staff report?
4. Did anyone visit this area in-person?
5. Did anyone review the accuracy of the application?
6. Why are approvals prior to February 4, 2022 on the LADBS website dated July 28, 2021, since the Director's letter is dated January 20, 2021?
7. Where is the public acknowledgement and transparency for this case file?

I will have further comments when I receive answers to my questions.

Please acknowledge receipt of this email by a return email ASAP, as time is of the essence with the last day to appeal February 4, 2022 for abutting property owners and tenants.

Regards,

Lisa Sarkin

Land Use Chair – Studio City Residents Association

CD2 Appointee - Ventura/Cahuenga Blvd. Corridor
Specific Plan Review Board

Cell (818) 439-1674
Home office (818) 980-1010
FAX (818) 980-1011
lssarkin@gmail.com

----- Forwarded Message -----
From: Barry Johnson <bjohnson4166@sbcglobal.net>
To: Heather Bleemers <heather.bleemers@lacity.org>
Cc: Oliver Netburn <oliver.netburn@lacity.org>; Alex Truong <alexander.truong@lacity.org>; Vince Bertoni <vince.bertoni@lacity.org>; Randy Fried - SCNC President <rfried@studiocitync.org>; Alan Dymond<dymondscra34@gmail.com>
Sent: Tuesday, January 25, 2022, 09:19:12 AM PST
Subject: Case No. DIR-2021-7095-TOC-HCA (4017 / 4021 / 4027 Radford Avenue)

Dear Heather,

Case No. DIR-2021-7095-TOC-HCA does not qualify for the "Tier 3" Transit Oriented Communities Affordable Housing Incentive Program. See Page 5 of Los Angeles City Planning Department document: https://planning.lacity.org/ordinances/docs/toc/TOCGuidelines.pdf

"Tier 3" requires the intersection of a Regular Bus and a Rapid Bus. There is no "Rapid Bus" going through the Ventura Boulevard / Laurel Canyon Boulevard intersection.

Furthermore, Case No. DIR-2021-7095-TOC-HCA (4017 / 4021 / 4027 Radford Avenue), does not qualify for "Tier 1" or "Tier 2" either. There are *not* 2 or more non-Rapid Bus lines at this intersection with at least 15 minute average peak headways (again from your chart on Page 5 of your document). Metro Line 240 is the only bus route that has 15 minute or less average peak headways.
Metro 150 schedule: https://media.metro.net/documents/line-schedules/line-240_1624820005.pdf

Metro 218 and Metro 230 intersect with Metro Line 240 at Ventura Boulevard and Laurel Canyon Boulevard but they *do not* have 15 minute or less average peak headways.

Metro 218 schedule: https://media.metro.net/documents/40b632e0-32c3-4ce9-bfd3-b0942199b71d.pdf
Metro 230 schedule: https://cdn.beta.metro.net/wp-content/uploads/2021/12/17153024/230_TT_12-19-21.pdf

At the top of Page 13 of your Determination Letter https://planning.lacity.org/pdiscaseinfo/document/MTY5NDU0/1823a02c-5d95-4003-95c4-258347c32f18/pdd you state:

2. ***Major Transit Stop.*** *A housing Development shall be located on a lot, any portion of which must be located within 2640 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 stations or bus routes may be existing, under construction or included in the most recent Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP). The subject property is located less than 1/2 mile from the Laurel Canyon Boulevard and Ventura Boulevard intersection which includes the intersection of the LADOT DASH Van Nuys/Studio City and the Metro Next Gen Tier 1 Rapid Line 150/240 **[150 is in the West Valley, not here in Studio City, and the 240 is NOT a Rapid Line]** and is therefore defined as a Major Transit Stop. Therefore, the project meets the eligibility requirement for proximity to a Major Transit Stop.

Additionally, the LADOT DASH Van Nuys/Studio City line at this intersection *does not* operate with at least 15 minute average peak headways (again from your chart on Page 5 of your document). The LADOT DASH Van Nuys/Studio City line operates at 30 minute intervals.

LADOT DASH Van Nuys/Studio City line frequency schedule (Scroll down to "Van Nuys/Studio City"):

DASH SERVICE FREQUENCY

ROUTES	FREQUENCY		
	WEEKDAY SERVICE EVERY	SATURDAY SERVICE EVERY	SUNDAY SERVICE EVERY
Downtown A	7 min	NA	NA
Downtown B	8 min	NA	NA
Downtown D	5-15 min	NA	NA
Downtown E	5 min	6 min	15 min
Downtown F	10 min	20 min	20 min
Beachwood Canyon	25 min	25 min	NA
Boyle Heights/East LA	20 min	30 min	NA
Chesterfield Square	20 min	20 min	20 min
Crenshaw	30 min	30 min	NA
El Sereno/City Terrace	15-25 min	20-25 min	25 min*
Fairfax	30 min	30 min	NA
Highland Park/Eagle Rock	20 min	20 min	NA
Hollywood	30 min	30 min	NA
Hollywood/Wilshire	25-30 min	NA	NA
Larchmont Shuttle	12 min	NA	NA
King-East	20 min	20 min	NA
Leimert/Slauson	25 min	25 min	NA
Lincoln Heights/Chinatown	30 min	30 min	NA
Los Feliz	15-20 min	NA	NA
Midtown	30 min	30 min	NA
Northridge/Reseda	15 min	15-30 min	NA
Observatory	20 min	35 min	35 min

Panorama City/Van Nuys	20 min	20 min	20 min*
Pico Union/Echo Park	10-12 min	12-15 min	12-15 min*
Pueblo del Rio	20 min	20 min	NA
San Pedro	20 min	20 min	30 min*
Southeast	20 min	20 min	20 min
Van Nuys/Studio City	**30 min**	**30 min**	**NA**
Vermont/Main	20 min	20 min	NA
Watts	20 min	20 min	NA
Wilmington	15 min	15 min	15 min
Wilshire Center/Koreatown	20 min	20 min	20 min*

*Also operates on holidays

So with all the above information, this Case No. DIR-2021-7095-TOC-HCA does not qualify for the "Tier 3" Transit Oriented Communities Affordable Housing Incentive Program, nor does it qualify for "Tier 1" or "Tier 2"

I look forward to your response to correcting this matter.

Sincerely,

Barry Johnson
Studio City Neighborhood Council
Transportation Committee Chair

Heather Bleemers <Heather.Bleemers@lacity.org> Fri, Jan 28, 2022 at 4:09 PM
To: Alexander Truong <alexander.truong@lacity.org>, Oliver Netburn <oliver.netburn@lacity.org>

Ok, next one...
[Quoted text hidden]

Alexander Truong <alexander.truong@lacity.org>

Case No. DIR-2021-7095-TOC-HCA

1 message

sayhellotomenow@roadrunner.com <sayhellotomenow@roadrunner.com> Fri, Feb 4, 2022 at 3:46 PM
Reply-To: sayhellotomenow@roadrunner.com
To: "heather.bleemers@lacity.org" <heather.bleemers@lacity.org>, "alexander.truong@lacity.org" <alexander.truong@lacity.org>, "oliver.netburn@lacity.org" <oliver.netburn@lacity.org>

Please add to my appeals application the following person to be my representative/agent

Barry Johnson
Studio City Residence Association
PO Box 1374
Studio City, CA 91604
(323) 997-3018
bjohnson4166@sbcglobal.net

Thank you.
Sincerely
Margaret Nicholson
Hoffman FLP

Alexander Truong <alexander.truong@lacity.org>

DIR-2021-7095-TOC-HCA

5 messages

Lisa Sarkin <lssarkin@gmail.com> Thu, Jan 27, 2022 at 4:32 PM
Reply-To: lssarkin@gmail.com
To: Heather Bleemers <heather.bleemers@lacity.org>
Cc: Oliver Netburn <oliver.netburn@lacity.org>, Alex Truong <alexander.truong@lacity.org>, Vince Bertoni <vince.bertoni@lacity.org>, Randy Fried - SCNC President <rfried@studiocitync.org>, Johnson Barry <bjohnson4166@sbcglobal.net>, Lisa Karadjian <lkaradjian@studiocitync.org>, Alan Dymond <dymondscra34@gmail.com>

Good afternoon everyone,

I received an email Barry Johnson sent you related to the above case number. I concur with everything sent to you by him.

I am almost speechless to learn that a proposed development like this can be approved by a director's determination. I must ask the following questions:

1. What happened to notification and transparency?

2. How about notification to the Neighborhood Council?

3. Where is the staff report

4. Does anyone visit the location in-person?

5. Is the application reviewed for accuracy?

6. Who received the determination letter?

7. Why are DBS? Add SCRA

Please acknowledge receipt of this email. I will comment further after I receive your answers.

--
Best regards,

Lisa Sarkin

Home 818-980-1010
Cell 818-439-1674

Flora Melendez <flora.melendez@lacity.org> Thu, Jan 27, 2022 at 4:41 PM
To: Estineh Mailian <estineh.mailian@lacity.org>, Lisa Webber <lisa.webber@lacity.org>
Cc: Oliver Netburn <oliver.netburn@lacity.org>, Heather Bleemers <Heather.Bleemers@lacity.org>, Alexander Truong <alexander.truong@lacity.org>

Hello.

I'm forwarding an email received by Vince and staff.

Thank you.

~ Angie

Flora (Angie) Melendez
Pronouns: She, Hers, Her
Executive Administrative Assistant III
Los Angeles City Planning
200 N. Spring St., Room 425
Los Angeles, CA 90012
T: (213) 978-1271 | F: (213) 978-1275
Planning4LA.org
E-NEWS

[Quoted text hidden]

Estineh Mailian <estineh.mailian@lacity.org> Thu, Jan 27, 2022 at 5:11 PM
To: Flora Melendez <flora.melendez@lacity.org>
Cc: Lisa Webber <lisa.webber@lacity.org>, Oliver Netburn <oliver.netburn@lacity.org>, Heather Bleemers <Heather.Bleemers@lacity.org>, Alexander Truong <alexander.truong@lacity.org>

Thank you Angie.

Heather/Oliver/Alex- can we draft a response to answer these questions?

Estineh Mailian
Pronouns: She, Her, Hers
Chief Zoning Administrator
Los Angeles City Planning
200 N. Spring St., Room 763
Los Angeles, CA 90012
T: (213) 978-1318 | Planning4LA.org
E-NEWS

[Quoted text hidden]

Heather Bleemers <Heather.Bleemers@lacity.org> Thu, Jan 27, 2022 at 6:53 PM
To: Estineh Mailian <estineh.mailian@lacity.org>
Cc: Alexander Truong <alexander.truong@lacity.org>, Flora Melendez <flora.melendez@lacity.org>, Lisa Webber <lisa.webber@lacity.org>, Oliver Netburn <oliver.netburn@lacity.org>

Hi Estineh,

We are on it. We can expect to receive more of these types of emails as this project is controversial. We met with our housing unit today and will craft a response soon to this email and to Barry's email. I will cc you.

Thanks!

Heather
[Quoted text hidden]

Estineh Mailian <estineh.mailian@lacity.org> Thu, Jan 27, 2022 at 6:55 PM
To: Heather Bleemers <Heather.Bleemers@lacity.org>
Cc: Alexander Truong <alexander.truong@lacity.org>, Flora Melendez <flora.melendez@lacity.org>, Lisa Webber <lisa.webber@lacity.org>, Oliver Netburn <oliver.netburn@lacity.org>

Thank you.
[Quoted text hidden]

Exhibit G

Metro NextGen Memorandum

DEPARTMENT OF CITY PLANNING
Executive Office

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

DATE: March 25, 2021

TO: Interested Parties
Department of City Planning Staff

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

SUBJECT: **METRO NEXTGEN; RAPID BUS DEFINITIONS**

This memo explains how Metro's recent initial implementation of its "NextGen" Bus Plan will impact determinations regarding what constitutes a Metro Rapid Bus pursuant to City Planning policies and programs, including the Density Bonus and Transit Oriented Communities (TOC) Affordable Housing Incentive programs. Background information from Metro on NextGen including the latest service changes is available on their website (https://www.metro.net/projects/nextgen).

Background

NextGen is described by Metro as "a reimagined bus system that focuses on providing fast, frequent, reliable and accessible service to meet the needs of today's riders." The initial Phase 1 roll-out began in December 2020 and will continue through two additional phases in June and December of 2021. Service on nearly all lines will be affected.

Under the NextGen Bus Plan, most Metro Rapid Bus lines will be replaced with a new type of bus line that will have more frequent service and new stop intervals. These new replacement lines combine elements of a Rapid Bus and Local Bus. This change introduces a need for clarity on how the term Rapid Bus will be understood as it currently exists in the LAMC and other City Planning documents. Certain important incentives to provide affordable housing near transit exist in the Density Bonus Ordinance (see LAMC 12.22 A.25(f)(4)(ii)(b) and 12.22 A.25(c)(10)) as well as the TOC Guidelines (see Chart 1 of the TOC Guidelines and LAMC 12.22 A.25(c)(10) and 12.22 A.25(f)(4)(ii)(b)).

The NextGen system includes a new bus classification system with different Tier levels. Tier 1 is the highest quality bus NextGen line and will replace current Rapid Bus lines as they are discontinued. Tier 1 routes are planned to achieve service interval levels of at least ten minutes throughout the weekday daytime. However, because of the ridership and funding impacts of the current COVID-19 emergency, service levels may lag behind these levels in the short-term.

Definition of Rapid Bus

Rapid Bus is not a defined term in the Los Angeles Municipal Code (LAMC), nor is there any one agreed-upon set of criteria that must exist to be called a Rapid Bus line. The TOC Guidelines define Rapid Bus in a broad, flexible way to encompass a number of different types of higher quality bus services provided by different operators, as follows:

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

The Tier 1 NextGen is the highest level of bus service that Metro now offers (not to be confused with TOC Tier 1). While Metro is discontinuing most but not all Rapid Bus lines, Tier 1 lines will replace Rapid Lines and include most of the attributes in the above definition. Most importantly, Tier 1 lines are defined by their high level of service frequency. The number of stops for NextGen Tier 1 lines will be less than for existing local bus lines, but not as few as the current Rapid lines. Metro also advises that Tier 1 corridors would be the priorities for all-door boarding roll out and maintaining or adding transit signal priority plus dedicated bus lanes and other speed improvements for some Tier 1 corridors is being developed in partnership with the City.

A total of 28 corridors in Los Angeles County are being replaced with Tier 1 lines, not all of which align with current Rapid lines. In an effort to promote consistency, only those Tier 1 NextGen lines that replace a Metro Rapid line will be deemed a Rapid line by the Department of City Planning. Figure 1 below lists the discontinued Rapid lines and their Tier 1 replacement lines that will function as Rapid lines, along with the anticipated phase-in dates.

Implementation

This memo will guide updates to City Planning's determinations of which Metro bus routes and stops are considered to be a Rapid Bus, when those terms are referenced in the LAMC and TOC Guidelines. Discontinued Metro Rapid Bus lines will be replaced with their NextGen Tier 1 replacement lines when each phase is rolled out. This includes the NextGen Phase 1 changes already in effect, as described above, as well as subsequent Phase 2 and 3 of the NextGen roll-out (anticipated in June and December 2021). There may be some minor shifts in TOC Tier eligibility as a result of the NextGen changes to Rapid Bus lines. This memo amends the prior August 19, 2020 TOC memorandum issued by City Planning, solely for the Rapid Lines and their

replacement lines, described above. For lines not affected by these NextGen Rapid bus changes, the TOC program will continue to use a pre-COVID-19 bus schedule to determine program eligibility as described in the August 2020 memorandum. This policy will remain in place until superseded by future memo or updates to the TOC Guidelines. If project applicants have questions about how these changes might impact a pending project application or CEQA analysis, please contact your assigned case planner.

Figure 1. Discontinued and Replacement NextGen Tier 1 Rapid Lines

	Discontinued Rapid Lines	**Replacement Next Gen Tier 1 Rapid Line**
Phase One December 2020 (already in effect)	705 Vernon Ave./ La Cienega Bl. 710 Crenshaw Bl. 728 Olympic Bl. 740 Hawthorne Bl./ Crenshaw Bl. 745 Broadway St. 751 Soto St. 760 Long Beach Bl. 762 Atlantic Bl./ Fair Oaks Ave.	105 210 28 40 / 210 45 251 60 260
Phase Two June 2021 (anticipated)	720 Whittier Bl. 734 Sepulveda-Westside 744: Reseda/Ventura/Van Nuys 750 Ventura Bl. 770 Garvey, Atlantic, Cesar Chavez 780 Pasadena, Hollywood/Fairfax 788 Van Nuys – Westside 794 San Fernando Rd.	18 234 / 761 240 and 233/761 150 / 240 70 180 / 217 261 94 / 294
Phase Three June 2021 (anticipated)	704 Santa Monica Bl. 733 Venice Bl. 757 Western Av.	4 33 207