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

SECONDARY SUBMISSIONS



Department of City Planning

City Hall, 200 N. Spring Street, Room 272, Los Angeles, CA 90012

April 5, 2021

TO: City Planning Commission

FROM: Rey Fukuda, Planning Assistant

TECHNICAL MODIFICATION/CORRECTION TO THE STAFF RECOMMENDATION REPORT FOR CASE NO. CPC-2017-437-GPAJ-VZCJ-HD-VCU-MCUP-SPR; 2117-2147 East Violet Street and 2118-2142 East 7th Place

The following technical modification is presented for your consideration to be incorporated into the Staff Recommendation Report at the City Planning Commission meeting of April 8, 2021, related to Item No. 7 on the meeting agenda. Deleted text is shown in ~~strikethrough~~ and added text is shown in underline.

STAFF RECOMMENDATION REPORT MODIFICATIONS

Various Pages, office building number of stories along 7th Place

Update references regarding the office building's number of stories along 7th Place from ~~the proposed eight-story office building would step down to four stories~~ to the proposed eight-story office building would step down to three stories and a roof deck.

Various Pages, recycling and distribution center located south of the Site along Violet Street

Update references regarding the adjacent recycling center and distribution facility across Violet Street from ~~The Project Site is immediately surrounded by a mix of retail, restaurant, a hotel, and office uses, as well as a recycling center and distribution facility contained in low-rise and mid-rise buildings of widely varying age~~ to The Project Site is immediately surrounded by a mix of retail, restaurant, a hotel, and office uses, as well as an office development, currently under construction, which was formerly a recycling center and distribution facility.

Page C-1, Condition No. 32. Add the following condition:

d. 7th Place Pedestrian Improvements. Prior to the issuance of the Project's building permits, Exhibit A dated March 26, 2021 shall be revised to incorporate pedestrian improvements where feasible, (e.g. a painted edge line), along 7th Place where no sidewalks currently exist or are proposed. The proposed design shall be reviewed and approved by the Department of City Planning's Major Projects Section and the LADOT Central District Office.

To

Los Angeles City Planning Team
Councilman Mike Bonin district 11

Regarding

affordable housing, both rent and homeownership in Mar Vista and Venice, district 11

Locations

Ocean View Farms
Penmar Golf Course

https://www.golf.lacity.org/course_penmar/

<https://www.oceanviewfarms.net/>

For who

- **Residents** on the westside of Los Angeles, including but not limited to, the working class, seniors, students, those with low to no income, and any others in need of affordable housing. (priority for residents in District 11, Mar Vista and Venice where the proposed locations are)

Proposal Request

Ocean View Farms

- **Affordable homeownership**; townhomes for the working class; move garden spaces to rooftops or elsewhere that is appropriate.
- Affordable homeownership for suggested resident income range of \$30,000-\$150,000.
(Could possibly consider some higher income earners to offset costs for city, state, federal)
- **First time homeowners** that have been residents of Los Angeles for at least 10 years; priority for residents on the westside in district 11, Venice and Mar Vista.
- Requesting consideration of those from said marginalized communities that have been displaced on the westside, **specifically African American individuals and families.**
- Requesting consideration for the **millennial generation (all demographics)**, that currently own less than 18% of the homes in Los Angeles.
(In regards to EQUITY and RESTORATIVE JUSTICE)
- Home prices should match that of the actual inflation rate of what a home should cost for the working class; city, state, federal with offset cost so that is possible.

Penmar Golf course

- Affordable duplexes, townhomes, and apartments for the working class, seniors, students, those with low to no income, and any others in need of such housing. **Also consider tiny or small bungalow home placements within the potential community.**
- An open park space could be incorporated.

How

- Public city owned bank for financing for the first time homeowners. (If necessary; residents could seek financing from elsewhere)
- An **affordable rental housing trust fund** that protects affordable rental housing for residents on the westside; specifically consider an affordable housing trust fund for district 11.
- For homes that can be purchased; affordability would likely also be protected with a trust and there likely would resell requirements. (EX: couldn't sell home for higher than 20% of purchase cost, couldn't resell for at least 5-10 years)

Opposition

- There may be plenty of opposition, likely from homeowners in surrounding neighborhoods but residents in need of affordable housing are not required to ask residents who own homes already for permission to build affordable housing that almost 60,000+ unhoused residents in LA County are in need of.

Funding

- American rescue plan and any other federal or state relief
- Create a city owned housing trust fund for residents in district 11

To our planning team and councilman Mike Bonin of District 11, I ask you to please consider this request for affordable housing on the westside of Los Angeles, for residents in District 11, Mar Vista and Venice. **Our right to safe, clean, and affordable housing is being denied!** As with the Santa Monica airport proposal that was sent earlier on, it is requested that the project begin by June 2021. Thank You for your time and effort in regards to housing that is desperately needed!

Created by Tieira Ryder 04/01/2021

(The creator of the proposal does not own the rights to all images that are seen below; rights to images belong to original owners. Images are that of duplexes, townhomes, apartments, tiny and small homes)



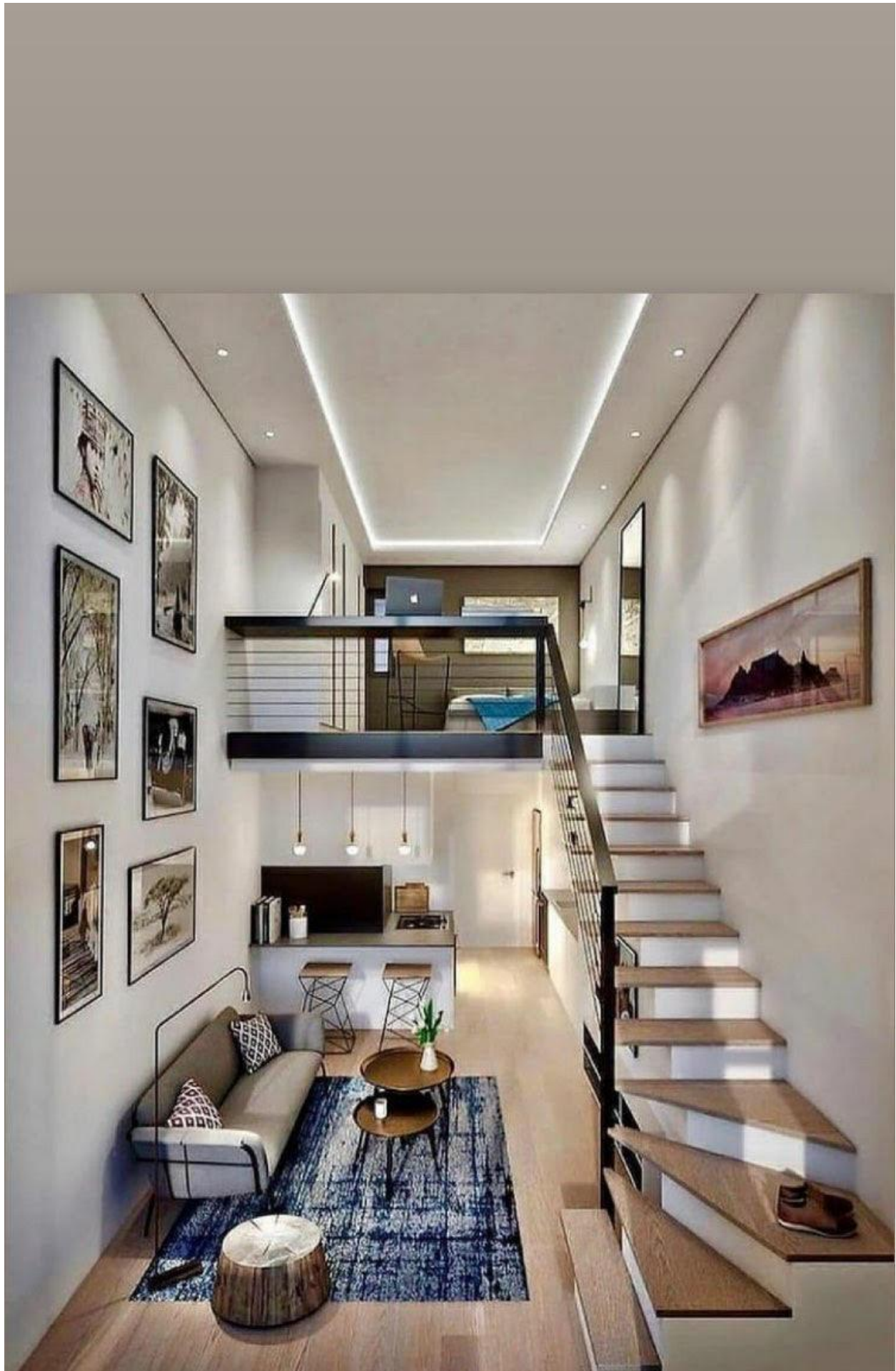












Created by Tieira Ryder 04/01/2021



Posted in [r/washingtondc](#)





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Attorney At Law

155 South El Molino Avenue
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Pasadena, California 91101

Via E-Mail & U.S. Mail

April 1, 2021

Cecilia Lamas, Commission Executive Assistant
City Planning Commission
City of Los Angeles, Dept. of City Planning
City Hall 200 North Spring Street, Room 525
Los Angeles, CA 90012
Em: cpc@lacity.org

Rey Fukuda, Planning Assistant
221 N. Figueroa Street, Suite 1350
Los Angeles, CA 90012
Em: Rey.Fukuda@lacity.org

RE: Withdraw of Appeal of 2143 Violet Street Project, Vesting Tentative
Tract Map No. 74890-CN (related case CPC-2017-437-GPAJ-VZCJ-HD-
VCU-MCUP-SPR

Dear President Millman, Honorable Planning Commissioners, Ms. Lamas and Mr. Fukuda,

On behalf of the Southwest Regional Council of Carpenters (“**Commenter**” or “**Carpenters**”), my Office is withdrawing the Carpenter’s appeal of the City’s of Los Angeles Advisory Agency’s February 23, 2021 decision to approve Vesting Tentative Tract No. 74890-CN for the 2143 Violet Street Project (“**Project**”).

Please contact my Office if you have any questions or concerns.

Sincerely,

Mitchell M. Tsai
Attorneys for Southwest Regional
Council of Carpenters



April 4, 2021

Esther Ahn, City Planner

esther.ahn@lacity.org

(213) 978-1486

To whom it may concern,

We are writing to you in support of the proposed 20-unit development, including 2 dedicated Extremely Low Income units, at 1447 S. Hi Point St, cases DIR-2020-2067-TOC-1A / ENV-2020-2068-CE. We urge the city to deny the appeal and approve the project. We also urge the city to find the project Categorically Exempt from the provisions of CEQA and to approve it with a 70% Density Bonus, consistent with the provisions of the Transit Oriented Communities (TOC) Affordable Housing Incentive Program, and 3 additional incentives:

- A 30% reduction in the required width of the two (2) side yards to provide a minimum setback of 5 feet 8 inches in lieu of the minimum 8 feet otherwise required
- A maximum increase of 22 feet in building height to permit a maximum building height of 57 feet in lieu of the maximum 35 feet otherwise permitted
- A maximum reduction of 25% in the required amount of open space.

The greater Los Angeles region is facing a severe housing shortage, particularly affordable housing. By creating new housing in this neighborhood, it will help to reduce issues of gentrification and displacement in other parts of the region. Abundant Housing LA believes that these housing challenges can only be addressed if everyone in the region does their part.

This project is in a great location for housing. It is two blocks away from multiple bus stops with several routes that stop at museums, shopping, and medical centers, as well as a college and entertainment center. It is also in walking and bicycling distance to a medical center, shopping, restaurants, and schools.

It is great to see the developer using the Density Bonus program to bring new homes, including badly needed affordable housing, to the city. Affordable housing programs that depend on a percentage of new construction being affordable need a lot of new construction to have an impact, and the city should work to increase the number of developers using the Density Bonus.

This project is a good project for Los Angeles and for the region. Again, we urge the city to reject the appeal, approve the density bonus and incentives, and find the project Categorically Exempt from the provisions of CEQA.

Best Regards,

Leonora Camner

Leonora Camner

AHLA Executive Director

Tami Kagan-Abrams

Tami Kagan-Abrams

AHLA Project Director

DAY OF HEARING SUBMISSIONS

Re: DIR-2020-2067

To the City Planning Commission:

If the City Planning Commission were to permit this development, they would be permitting a transit-oriented development based on a transit service that did not exist in the past, does not exist today, and will not exist in the future.

In November 2016, Measure JJJ asked the voters of LA County:

Shall an ordinance: 1) requiring that certain residential development projects provide for affordable housing and comply with prevailing wage, local hiring and other labor standards; 2) requiring the City to assess the impacts of community plan changes on affordable housing and local jobs; 3) creating an affordable housing incentive program for developments near **major transit stops**; and 4) making other changes; be adopted?

The definition of a Major Transit Stop is a foundational element of Measure JJJ.

Measure JJJ's definition of a Major Transit Stop takes its definition from subdivision (b) of Section 21155 of the California Public Resources Code which in turn takes its definition from Section 21064.3 of the CPRC which states "Major transit stop... means a site containing...the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods."

The Direction's Determination Letter for the proposed development, dated December 30, 2020, stated that "the project site is located within a Tier 3 Transit Oriented Communities Affordable Housing Incentive Area, qualified by its proximity to the intersection of a Major Transit Stop. The project site is located within 750 feet of the intersection of one Rapid Bus Lines (Metro Rapid Line 780) and one Regular Bus Line (Local Line 7) at the intersection of Pico Boulevard and Fairfax Avenue."

By the City's own method of measuring distance, as stated in the TOC guidelines, this site is not located within 750 feet of the Pico and Fairfax intersection. See Exhibit A.

Furthermore, using the City's own methodology as shown in Appendix A of the TOC Guidelines, as of December 2020, the Metro Rapid Line 780 does not offer a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods in either direction. Trips that qualify toward those peak commute periods are boxed in red on Exhibit B.

The frequency of service interval for Rapid Line 780 is 21 minutes in the eastbound direction and 22 minutes in the westbound direction. Both are greater than 15 minutes, the amount required by the definition of a major transit stop. See Exhibit C.

In response to our appeal, the City claims the subject property is located within a Tier 3 TOC area not because it was within 750 feet of the intersection of one Rapid Bus Lines and one Regular Bus Line but because it was within 1500 feet of "the intersection of two rapid bus routes (Santa Monica Big Blue Bus Rapid 7 Line, Metro Rapid Line 780, and Metro Rapid Line R7)." Note: Metro Rapid Line R7 does not exist. The City appears to have mistaken it for the Santa Monica Big Blue Bus Rapid 7 Line which it had already mentioned.

In addition, the City claimed that "the definition of a Major Transit Stop was subsequently clarified through City Planning on August 19, 2020 to apply only to transit schedules in place as of March 17, 2020." To summarize, City Planning decided to base the definition of a Major Transit Stop not on bus

schedules as they exist today but as they existed on March 17, 2020—the day before the City issued its Safer at Home curfews.

Even with this revised definition of a Major Transit Stop, Rapid Line 780 *still* does not meet the 15-minute frequency of service interval required by a Major Transit Stop. See Exhibit D for the trips that qualify toward that frequency of service interval boxed in red. See Exhibit E for the frequency of service interval calculated in each direction along the line.

Rather than stand by its findings in its original Determination Letter – that the project is within 750 feet of the intersection of one Rapid Bus Line and one Regular Bus Line, the City now claims the project is qualified by its proximity to a Major Transit Stop involving the intersection of two rapid bus routes within 1500 feet of the site. Given Metro Rapid Line 780's failure to meet the requisite headways, this claim is false. The only way a bus line along Fairfax could meet the requisite 15-minute frequency of service interval is if the City aggregated the frequency of service intervals of multiple bus lines along Fairfax Avenue—a fact not mentioned by the City in its Determination Letter nor its Appeal Recommendation Report. If one has to aggregate multiple bus lines, each with different routes and terminuses, those bus lines do not appear to meet the definition of “a major bus route.” The bus route the City appears to have aggregated along with the Rapid Line 780, Metro Line 217, is slated for cancellation as a part of Metro's NextGen Bus Study. See Exhibit F for a slide from Metro's NextGen Bus Study that states that Line 217 is slated for cancellation. In a department memorandum dated August 19, 2020, the City Planning Department claims that the definition of a Major Transit Stop is “used to make long-range planning decisions” and that is why “service intervals established after the onset of the COVID-19 emergency declaration will not be used by City Planning to make determinations regarding MTSs, TPAs, HQTs, and HQTAs.” If the definition of a Major Transit Stop is used to make “long-range planning decisions” why isn't the City factoring in the forthcoming cancellation of Metro Line 217 in its determination of this site's TOC Tier Incentive Area?

This is not just a matter of arguing in the alternative, this is a matter of the City re-writing the evidentiary record, which impedes our ability to meaningfully appeal the City's determinations.

The City has mistaken 815 feet for 750 feet. The City cites non-existent bus lines to support its arguments. The City has altered a foundational element of Measure JJJ, the definition of a Major Transit Stop, not with a majority vote at the ballot but with a department memo.

This is not what the voters of Measure JJJ approved. The Commission should restore the will of the voters by making transit-oriented development once again supported by the actual transit service from which it derives its incentives and reject this development.

Sincerely,

Brandon Araujo & Annette Wong
5931 W. Parkcrest Place
Los Angeles, CA 90035

Exhibit A



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

Source: TOC Guidelines page 5

Exhibit B

Metro Rapid 780 Timetable (effective June 20, 2020)

Monday through Friday

Effective Jun 21 2020

780

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

LOS ANGELES	WEST HOLLYWOOD	HOLLYWOOD	GLENDALE	EAGLE ROCK	PASADENA
1	4	4	3	2	1
Washington/Fairfax Transit Hub	Fairfax & Santa Monica	Vermont & Prospect	Los Feliz & San Fernando	Colorado & Eagle Rock	Colorado & Hill
5:36A	5:51A	6:10	6:19	6:36	6:55
5:55	6:10	6:30	6:39	6:57	7:18
6:12	6:29	6:50	7:00	7:18	7:39
6:32	6:49	7:10	7:21	7:40	8:02
6:53	7:12	7:35	7:47	8:06	8:28
7:16	7:37	8:00	8:12	8:31	8:53
7:39	8:01	8:25	8:38	8:57	9:19
8:07	8:31	8:55	9:08	9:29	9:51
8:37	9:01	9:25	9:38	9:59	10:21
9:06	9:30	9:55	10:08	10:29	10:51
9:35	9:59	10:25	10:39	11:00	11:22
10:03	10:27	10:55	11:09	11:30	11:52
By the City's own methodology, the number of trips in the eastbound direction during the peak morning and afternoon time periods do not meet the 15 minutes or less frequency required by a Major Transit Stop.					
12:52	1:19	1:50	2:08	2:29	2:51
1:12	1:39	2:10	2:26	2:49	3:11
1:30	1:57	2:30	2:46	3:09	3:32
1:48	2:17	2:50	3:07	3:30	3:53
2:07	2:36	3:10	3:28	3:51	4:14
2:26	2:55	3:30	3:48	4:11	4:34
2:43	3:14	3:50	4:09	4:33	4:56
3:03	3:34	4:10	4:30	4:54	5:17
3:23	3:54	4:30	4:50	5:14	5:37
3:43	4:14	4:50	5:10	5:34	5:57
4:03	4:34	5:10	5:30	5:54	6:17
4:23	4:54	5:30	5:50	6:14	6:37
4:43	5:14	5:50	6:08	6:32	6:55
5:04	5:35	6:10	6:28	6:50	7:12
5:25	5:55	6:30	6:47	7:08	7:29
5:46	6:16	6:50	7:07	7:28	7:49
6:09	6:37	7:10	7:26	7:47	8:07

Exhibit C

Calculations Per Appendix A of the TOC Guidelines (June 2020)

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

Exhibit D

Metro Rapid 780 Timetable (effective December 15, 2019)

Monday through Friday

Effective Dec 15 2019

780

Eastbound (Approximate Times)

5:31A	5:46A	6:05	6:14	6:31	6:50
5:47	6:02	6:22	6:31	6:49	7:09
6:01	6:17	6:38	6:47	7:05	7:26
6:15	6:32	6:53	7:03	7:22	7:44
6:29	6:46	7:07	7:17	7:36	7:58
6:41	6:58	7:20	7:32	7:51	8:13
6:52	7:10	7:33	7:45	8:04	8:26
7:03	7:23	7:46	7:58	8:17	8:39
7:16	7:37	8:00	8:12	8:31	8:53
7:30	7:52	8:15	8:27	8:46	9:08
7:45	8:07	8:31	8:44	9:03	9:25
7:59	8:23	8:47	9:00	9:21	9:43
8:17	8:41	9:05	9:18	9:39	10:01
8:39	9:03	9:27	9:40	10:01	10:23
9:02	9:26	9:51	10:04	10:25	10:47
9:26	9:50	10:16	10:29	10:50	11:12
9:51	10:15	10:41	10:55	11:16	11:38

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

1:10	1:37	2:08	2:24	2:47	3:09
1:33	2:00	2:33	2:49	3:12	3:35
1:51	2:20	2:53	3:10	3:33	3:56
2:09	2:38	3:12	3:30	3:53	4:16
2:27	2:56	3:31	3:49	4:13	4:36
2:43	3:14	3:50	4:09	4:33	4:56
3:02	3:33	4:09	4:29	4:53	5:16
3:21	3:52	4:28	4:48	5:12	5:35
3:39	4:10	4:46	5:06	5:30	5:53
3:57	4:28	5:04	5:24	5:48	6:11
4:14	4:45	5:21	5:41	6:05	6:28
4:31	5:02	5:38	5:57	6:21	6:44
4:49	5:20	5:55	6:13	6:37	7:00
5:05	5:36	6:11	6:29	6:51	7:13
5:21	5:52	6:27	6:44	7:05	7:26
5:41	6:11	6:45	7:02	7:23	7:44
6:02	6:30	7:03	7:19	7:40	8:01
6:20	6:48	7:21	7:36	7:57	8:17
6:41	7:08	7:39	7:54	8:14	8:34
7:04	7:31	8:01	8:14	8:33	8:53

Westbound (Approximate Times)

5:09A	5:29A	5:45A	5:55A	6:14A	6:37A
5:22	5:43	5:59	6:10	6:29	6:52
5:38	5:59	6:16	6:28	6:50	7:15
5:52	6:13	6:30	6:42	7:05	7:31
6:03	6:25	6:43	6:55	7:20	7:46
6:13	6:36	6:55	7:08	7:35	8:02
6:25	6:48	7:07	7:21	7:50	8:18
6:35	7:00	7:20	7:35	8:04	8:33
6:50	7:15	7:36	7:52	8:23	8:52
7:10	7:35	7:56	8:12	8:43	9:12
7:30	7:56	8:18	8:34	9:04	9:33
7:52	8:20	8:42	8:57	9:27	9:56
8:17	8:45	9:07	9:22	9:52	10:21
8:40	9:09	9:32	9:47	10:16	10:45
9:05	9:34	9:57	10:12	10:41	11:10
9:30	9:59	10:22	10:37	11:06	11:35
9:55	10:24	10:47	11:02	11:31	11:59
10:19	10:48	11:12	11:27	11:57	12:26

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

1:25	1:56	2:22	2:37	3:08	3:39
1:45	2:16	2:42	2:57	3:29	4:00
2:05	2:36	3:02	3:17	3:49	4:20
2:24	2:55	3:21	3:36	4:08	4:39
2:43	3:14	3:40	3:55	4:26	4:57
3:02	3:33	3:58	4:14	4:46	5:19
3:19	3:50	4:15	4:31	5:04	5:36
3:36	4:07	4:32	4:48	5:21	5:53
3:54	4:25	4:50	5:06	5:39	6:09
4:13	4:44	5:09	5:25	5:58	6:27
4:33	5:04	5:29	5:45	6:18	6:46
4:58	5:29	5:54	6:10	6:42	7:09
5:35	6:05	6:28	6:43	7:15	7:41
6:12	6:41	7:03	7:18	7:49	8:15
6:54	7:22	7:43	7:58	—	—

Exhibit E

Calculations Per Appendix A of the TOC Guidelines (December 2019)

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

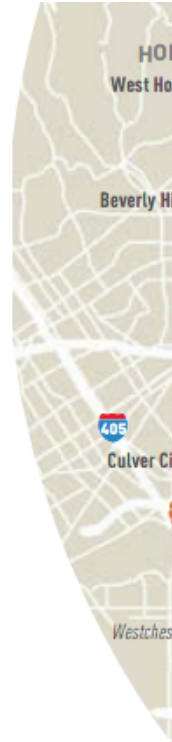
Exhibit F

How is my bus changing?

More Frequency Simpler Network

New Frequent Line 180: Merge Lines 180, 181, 217, 780. New Line 180 would operate between Pasadena, Glendale, Hollywood via Colorado Bl, Broadway, Los Feliz Bl, Hollywood Bl, Fairfax Av, following existing Lines 217, 180, 181 between La Cienega/Jefferson E Line (Expo) Station and Pasadena City College:

- Underutilized bus stops on new Line 180 would be consolidated to balance speed, reliability, and accessibility
- Discontinue Line 217 south of La Cienega/Jefferson Station to Westfield Culver City due to underutilized service
- Line 81 would replace Line 181 on Yosemite Dr
- Pasadena Transit Line 20 and New Line 662 would replace Line 180 on Lake Av while Foothill Transit Line 187 would replace Line 181 service on Colorado Bl east of Pasadena City College



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

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

*ALSO Admitted in Texas

April 8, 2021

VIA ELECTRONIC UPLOAD

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

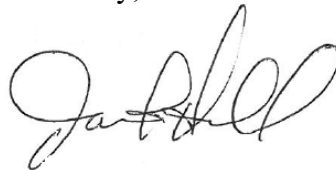
**Re: Day of Submittal for Transit Oriented Community Project Located at 1447 S.
Hi Point (DIR-2020-2067-TOC; ENV-2020-2068-CE)**

To Whom It May Concern:

This firm represents Elaine Johnson ("Appellant"). My client respectfully submits the collage below documenting some of the cumulative impacts that the community is currently experiencing due to the large volume of development projects in close proximity to the Project.

I may be contacted at 310-982-1760 or at jamie.hall@channellawgroup.com if you have any questions, comments or concerns.

Sincerely,

A handwritten signature in black ink, appearing to read 'Jamie T. Hall', written in a cursive style.

Jamie T. Hall

