



DEPARTMENT OF CITY PLANNING

APPEAL REPORT

East Los Angeles Area Planning Commission

Date: December 8, 2021
Time: After 4:30 p.m.*
Place: Due to concerns over COVID-19, the APC meeting will be conducted entirely telephonically by Zoom [<https://zoom.us/>].

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

Case No.: DIR-2020-427-SPP-1A
CEQA No.: ENV-2020-428-CE
Incidental Cases: None
Related Cases: DIR-2020-427-SPP
Council No.: 1-Cedillo
Plan Area: Northeast Los Angeles
Specific Plan: Mount Washington-Glassell Park Specific Plan
Certified NC: Arroyo Seco
GPLU: Low Residential
Zone: R1-1

Public Hearing: Required, Continued from July 14, 2021
Appeal Status: Not further appealable under LAMC
Expiration Date: In conformity with the Mayor's Tolling of Deadlines Prescribed in the Municipal Code on March 21, 2020, the expiration date is tolled until the end of the Emergency Order

PROJECT LOCATION: 464 – 466 North Crane Boulevard

PROPOSED PROJECT: The construction, use, and maintenance of a new, three (3)-story, 45 feet in height, 3,633-square foot single-family dwelling with a 533-square foot attached garage, on an 8,914.1-square foot vacant lot.

APPLICANT: Rachel Foullon and Ian Cooper

APPELLANT: Crane Boulevard Safety Coalition – Christopher Howard

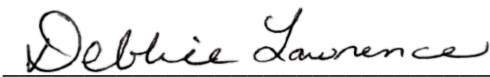
REQUESTED ACTION: Appeal of the Director of Planning's determination to approve a Project Permit Compliance Review pursuant to LAMC Section 11.5.7 C to allow the construction, use, and maintenance of a new, three (3)-story, 45 feet in height, 3,633-square foot single-family dwelling with a 533-square foot attached garage, on an 8,914.1-square foot vacant lot, on a R1-1 zoned parcel, located within the Mount Washington-Glassell Park Specific Plan.

RECOMMENDED ACTIONS:


1. **DETERMINE** based on the whole of the administrative record that the Project is exempt from the California Environmental Quality Act (CEQA) pursuant to State CEQA Guidelines Section 15303, Class 3 (New Construction or Conversion of Small Structures – One-single family residence or a second dwelling unit in a residential zone) and Section 15332, Class 32 (Urban infill development). In urbanized areas, up to three single-family residences may be constructed or converted under this exemption), and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies.
2. **Deny** the appeals and **sustain** the decision of the Director of Planning to approve a Project Permit Compliance Review for the Project.
3. **Adopt** the conditions of approval and the findings of the Director of Planning as the Conditions and Findings of the Commission.

VINCENT P. BERTONI, AICP
Director of Planning


Jane Choi, AICP, Principal City Planner


Debbie Lawrence, AICP, Senior City Planner


Nicole Sánchez, City Planner


Nashya Sadono-Jensen, Planning Assistant

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. Requirements for submission of materials can be found on the Department of City Planning website at <https://planning.lacity.org/about/virtual-commission-instructions>. If you challenge these agenda items in court, you may be limited to raising only those issues you or someone else raised at the public hearing agendized herein, or in written correspondence on these matters delivered to this agency at or prior to the public hearing. As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability, and upon request, will provide reasonable accommodation to ensure equal access to these programs, services and activities. Sign language interpreters, assistive listening devices, or other auxiliary aids and/or other services may be provided upon request. To ensure availability of services, please make your request not later than 72 working hours prior to the meeting by calling the Commission Secretariat at (213) 978-1295.

TABLE OF CONTENTS

Project Analysis A-1

Project Summary
Background
Appeal Points and Staff Responses
Conclusion

Exhibits

- A. Appeal of DIR-2020-427-SPP
- B. Director of Planning Determination DIR-2020-427-SPP
- C. Original Project Plans
- D. Revised Project Plans
- E. Tree Report dated November 4, 2019
- F. Department of Building and Safety's Geology and Soils Report Approval Letter dated December 18, 2020
- G. Revised Construction Traffic Management Plan dated July 19, 2021
- H. Revised Categorical Exemption Justifications
- I. Biological Resources Letter Report, Prepared by: Endemic Environmental Services, August 16, 2021
- J. Slope Band Analysis

PROJECT ANALYSIS

Pursuant to the Los Angeles Municipal Code (LAMC) Section 11.5.7, appeals of Project Permit Compliance cases are made to the Area Planning Commission. The decision of the East Los Angeles Area Planning Commission is final and effective as provided for in Charter Section 245.

Project Summary

The Project is the construction, use, and maintenance of a new, three (3)-story, 45 feet in height, 3,633-square foot single-family dwelling with a 533-square foot attached garage, on an 8,914.1-square foot vacant lot.

Background

The Project site is comprised of two, tied lots totaling 8,914.1 square feet and is zoned R1-1 with a General Plan Land Use Designation of Low Residential. The subject site is within a Hillside Grading Area, a Very High Fire Hazard Severity Zone, and is 1.82 kilometers from the Raymond Fault. The site is currently vacant and fronts Crane Boulevard, which is considered a Substandard Hillside Limited Street with an improved 26-foot right-of-way width and a 20-foot roadway width. The Project will provide a 2-foot dedication. The Project is within the Mount Washington-Glassell Park Specific Plan (Specific Plan).

The properties surrounding the subject property, along Crane Boulevard and across the street, are zoned R1-1 and are mostly developed with single-family homes. The properties abutting the rear of the subject property, along Furness Avenue, are zoned RE40-1 and are vacant. Nearby to the southeast, a property is zoned A1-1-HPOZ and developed with the Autry Museum of the American West's Historic Southwest Museum Mt. Washington Campus. There are four (4) Protected Southern California Black Walnut Trees and one (1) Significant Pepper Tree on site. The Project is proposing to remove one (1) of the Southern California Black Walnut Trees. Four (4) trees will be planted on a 4:1 ratio for the one (1) Protected Southern California Black Walnut Tree being removed.

On April 19, 2021, the Director of Planning approved with conditions a Project Permit Compliance Review for the Project. On May 4, 2021, an appeal of the entire decision was filed.

The following is a summary of the appellants' initial justifications for the appeal followed by responses by Department of City Planning Staff.

Appeal Points and Staff Responses

Appeal Point 1:

The Project applies the Specific Plan instead of the Baseline Hillside Ordinance (BHO) to calculate permitted floor area ratio (FAR).

Response:

The Mount Washington-Glassell Park Specific Plan states the following about its relationship to the Los Angeles Municipal Code (LAMC):

Section 2 B. Wherever this Specific Plan contains provisions which require more or less restrictive front yards, less restrictive height, more restrictive Floor Area

Ratios, more restrictive landscaping requirements or other greater restrictions or limitations on development than would be required by the provisions contained in the LAMC Chapter I, the Specific Plan shall prevail and supersede the applicable provisions of the Code.

The Specific Plan became effective in 1993 and included a definition of Floor Area and a formula for calculating it. This was done to address scale of development and character in the Mount Washington and Glassell Park communities. The way the Specific Plan treats floor area is unique, and is defined as follows:

Floor Area: Notwithstanding LAMC Section 12.03, Floor Area is that area in square feet confined within the exterior walls of a building of a One-Family Project, including the area of stairways, shafts, covered automobile parking areas and basement storage areas, and excluding uncovered outdoor decks.

In 2010 and 2017, the City adopted the Baseline Hillside Ordinance (BHO) for R1 and RE Zones. The BHO determined allowable residential floor area as a function of the slope of the development site. It also allowed for floor area exemptions, including, but not limited to the garage and basement areas and bonuses for certain green building features. The BHO calculates allowable floor area based on a slope band system using the steepness, size, and zone of slopes on a property. The slope band percentage increases with the steepness of the slope. As the two methodologies utilize different ways to measure FAR, the comparison between the two is not like-for-like. The Specific Plan's definition of Floor Area counts towards floor area portions of a house that are otherwise excluded from the calculation under the BHO. Consistent with Section 2.B of the Specific Plan, the Department's policy and practice has been to utilize the Specific Plan's methodology to calculate floor area because the Specific Plan relies on a definition of Floor Area (noted above) that is more restrictive than the definition used in BHO.

The appellant argues that the City should require applicants on a project-by-project basis to calculate the allowable floor area for their projects using methodologies from both the Specific Plan and the Baseline Hillside Ordinance, and use the lesser number of the two results. This approach is not in keeping with the Department's historic practice and good zoning practice. Section 2.B of the Specific Plan calls for the Director of Planning to implement the Specific Plan provisions as a whole, not on a case-by-case basis. Also, the purpose of creating the Specific Plan's own floor area methodology was to ensure that the intent of having the scale and character of the community's hillside terrain, rustic nature, and architectural diversity was met. In order to assure that development proceeds in an orderly fashion, in conformance with the General Plan and to ensure good zoning practice, the residents, project applicants and the City need predictability in how development is to occur and how the rules would be applied. It would not be good zoning practice to allow the implementation of the Specific Plan in a hodge-podge, inconsistent manner, on a case by case, situation basis.

While the slope band analysis in the Baseline Hillside Ordinance may show the allowable square footage that is less than what the Specific Plan provisions would yield, the slope band figure does not truly reflect the total amount of residential floor area that would be allowed on a site. In this instance, the applicant voluntarily prepared a Slope Band Analysis (Exhibit J) showing a maximum residential floor area allowed of 2,752 square feet. The maximum Floor Area for the subject lot using the Specific Plan methodology is 3,743.92 square feet. While at face value the Specific Plan methodology yields a higher

allowable floor area, the Specific Plan methodology is overall more restrictive because the slope band analysis does not show the number of floor area exemptions that would be allowed by the Baseline Hillside Ordinance. For example, the Baseline Hillside Ordinance includes exemptions that allows for fully submerged basements to not count towards the overall residential floor area. The Specific Plan methodology would count those subterranean basement levels toward the overall residential floor area.

It was not the intent of the Specific Plan or the Code to allow for applicants to mix and match methodologies to yield the largest house. While at face value, the slope band yields a smaller residential floor area, an applicant using the BHO methodology can then include a larger submerged basement that would exceed that maximum. This would undermine the intent of the Specific Plan to ensure that scale and character of the neighborhood is preserved by allowing for larger than intended single-family homes.

Therefore, because the BHO has the potential to create floor area exemptions that were not intended by the Specific Plan and due to the different methodologies used for calculation floor area, the Department correctly applied the Specific Plan methodology as the more restrictive methodology to approve the proposed project

Appeal Point 2:

Certain portions of the proposed structure are excluded from the Floor Area calculation and is in violation of both the Specific Plan and BHO.

Response:

Refer to Staff Response to Appeal Point 1, above.

Appeal Point 3:

Project fails to prepare an Environmental Assessment or Mitigated Negative Declaration (MND) as the Project has Unusual Circumstances of Adverse Slope/Soil, Mapped State Habitat of Special Concern, And Cumulative Safety Impacts of simultaneous houses at the same time.

Response:

The appellant does not provide substantial evidence as to how the Project is required to prepare an Environmental Assessment or MND. The Planning Department has determined that the City of Los Angeles Guidelines for the implementation of the California Environmental Quality Act of 1970 and the State CEQA Guidelines designate the subject project as Categorically Exempt under Article 19, Section 15303, Class 3 (new construction or conversion of small structures) and Class 32 (urban infill development). There are six (6) Exceptions which must be considered in order to find a project exempt under Section 15300.2: (a) Location (Class 3); (b) Cumulative Impacts; (c) Significant Effect; (d) Scenic Highways; (e) Hazardous Waste Sites; and (f) Historical Resources.

An agency's determination that a project qualifies for a Categorical Exemption includes an implied finding that none of the exceptions identified in the CEQA Guidelines apply. Instead, the burden of proof shifts to the challenging party to produce evidence showing that one of the exceptions applies to take the project out of the exempt category (*San Francisco Beautiful v. City and County of San Francisco* (2014) 226 Cal.App.4th 1012, 1022-23.). The appellant claims that two of these exceptions do apply to the Project: unusual circumstances due to location and cumulative impacts.

Unusual Circumstances

There are 26 single-family lots located on both sides of Crane Boulevard up to the intersection of Crane Boulevard and Dustin Drive to the east and west of the subject lot. Out of the 26 lots, two (2) lots are vacant and the remaining lots are developed with single-family homes. 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. In addition, the Project complies with the Mount Washington-Glassell Park Specific Plan. As mentioned, the Project proposes new construction of a three (3)-story, 3,633-square foot single-family dwelling, with a 533-square foot attached garage, on an 8,914.1-square foot vacant lot in an area zoned and designated for such development. All adjacent lots are developed with single-family dwellings, or vacant land and the subject site is of a similar size and slope to nearby properties. There are no unusual circumstances that could create the reasonable possibility of significant effects from the development of this lot with a single-family home.

The Soils and Engineering Geologic Investigation Report was submitted to the case file and to Los Angeles Department of Building and Safety (LADBS) for review, and a Geology and Soils Report Approval Letter was issued by LADBS on December 18, 2020 (Exhibit F). This letter approved the referenced reports, provided that the conditions of approval listed in the Approval Letter are complied with. Specific Regulatory Compliance Measures (RCMs) in the City of Los Angeles regulate the grading and construction of projects in certain types of “sensitive” locations and will reduce any potential impacts to less than significant. Regulatory Compliance Measures include requirements to conform with the California Building Code and the City’s Landform Grading Manual. These RCMs have been historically proven to work to the satisfaction of the City Engineer to reduce any impacts from the specific environment in which the Project is located.

On July 12, 2021, the appellant submitted a letter from Wilson Geosciences, Inc., which indicated that the applicants’ geo-technical report prepared by GeoSystems (11/03/20) refers to the Project as a two-story single-family residential structure, when the project plans (dated 4/7/2021) show a three-story single-family residential structure. The letter was reviewed by the LADBS Engineering Geologist who concurred that relative to the definitions of the State’s exemptions of seismic hazards regulations, the proposed development is a three-story structure. The applicant revised their plans to show that the third level was a partially submerged crawl space which does not qualify as a habitable area and thus does not meet the definition of a Story pursuant to LAMC Section 12.03.

Story: The space in a Building between two vertically adjacent finished floor levels or, for the topmost level of a Building, the space between its finished floor level and the roof directly above it. Finished floor levels within four vertical feet of each other shall be deemed a single Story. Any space that is defined as a Basement is not considered a Story (Amended by Ord. No. 184,802, Eff. 3/17/17.)

If it was habitable area, this would necessitate the need for a seismic slope evaluation per State rules. According to LADBS, based on the revised plans, an updated geotechnical report to address seismic slope stability is not necessary. In an email received from LADBS on July 14, 2021, the Engineering Geologist stated that their current approval letter (December 18, 2020) stands.

The LADBS Grading Division is responsible for reviewing grading and construction work for projects on private property. The Planning Department’s standard protocol for Hillside Area cases is that Planning Staff awaits a determination from LADBS Grading Division

prior to proceeding with the review of the case filed with the Planning Department. Review and approval of the detailed plans by the geologist and soils engineer prior to the issuance of permits are required under Condition No. 21 in the Approval Letter. This states that the approval shall be by signature on the plans that clearly indicates the geologist and soils engineer have reviewed the plans prepared by the design engineer; and, that the plans include the recommendations contained in their reports. Compliance with RCMs relative to grading will be required as part of the grading permit approval process. Therefore, the proposed project is not expected to result in any significant impacts to geology and soils.

The appellant claims that the site is located within a "Mapped State Habitat of Special Concern", creating an unusual circumstance for the Project due to its location, as "the project site shares a boundary within a mapped biological resource area." These resource areas are shown in Page C-11 of the City's 2006 CEQA Thresholds Guide. As stated, "Natural open space areas within the City's 11 Planning Subregions that may contain habitat for sensitive species are shown on Exhibits C-2 through C-5. These maps are based upon interpretation of aerial photography of the City dated November 1992." The biological resource areas represent environmental resource areas, dividing the City into five (5) geographic zones for the purpose of identifying potential sensitive biological resources of concern. The maps referenced are not "precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies" as stated under CEQA Guidelines Section 15300.2 (a) and therefore does not meet the exception for location.

Biological Resources

A biological resources field survey was performed at the site on August 10, 2021 by Luma Fowler and Barry Nerhus, Field Biologists with Endemic Environmental Services. Based on the findings from their field survey, the site is mainly dominated by invasive grasses. Also, there is no habitat suitable on site for any of the wildlife species in the surrounding area to utilize, and the project site is considered to be urbanized and fragmented from a wildlife corridor. Therefore, the Project will have no impact on any native or non-native vegetation, wildlife, and wildlife corridor connectivity. While the site is previously undisturbed, it is surrounded by development and therefore has no value as a habitat for endangered, rare or threatened species. The report is included as Exhibit I.

Cumulative Impacts

The applicant submitted a Construction Traffic Management Plan for review by the City's Department of Transportation (LADOT), pursuant to the LADOT's Hillside Development Construction Traffic Management Guidelines released on June 16, 2020. These guidelines state the purpose of a Construction Traffic Management Plan is to address transportation concerns specific to hillside communities, including narrow streets, limited emergency access, and location in a Very High Fire Severity Zone. The management plan was based on a traffic study, prepared by JB & Associates, LLC, which concluded that Project construction will not cause unnecessary delays, and schedules and parking will be coordinated with any developers in the surrounding area in order to minimize any negative effects on the community. The proposed project will be subject to the conditions detailed in the Project's Construction Traffic Management Plan which was reviewed and stamped-approved by LADOT on March 11, 2021. Subsequent to this approval, modifications were made to the haul route access ramps for trucks on the 110 Freeway, and the modified Plan was approved by LADOT on July 19, 2021 (Exhibit G). The conditions imposed address any potential cumulative effects of various projects of the same type in the same area.

While there may be active building permits in the vicinity of the subject site, all projects will be required to follow established regulatory compliance measures regarding construction, and obtain proper permits, which, through inspections, will ensure that the Project follows all applicable provisions. Any use of the right-of-way for construction materials or large construction vehicles is required to be by permit, which is issued by the Bureau of Street Services Investigations and Enforcement Division. The issuance of a permit includes notification of the Los Angeles Fire Department and Police Department, who make adjustments to emergency access routes used for a particular day when such a permit is issued. This is also true of any other projects within the vicinity. For roadway access during construction, because staging of equipment in the right-of-way is done by permit, coordination of the use of the right-of-way by the construction sites in proximity to the project site will occur by Bureau of Street Services review. Therefore, significant cumulative impacts are not expected as a result of construction of a single-family dwelling that complies with the Mount Washington-Glassell Park Specific Plan.

CEQA Guidelines Section 15300.2(b) states that a categorical exemption is inapplicable “when the cumulative impact of successive projects of the same type in the same place, over time is significant.” Speculation that significant cumulative impacts will occur simply because other projects may be under construction or may be approved in the same area is insufficient to trigger this exception and is not evidence that the proposed project will have adverse impacts or that the impacts are cumulatively considerable (*Hines v. California Coastal Comm’n* (2010) 186 Cal.App.4th 830, 857). The appellant has not submitted any substantial evidence that validates its assertions that the cumulative impact exception applies, nor has the appellant stated which cumulative effects related to safety are at issue. For example, automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion, cannot constitute a significant environmental impact for purposes of CEQA (Public Resources Code § 21099.) Here, the appellant has not met its burden as there is no evidence in the record to conclude that there will be a cumulative adverse impact caused by the proposed project and other projects in this area. Furthermore, the appellant did not identify any specific exceptional circumstances or environmental impacts that require mitigation measures. There is no substantial evidence that shows that the Project meets the exceptions to a categorical exemption shown in the State CEQA Guidelines Section 15300.2.

Appeal Point 4:

The Project improperly uses Regulatory Control Measures when it cannot be shown in the record that there will not be significant noise, grading, and safety impacts.

Response:

The Planning Department has determined that the City of Los Angeles Guidelines for the implementation of the California Environmental Quality Act of 1970 and the State CEQA Guidelines designate the subject project as Categorically Exempt under Article 19, Section 15303, Class 3 (new construction or conversion of small structures) and Section 15332, Class 32 (Urban infill development).

The proposed project and other projects in the vicinity are subject to Regulatory Compliance Measures (RCMs) related to air quality, noise, hazardous materials, geology, pollutant discharge, dewatering, stormwater mitigations, Best Management Practices for stormwater runoff and transportation. Numerous RCMs in the City’s Municipal Code and State law provide requirements for construction activities and ensure impacts from construction related air quality, noise, traffic, and parking are less than significant. For

example, the South Coast Air Quality Management District (SCAQMD) has District Rules related to dust control during construction, type and emission of construction vehicles, architectural coating, and air pollution. All projects are subject to the City's Noise Ordinance No. 144,331, which regulates construction equipment and maximum noise levels during construction and operation.

Specific RCMs regulate the grading and construction of projects in these particular types of "sensitive" locations and will reduce any potential impacts to less than significant. RCMs include requirements to conform with the California Building Code and the City's Landform Grading Manual. The Project shall comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter dated December 18, 2020 (Exhibit F) for the proposed project. Compliance with regulatory compliance measures relative to grading will be addressed through the grading permit approval process.

Appeal Point 5:

The Tree Report fails to study the history of tree removals from the project site and account for their replacement as required by the Specific Plan and the City's application.

Response:

Instructions for the City Planning Landscape form state the following: provide a Tree Report prepared by a Tree Expert evaluating the preservation, removal, replacement, or relocation of protected trees. As part of the Project Permit Compliance Request, the applicant provided a Tree Report (Exhibit E) prepared by Arsen Margossian, a Certified Consulting Arborist (ISA #WE-7233) on November 4, 2019, which consists of a survey of all the trees on site. As identified in the Tree Report, there are four (4) Protected Southern California Black Walnut Trees and one (1) Significant Pepper Tree on site. The subject project is proposing to remove one (1) Protected Southern California Black Walnut Tree which is necessary as its current location is located within the footprint of the proposed project. In compliance with the 4:1 replacement ratio for protected trees, four (4) trees will be planted for the one (1) Protected Southern California Black Walnut Tree being removed. This Tree Report was approved by the Urban Forestry Division on November 30, 2019.

This tree information is shown on Page 5 of the Original Project Plans (Exhibit C, Sheet L-101-1) and is in compliance with Section 8.E.1.b of the Specific Plan which states that "an application for a Project Permit for a One-Family Project shall consist of...a survey of all trees on the lot or lots," and is also in compliance with Section 6.i of the Department of City Planning Application Filing Instructions which states that "plans must clearly show all existing trees on the project site."

Section 8.B of the Specific Plan states that findings shall be made for the removal of trees. The findings indicate that removal is necessary because its continued existence at that location prevents the reasonable development. The removal of this tree would not result in undesirable, irreversible soil erosion through diversion or increased flow of surface waters which cannot be mitigated since the proposed dwelling will be constructed within the footprint of the existing tree. There are no records of any trees being illegally removed previously from the project site, nor has the Department of City Planning received any notices from neighbors regarding illegally removed trees. Therefore, based on the Tree Report that was prepared by a certified professional, the Project is in compliance with tree removal requirements of the Specific Plan.

Appeal Point 6:

The Letter of Determination includes language that creates a vague fire safety regulation exception that does not exist to the requirements of the Specific Plan.

Response:

Section 6.F.3 of the Specific Plan has a provision that the Landscaping and Preservation, Relocation, and Removal of Native and Significant Trees section should not require an applicant that is proposing to remove any trees, to plant replacement trees that would violate applicable fire safety regulations. Condition of Approval 6.c in the Letter of Determination enforces this section of the Specific Plan by making it a condition of approval.

Appeal Point 7:

The Letter of Determination does not reference the history of soil reports and the conditions imposed by the Geology and Soils Report Approval Letter.

Response:

In filing an Application for Project Permit Compliance, the applicant is required to submit a Soils Report, as the proposed project is in the Hillside Area. The Los Angeles Department of Building and Safety (LADBS) Grading Division is responsible for reviewing grading and construction work for projects on private property. The Planning Department's standard protocol for Hillside Area cases is that Planning Staff awaits a determination from LADBS Grading Division prior to proceeding with the review of the case filed with the Planning Department. The Soils and Engineering Geologic Investigation Report (dated November 3, 2020) was submitted to the case file and to LADBS for review, and a Geology and Soils Report Approval Letter was issued by LADBS on December 18, 2020 (Exhibit F). This letter approved the referenced reports, provided that the conditions of approval listed in the Approval Letter are complied with. Review and approval of the detailed plans by the geologist and soils engineer prior to the issuance of permits are required under Condition No. 21 in the Approval Letter. This states that the approval shall be by signature on the plans that clearly indicates the geologist and soils engineer have reviewed the plans prepared by the design engineer; and, that the plans include the recommendations contained in their reports. Compliance with RCMs relative to grading will be required as part of the grading permit approval process. Therefore, the proposed project is not expected to result in any significant impacts to geology and soils.

Conclusion

Staff recommends that the East Los Angeles Area Planning Commission deny the appeal of the decision of the Director of Planning to approve a Project Permit Compliance Review for a One-Family Project within the Mount Washington-Glassell Park Specific Plan, and adopt the Conditions and Findings of the Director as the Conditions and Findings of the Commission.

EXHIBIT A

APPLICATIONS:

APPEAL

DIR-2020-427-SPP-1A

APPEAL APPLICATION

Instructions and Checklist

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

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

A. APPELLATE BODY/CASE INFORMATION

1. APPELLATE BODY

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

Regarding Case Number: DIR-2020-427-SPP

Project Address: 464 Crane Boulevard

Final Date to Appeal: 05/04/2021

2. APPELLANT

Appellant Identity:
(check all that apply)

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

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

☐ 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: Christopher Howard

Company/Organization: Crane Boulevard Safety Coalition

Mailing Address: 438 Crane Boulevard

City: Los Angeles State: CA Zip: 90065

Telephone: (323) 216-3567 E-mail: christohoward@gmail.com

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

☐ Self ☒ Other: Organization

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

4. REPRESENTATIVE/AGENT INFORMATION

Representative/Agent name (if applicable): Jamie Hall
Company: The Channel Law Group
Mailing Address: 8383 Wilshire Blvd., Suite 750
City: Beverly Hills State: CA Zip: 90211
Telephone: 310-982-1760 E-mail: Jamie.Hall@ChannellawGroup.com

5. JUSTIFICATION/REASON FOR APPEAL

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

If Yes, list the condition number(s) here: Including conditions missing

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: 05/04/2021

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
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C. DENSITY BONUS / TRANSIT ORIENTED COMMUNITIES (TOC)**1. Density Bonus/TOC**

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

NOTE:

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

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

D. WAIVER OF DEDICATION AND OR IMPROVEMENT

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

NOTE:

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

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

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

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

F. BUILDING AND SAFETY DETERMINATION

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

a. Appeal Fee

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

b. Notice Requirement

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

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

a. Appeal Fee

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

b. Notice Requirement

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

G. NUISANCE ABATEMENT

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

NOTE:

- Nuisance Abatement is only appealable to the City Council.

a. Appeal Fee

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

2. Plan Approval/Compliance Review

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

a. Appeal Fee

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

NOTES

A Certified Neighborhood Council (CNC) or a person identified as a member of a CNC or as representing the CNC may not file an appeal on behalf of the Neighborhood Council; persons affiliated with a CNC may only file as an individual on behalf of self.

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

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

CRANE BOULEVARD SAFETY COALITION
JUSTIFICATION FOR APPEAL
DIR-2020-427-SPP
464 CRANE BOULEVARD.

The Crane Boulevard Safety Coalition is a group of affected neighbors to multiple real estate development projects proposed simultaneously along the very steep and narrow portions of the 300 to 500 block of Crane Boulevard in Mount Washington.

A review of the Director's Determination, issued on April 19, 2021, reveals the following defects that require lawful environmental review and modification of the proposed project:

1. Application of the Specific Plan Instead Of The Baseline Hillside Ordinance to Calculate Permitted FAR.

Section 2 of the Specific Plan requires the City to apply the most restrictive FAR calculation in either the LAMC or the Specific Plan. Records in Navigate LA show they average slope of the site is at least 65%. Under the Baseline Hillside Ordinance slope band analysis, had it been performed, the City's law would have restricted the size of this project to less than that approved by the City Planners. There has been a grievous abuse in discretion by the Director of Planning refusing to apply the most restrictive FAR calculation because on such a steep lot, the BHO is likely to permit a smaller house to protect public health and safety.

2. The Apparent Exclusion of Certain Portions of the Building From the Floor Area of the Proposed Structure.

A preliminary review of the project plans appears to show that certain areas of the structure have been excluded from the floor area calculation in violation of both the Specific Plan or the BHO. Thus, no matter which law is applied, the structure appears to be inconsistent with proper floor area calculations.

3. The Failure to Prepare An Environmental Assessment and At Least An MND Because The Project Has Unusual Circumstances Of Adverse Slope/Soil, Mapped State Habitat Of Special Concern, And Cumulative Safety Impacts Of Simultaneous Houses At The Same Time.

A categorical exemption cannot be used where there are unusual circumstances. The Director's Determination skips mentioning of project site conditions that should have triggered preparation of an environmental assessment and preparation of at least a mitigated negative declaration as the proper environmental review document. The project site has had prior soils reports that should conditions adverse or extremely challenging for construction on the

steeply sloped lot, with difficult bedrock conditions, and with 7 to 15 feet of loose soil lying on top of the bedrock.

This project was on hold for a period of time. The applicant was required by LADBS to conduct one extensive borehole on the site as part of the latest review. The community observed this unusual circumstance and the results of such an unusual review should have been publicly disclosed and analyzed in at least an MND to calm community concerns about a landslide or slope failure at this troublesome site. Only one borehole was done at the site because the applicant could not safely drill a second one due to the adverse slope conditions.

The Directors Determination failed to identify adjacent state mapped areas of special concern and study the impacts upon those areas.

The Directors Determination ignores previous community concerns raised about intense construction activity on up to 10 sites in just the 300 and 400 block of Crane Boulevard. The cumulative construction impacts of multiple sites under construction at the same time has not been analyzed at all and therefore the City has not shown the cumulative impacts of narrow and steep Crane Boulevard not not require a more detailed study of impacts and extraordinary project conditions to protect the health and safety of workers at the site and the surrounding residents – particular in a Severe Fire Hazard Zone.

4. The Improper Use of Regulatory Control Measures When It Cannot Be Shown In The Record That There Will Not Be Significant Noise, Grading, And Safety Impacts.

The City's pattern and practice of merely listing regulatory control measures without demonstrating with substantial evidence that they in fact at this particular project site will not generate potential significant impacts is contrary to law.

5. The Use of a Tree Report That Appears To Fail To Study The History Of Tree Removals From the Project Site And Account For Their Replacement.

The Specific Plan and City's application requires analysis of the history of tree removals at a project site. This was not done in this case even though a record of unlawful tree removals is readily available to City Planners. The removal of trees from the site since the enactment date of the Specific Plan is required to be addressed, and the failure to do so is an abuse of the Director's discretion.

6. The Decision's Inclusion Of Language Creating A Vague Fire Safety Regulation Exception To The Requirements Of The Specific Plan That Does Not Exist.

On page 3, the Director included language that purports of function as an override of the Specific Plan's native tree, shrub and landscaping requirements. This provision is inconsistent with the City Council's enactment of the Specific Plan and is a failure to comply with requirements, including potentially excusing performance of legal requirements at the building permit or inspection stage of the project.

7. The Complete Absence From the Director's Decision Of Reference To The History Of Soil Reports And The Conditions Imposed By The City In The Geology Approval Letter.

It is the City's practice to require preparation of soils reports and in approving such reports, the City exercises discretion in determination project conditions to provide for the safety in construction and project useful life. The failure of the Director's Determination to identify the soils reports and project conditions appears to be a tactic to avoid expressly imposing project conditions for a project subject to CEQA. The Director has legal duty under CEQA to study the safety of grading and construction methods, particularly on such a steep and geologically troubled lot. Thus, it appears the Director has avoided mentioning the geology approval conditions because to do so would be an admission that an environmental assessment was required and at a minimum, a mitigated negative declaration was required to address the serious construction and safety challenges at this site.

Appellant's investigation continues and reserves the right to raised any other issue that becomes apparent in preparing for hearing before the Planning Commission.



**MOUNT WASHINGTON-GLASSELL PARK SPECIFIC PLAN
PROJECT PERMIT COMPLIANCE REVIEW**

April 19, 2021

Applicant/Owner

Rachel Foullon and Ian Cooper
2262 Duane Street
Los Angeles, CA 90039

Representative

Simon Storey
Anonymous Architects
1800 South Brand Boulevard
Suite 117
Glendale, CA 91204

Case No.: DIR-2020-427-SPP

CEQA: ENV-2020-428-CE

Location: 464 North Crane Blvd.

Council District: 1 – Cedillo

Neighborhood Council: Arroyo Seco

Community Plan Area: Northeast Los Angeles

Land Use Designation: Low Residential

Zone: R1-1

Legal Description: Lot 110; Tract TR5043

Last Day to File an Appeal: May 4, 2021

DETERMINATION

Pursuant to Los Angeles Municipal Code (LAMC) Section 11.5.7 C, and the Mount Washington-Glassell Park Specific Plan Ordinance No. 168,707, I have reviewed the proposed project and as the designee of the Director of Planning, I hereby:

Determine that based on the whole of the administrative record as supported by the justification prepared and found in the administrative case file, the Project is exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines, Section 15303, Class 3, 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; and

Approve with Conditions a Project Permit Compliance Review for the construction of a new, three (3)-story, 3,633-square foot single-family dwelling, with a 533-square foot attached garage, on an 8,914.1 square-foot vacant lot.

The project approval is based upon the attached Findings, and subject to the attached Conditions of Approval:

The project approval is based upon the attached Findings, and subject to the attached Conditions of Approval:

CONDITIONS OF APPROVAL

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, Central Project Planning Division, 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 Municipal Code, the project conditions, or the project permit authorization.
2. **Floor Area.** The total floor area of all proposed buildings shall be limited to a total of 3,633 square feet of floor area. As defined by the Mount Washington-Glassell Park Specific Plan, Floor Area is that area in square feet confined within the exterior walls of a building of a One-Family Project, including the area of stairways, shafts, covered automobile parking areas and basement storage areas, and excluding uncovered outdoor decks. The Specific Plan determines a maximum Floor Area Ratio (FAR) for lots greater than or equal to 5,000 square feet in size, but less than 10,000 square feet in size, by using the following equation: $0.50 - \{[(\text{Lot Area} - 5,000) \times 0.10] + 5,000\}$. For this project, the lot size is 8,914.1 square feet, and therefore the allowable maximum floor area ratio based on the formula is 0.42:1 or 3,743 square feet. The proposed project's FAR is 0.41:1 or 3,633 square feet of floor area, including a 533-square foot garage.
3. **Height.** The project shall be limited to 45 feet in height as measured per Los Angeles Municipal Code (LAMC) Sections 12.03 and 12.21.1. The Specific Plan also limits building and structure heights within six (6)-foot and 12-foot distances as measured from the front property line by requiring a stepback. The portion of the building or structures located within six (6) feet of the front lot line shall be below the permitted height of 15 feet. The portion of the building or structures located within six (6) to 12 feet shall be below the permitted height of 24 feet.
4. **Parking.** The project shall provide parking pursuant to (LAMC) Section 12.21. C.10.
5. **Prevailing Front Yard Setback.** The project shall provide a five (5)-foot front yard setback.
6. **Landscape Plan:**
 - a. **Xeriscape Requirements.** The project shall comply with the existing xeriscape requirements set forth under Sections 12.40 through 12.43 of the Los Angeles Municipal Code (LAMC).
 - b. **Landform Planting Design.** The subject property falls within a Hillside Area and Special Grading Area. To the extent feasible, the type and placement of landscape materials on graded sloped shall conform to the standards set forth in the Landform Grading Manual.

- c. **Fire Safety.** The landscaping and preservation, relocation, and removal of Native and Significant Trees shall not require any planting in violation of applicable fire safety regulations.
- d. **Replacement, Relocation and Removal of Trees.** As identified in the Tree Report prepared by Arsen Margossian, Certified Consulting Arborist (ISA #WE-7233) on November 4, 2019, there are four (4) Protected Southern California Black Walnut Trees and one (1) Significant Pepper Tree on site. The subject project is proposing to remove one (1) Protected Southern California Black Walnut Tree. Four (4) trees will be planted on a 4:1 ratio for the one (1) Protected Southern California Black Walnut Tree being removed. This Tree Report was approved by the Urban Forestry Division on November 30, 2019.

NOTE: Attachment "Exhibit B" lists the regulating codes and statutes regarding construction requirements and restrictions.

Administrative Conditions

- 7. **Final Plans.** Prior to the issuance of any building permits for the project by the Department of Building and Safety, the applicant shall submit all final construction plans that are awaiting issuance of a building permit by the Department of Building and 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 and 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.
- 8. **Notations on Plans.** Plans submitted to the Department of Building and 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.
- 9. **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.
- 10. **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.
- 11. **Department of Building and 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 and 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 and 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.

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

13. 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 Development Services Center or the Condition Compliance Unit for approval before being recorded. After recordation, a certified copy bearing the Recorder's number and date shall be provided to the Development Services Center or Condition Compliance Unit for inclusion in the case file.

14. Indemnification and Reimbursement of Litigation Costs. Applicant shall do all of the following:

- a. Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions or to claim personal property damage, including from inverse condemnation or any other constitutional claim.
- b. Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, 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 (b).
- e. If the City determines it necessary to protect the City's interests, 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, commission, committees, employees and volunteers.

"Action" shall be defined to include suits, proceedings (including those held under alternative dispute resolution procedures), claims or lawsuits. Actions includes actions, as defined herein, alleging failure to comply with any federal, state or local law.

Nothing in the definitions included in this paragraph are intended to limit the rights of the City or the obligations of the Applicant otherwise created by this condition.

FINDINGS

The subject project proposes to construct a new, three (3)-story, 3,633-square foot single-family dwelling, with a 533-square foot attached garage, on an 8,914.1-square foot vacant lot within the Mount Washington-Glassell Park Specific Plan.

The parcels surrounding this project site have a land use designation of Low Residential and are zoned R1-1. The surrounding area is vacant or developed with single-family dwellings.

The proposed residential project meets the requirements of Section 6 of the Mount Washington-Glassell Park Specific Plan for One-Family Project standards and Los Angeles Municipal Code 11.5.7, as follows:

1. The project substantially complies with the applicable regulations, findings, standards, and provisions of the specific plan.

a. Floor Area.

Per the Mount Washington-Glassell Park Specific Plan Ordinance floor area is based on a prescribed formula for properties that are more than 5,000 square feet in size, but less than 10,000 square feet in size. The Specific Plan determines a maximum Floor Area Ratio (FAR) for lots greater than or equal to 5,000 square feet in size, but less than 10,000 square feet in size, by using the following equation: $0.50 - \{[(\text{Lot Area} - 5,000) \times 0.10] + 5,000\}$. For this project, the lot size is 8,914.1 square feet, and therefore the allowable maximum floor area ratio based on the formula is 0.42:1 or 3,743 square feet. As the project proposes a floor area of 0.41:1 or 3,633 square feet, the project would be in conformance with Section 6.A of the Specific Plan.

b. Building Height and Stepback.

The Mount Washington-Glassell Park Specific Plan permits a maximum height of 45 feet and requires that any portion of a building or structure located within six (6) and 12 feet of the front lot line be stepped back. Within six (6) feet of the property line, no building or structure shall exceed a height of 15 feet and within six (6) to 12 feet, no building or structure shall exceed a height of 24 feet above the street curb elevation at the centerline of the front lot line. As proposed, the single-family dwelling will have a height of 45 feet. The portion of the building or structures located within six (6) feet of the front lot line are below the permitted height of 15 feet. The portion of the building or structures located within six (6) to 12 feet are below the permitted height of 24 feet. As proposed, the building height and stepback distances are in compliance with Section 6.B of the Specific Plan.

c. Prevailing Front Yard Setback.

As indicated on Sheet A-000-1 of the stamped "Exhibit A," the prevailing front yard setback was calculated in accordance with Section 6.C of the Specific Plan. As calculated, the project would be required to observe a minimum five (5)-foot front yard setback. As proposed, the single-family dwelling will observe a five (5)-foot setback

from the front lot line to the main building, which complies with Section 6.C of the Mount Washington-Glassell Park Specific Plan.

d. Off-street Automobile Parking Requirements for Additions and Remodeling.

Off-street automobile parking requirements for additions and remodeling does not apply since the proposed project is new construction. The property currently fronts a Substandard Hillside Limited Street and requires a two (2)-foot dedication. The project includes a 533-square foot attached garage, which provides two (2) covered parking spaces. The project complies with LAMC Section 12.21 C.10 and Section 6.D of the Mount Washington-Glassell Park Specific Plan.

e. Public Health and Safety.

Haul routes are required only when the import and export of earth from on-site exceeds 1,000 cubic yards. The project proposes the cut of 10 cubic yards of soil, the fill of 10 cubic yards of soil, and the export of 0 cubic yards of soil, and therefore, a haul route is not required and the project is compliant with Section 6.E of the Mount Washington-Glassell Park Specific Plan and the LAMC.

f. Landscaping and preservation, relocation, and removal of native and significant trees.

As identified in the Tree Report prepared by Arsen Margossian, Certified Consulting Arborist (ISA #WE-7233) on November 4, 2019, there are four (4) Protected Southern California Black Walnut Trees and one (1) Significant Pepper Tree on site. The subject project is proposing to remove one (1) Protected Southern California Black Walnut Tree. Four (4) trees will be planted on a 4:1 ratio for the one (1) Protected Southern California Black Walnut Tree being removed. This Tree Report was approved by the Urban Forestry Division on November 30, 2019.

The removal of the four (4) Protected Southern California Black Walnut Trees and one (1) Significant Pepper Tree are necessary as its current location is located within the footprint of the proposed project. The removal of these trees would not result in undesirable, irreversible soil erosion through diversion or increased flow of surface waters which cannot be mitigated since the proposed dwelling will be constructed within the footprint of the existing trees. In addition, specific Regulatory Compliance Measures (RCMs) in the City of Los Angeles regulate the grading and construction of projects in these particular types of "sensitive" locations and will reduce any potential impacts to less than significant levels. RCMs include requirements to conform with the California Building Code and the City's Landform Grading Manual. These RCMs have been historically proven to work to the satisfaction of the City Engineer to reduce any impacts from the specific environment the project is located. The project will be required to comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter dated December 18, 2020 for the proposed project. Compliance with regulatory compliance measures relative to grading will be reviewed through the grading permit approval process.

- g. The architectural design elements of the front and rear building elevations vary from the adjacent buildings.**

The architectural effects of the exterior will be composed of white, fiber cement shingles. The dwelling will mainly consist of concrete and cement with accents of wood. The dwelling will also have steel cable trellis for climbing plants, as well as a wood screen and wood siding that will be dark gray. The overall design aesthetic of the home will be modern and contemporary, and provide varied massing of the architectural elements that vary from the adjacent buildings, which consist of mainly light gray and beige stucco. The single-family dwelling will differ from adjacent buildings in that the addition will have a flat roof as opposed to the existing pitched roofs on the adjacent residences. As proposed, the architectural elevations and sections, attached as "Exhibit A" are in conformance with the Design Variation standards contained in Section 8C of the Mount Washington-Glassell Park Specific Plan.

- 2. The project incorporates mitigation measures, monitoring measures when necessary, or alternatives identified in the environmental review, which would mitigate the negative environmental effects of the project, to the extent physically feasible.**

The Planning Department has determined that the City of Los Angeles Guidelines for the implementation of the California Environmental Quality Act of 1970 and the State CEQA Guidelines designate the subject project as Categorically Exempt under Article 19, Section 15303, Class 3 (new construction or conversion of small structures). This project is located at 464 North Crane Boulevard.

The project proposes new construction of a three (3)-story, 3,633-square foot single-family dwelling, with a 533-square foot attached garage, on an 8,914.1-square foot vacant lot that is within the Mount Washington-Glassell Park Specific Plan.

There are six (6) Exceptions which must be considered in order to find a project exempt under Section 15303, Class 3: (a) Location; (b) Cumulative Impacts; (c) Significant Effect; (d) Scenic Highways; (e) Hazardous Waste Sites; and (f) Historical Resources.

The site is zoned R1-1 and has a General Plan Land Use Designation of Low Residential. While the subject site is located within Hillside Area, Special Grading Area (BOE Basic Grid Map Act A-13372), Urban Agriculture Incentive Zone, Very High Fire Hazard Severity Zone, and is located 1.82 kilometers from the Raymond Fault, specific Regulatory Compliance Measures (RCMs) in the City of Los Angeles regulate the grading and construction of projects in these particular types of "sensitive" locations and will reduce any potential impacts to less than significant. Regulatory Compliance Measures (RCMs) include requirements to conform with the California Building Code and the City's Landform Grading Manual (see attached Regulatory Compliance Measures). These RCMs have been historically proven to work to the satisfaction of the City Engineer to reduce any impacts from the specific environment the project is located. The project shall comply with the conditions contained within the Department of Building and Safety's Geology and Soils

Report Approval Letter dated December 18, 2020 for the proposed project. Thus, the location of the project will not result in a significant impact based on its location.

With regard to potential cumulative impacts during the construction phase of the project, there is no active construction activity in the vicinity of Crane Boulevard where the subject property is located. The traffic study, prepared by Jano Baghdanian, P.E., T.E., PTOE of JB & Associates, LLC, concluded the project will result in a construction process without unnecessary delays and will coordinate schedules and parking with any developers in the surrounding area in order to minimize any negative effects on the community. Therefore, the project will not have any significant impacts to traffic. The subject project submitted a Construction Traffic Management Plan for review by the City's Department of Transportation (LADOT), pursuant to the LADOT's Hillside Development Construction Traffic Management Guidelines released on June 16, 2020. These guidelines state the purpose of a Construction Traffic Management Plan is to address transportation concerns specific to hillside communities, including narrow streets, limited emergency access, and location in a Very High Fire Severity Zone. The proposed project will be subject to the conditions detailed in the Project's Construction Traffic Management Plan, included in the case file, which was reviewed and stamped-approved by LADOT on March 11, 2021. The conditions imposed address any potential cumulative effects of various projects of the same type in the same area. Interim thresholds were developed by DCP staff based on CalEEMod model runs relying on reasonable assumptions, consulting with AQMD staff, and surveying published air quality studies for which criteria air pollutants did not exceed the established SCAQMD construction and operational thresholds. Therefore, the subject project will have no cumulative impact to the City's circulation system.

As mentioned, the project proposes new construction of a three (3)-story, 3,633-square foot single-family dwelling, with a 533-square foot attached garage, on an 8,914.1-square foot vacant lot in an area zoned and designated for such development. All adjacent lots are vacant land or developed with single family dwellings, and the subject site is of a similar size and slope to nearby properties. The project proposes a Floor Area Ratio (FAR) of 0.41:1 or 3,633 square feet on a site that is permitted to have a maximum FAR of 0.42:1 or 3,743 square feet. The project proposes a building height of 45 feet which is not unusual for the vicinity of the subject site, and is similar in scope to other existing low residential in the area. As identified in the Tree Report prepared by Arsen Margossian, Certified Consulting Arborist (ISA #WE-7233) on November 4, 2019, there are four (4) Protected Southern California Black Walnut Trees and one (1) Significant Pepper Tree on site. The subject project is proposing to remove one (1) Protected Southern California Black Walnut Tree. Four (4) trees will be planted on a 4:1 ratio for the one (1) Protected Southern California Black Walnut Tree being removed. This Tree Report was approved by the Urban Forestry Division on November 30, 2019. Thus, there are no unusual circumstances which may lead to a significant effect on the environment.

Additionally, the only State Scenic Highway within the City of Los Angeles is the Topanga Canyon State Scenic Highway, State Route 27, which travels through a portion of Topanga State Park. The proposed project is located over 30.3 miles away from Topanga State Park, therefore, the subject site will not create any impacts within a designated state scenic highway. 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 a 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 of Historic Places, California Register of Historical Resources, the Los Angeles 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. Finally, the City does not choose to treat the site as a historic resource. 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.

The project will be subject to Regulatory Compliance Measures (RCMs), which require compliance with various City of Los Angeles Ordinances and State laws. Such RCMs include but are not limited to the 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.

Therefore, the exceptions of CEQA Guidelines Section 15300.2 do not apply, mitigation measures are not necessary as there are no potentially significant negative environmental effects associated with the Project and the Project is categorically exempt pursuant to CEQA Guidelines, Article 19, Section 15303, Class 3.

OBSERVANCE OF CONDITIONS - TIME LIMIT - LAPSE OF PRIVILEGES

All terms and conditions of the Director's Determination shall be fulfilled before the use may be established. The instant authorization is further conditioned 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.

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.

FINAL PLAN SIGN OFF AND APPROVAL

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, the Marvin Braude Building in the San Fernando Valley, or the West Los Angeles Development Services Center. In order to assure that you receive services without waiting, applicants are encouraged to schedule an appointment with the Development Services Center by calling (213) 482-7077 (Figueroa Plaza) or (818) 374-5050 (Marvin Braude Building) San Fernando Valley or (310) 231-2901 (West LA) or through

the Department of City Planning website at <http://planning4la.org>. The applicant is further advised to notify any consultant representing you of this requirement.

VIOLATIONS OF THESE CONDITIONS, A MISDEMEANOR

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."

APPEAL PERIOD - EFFECTIVE DATE

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.

The Determination in this matter will become effective and final fifteen (15) days after the date of mailing of the Notice of Director's Determination 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 <http://planning4la.org>. Planning Department public offices are located at:

*Downtown Office
Figueroa Plaza
201 North Figueroa Street,
4th Floor
Los Angeles, CA 90012
(213) 482-7077*

*Valley Office
6262 Van Nuys Boulevard,
Suite 251
Van Nuys, CA 91401
(818) 374-5050*

*West Los Angeles
1828 Sawtelle Boulevard
2nd Floor
Los Angeles, CA 90025
(310) 231-2901*

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, the Marvin Braude Building in the Valley, or the West LA development services Center. In order to assure that you receive service with a

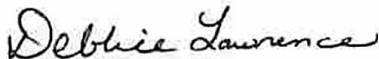
minimum amount of waiting, applicants are encouraged to schedule an appointment with the Development Services Center either by calling (213) 482-7077 (Figueroa Plaza) or (818) 374-5050 (Marvin Braude Building-San Fernando Valley) or (310) 231-2901 (West LA) or through the Department of City Planning website at <http://planning4la.org>. The applicant is further advised to notify any consultant representing you of this requirement as well.

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.

VINCENT P. BERTONI, AICP
Director of Planning

Approved by:

Reviewed by:



Debbie Lawrence, AICP, Senior City Planner



Nicole Sánchez, City Planner

Prepared by:



Nashya Sadono-Jensen, Planning Assistant
nashya.sadono-jensen@lacity.org

“Exhibit B”
Regulating Codes and Statutes Regarding Construction Requirements and Restrictions.

The Applicant or Owner shall be responsible for implementing all regulating Codes and Statutes in regards to construction regulations. All departments listed below are within the City of Los Angeles unless otherwise noted. As shown on the following table, each required regulating Code and Statute for the proposed project is listed and categorized by area, with accompanying enforcement agencies and contact numbers:

Construction Requirements		Enforcement Agency*	Contact
1	When temporarily blocking portions of streets for deliveries of construction materials, please provide flag persons to assist with pedestrian and vehicular traffic. LAMC 62.46	BOSS	(800) 996-2489
2	Street closures shall not take place during peak traffic hours. Any street, sidewalk, or other improvement work shall be in conformance with the latest Manual on Work Area Traffic Control. LAMC 62.1-07	BOSS	(800) 996-2489
3	Care should be taken to not overfill concrete trucks during deliveries. If spills occur it is the responsibility of the concrete company to immediately provide clean up. LAMC 62.130.	BOSS	(800) 996-2489
4	Construction noise should be kept to a minimum with consideration of the surrounding neighbors and only during hours permitted. Unnecessary noise shall be kept below legal levels. LAMC 112.01, 112.03, 112.04, 112.05 (City of Los Angeles Noise Ordinance No. 144,331 and 161,574)	LAPD, LADBS, BOSS	311 or (323) -344-5701 (non-emergency) (800)-996-2489
5	Streets and sidewalks adjacent to construction sites shall be swept and free of construction debris at all times. LAMC 62.45 through 62.54.	BOSS	(800) 996-2489
6	Care should be taken to not interfere with trash pick-up by the Bureau of Sanitation. Construction and delivery vehicles are subject to trash pick-up parking restrictions. LAMC 80.69.	LADOT	(213) 485-4184
7	If building materials are to be stored in the public right of way, it shall be by permit from the Department of Public Works, Bureau of Street Services, Investigations and Enforcement Division and shall conform to all applicable rules. LAMC 62.45 through 62.54.	BOSS	(800) 996-2489

8	Comply with the following Permitted Construction/Demolition Hours. LAMC 41.40 Monday- Friday 7AM – 9 PM Saturday or National Holiday 8 AM – 6 PM Sunday No Work Permitted.	LAPD BOSS	(323) -344-5701 (800) 996-2489
9	The applicant shall provide a staked signage at the site with a minimum of 3-inch lettering containing contact information for the Senior Street Use Inspector (Department of Public Works), the Senior Grading Inspector (LADBS) and the hauling or general contractor.	LADBS	311
10	Compliance with provisions of the Southern California Air Quality Management District Rule 403 for dust and air pollution from construction activities.	SCAQMD	1-800-CUT SMOG
11	The Project shall comply with South Coast Air Quality Management District Rule 1113 limiting the volatile organic compound content of architectural coatings.	SCAQMD	1-800-CUT SMOG
12	In accordance with Sections 2485 in Title 13 of the California Code of Regulations, the idling of all diesel-fueled commercial vehicles (weighing over 10,000 pounds) during construction shall be limited to five minutes at any location.	SCAQMD	1-800-CUT SMOG

NOTE: Report a haul route violation online using this link:

<http://ladbs.org/services/core-services/inspection/inspection-special-assistance/haul-route-monitoring-program/haul-route-monitoring-program-complaint-form>

KEY:

LADBS—Los Angeles Department of Building and Safety

BOSS—Bureau of Street Services

LADOT— Los Angeles Department of Transportation

LAPD— Los Angeles Police Department

SCAQMD— Southern California Air Quality Management District

COVID-19 UPDATE

Interim Appeal Filing Procedures

Fall 2020



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

OPTION 1: Online Appeal Portal

(planning.lacity.org/development-services/appeal-application-online)

Entitlement and CEQA appeals can be submitted online and payment can be made by credit card or e-check. The online appeal portal allows appellants to fill out and submit the appeal application directly to the Development Services Center (DSC). Once the appeal is accepted, the portal allows for appellants to submit a credit card payment, enabling the appeal and payment to be submitted entirely electronically. A 2.7% credit card processing service fee will be charged - there is no charge for paying online by e-check. Appeals should be filed early to ensure DSC staff has adequate time to review and accept the documents, and to allow Appellants time to submit payment. On the final day to file an appeal, the application must be submitted and paid for by 4:30PM (PT). Should the final day fall on a weekend or legal holiday, the time for filing an appeal shall be extended to 4:30PM (PT) on the next succeeding working day. Building and Safety appeals (LAMC Section 12.26K) can only be filed using Option 2 below.

OPTION 2: Drop off at DSC

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

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

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

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

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

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

SYMBOL LEGEND

Section Ref. MAJOR SECTION REFERENCE

Sheet No. MINOR OR WALL ELEVATION

Room No. Drawing Ref. INTERIOR ELEVATION REF.

Fin. Floor Elev. Sheet No. FINISH ELEVATION

detail DETAIL REFERENCE

REVISION NUMBER

WINDOW TAG

DOOR TAG

CEILING TAG

GENERAL REFERENCE

MATERIAL LEGEND

GYPSUM WALL BOARD

CERAMIC TILE

EARTH

POROUS FILL

CONCRETE

BRICK

CONCRETE MASONRY UNITS (CMU)

PLASTER, CEMENT, SAND OR GROUT

CUT STONE

SLATE OR FLAGSTONE

METAL

PLYWOOD

FINISH FLOOR

FRAMING LUMBER

INSULATION

GLASS

WALL & CEILING LEGEND

New wood stud walls

New conc. walls

New CMU walls

1 hour fire rated wall assembly, 5/8" type X gypsum both sides

Sound rated construction

Retaining wall

Lowered floorlevel

Ceiling above lured to accommodate HVAC. See ceiling height in room tag.

DETECTOR SYMBOLS

smoke detector and carbon monoxide detector, 120V wired with battery backup.

smoke detector, 120V wired with battery backup.

ABBREVIATIONS

AT ANCHOR BOLT (OR LAG FOR WOOD)

ALUM ALUMINUM

FFL ABOVE FINISH FLOOR

BOT BOTTOM

CL CENTERLINE

CONC CONCRETE

C.R. COLD ROLLED STEEL

C.S. COUNTER SUNK

DIA DIAMETER

EQ EQUAL

(E) EXISTING

E.T.R. EXISTING TO REMAIN

EXT. EXTERIOR

FOIC FURNISHED BY OWNER INSTALLED BY CONTRACTOR

FOF FACE OF FRAMING

F.B. FLAT BAR

FLD. FOLD

GALV.A. GALVANIZED (HOT DIPPED)

GA GAUGE

H.D. HEAVY DUTY

HR. HOT ROLLED STEEL

STEEL ANGLE

NIC NOT IN CONTRACT

N/S, E/W NORTH/ SOUTH/ EAST/ WEST

O OPERABLE SLIDING DOOR

O/ OVER

O.C. ON CENTER

PLAM PLASTIC LAMINATE

PL PLATE

PTD. PAINTED

PLY. PLYWOOD

P.T. PRESSURE TREATED (NON-ARSENIC)

SCHED. SCHEDULE

SQ. DR. SQUARE DRIVE (SCREW HEAD TYPE)

SQ. FT. SQUARE FEET

S.S. STAINLESS STEEL

TBD TO BE DETERMINED

T&G TONGUE AND GROOVE

TRANS TRANSITION

TYP TYPICAL

U.N.O. UNLESS NOTED OTHERWISE

WD. WOOD

W/ WITH

X FIXED DOOR

KEY NOTES

High priority note: NOTE DESCRIPTION

medium priority note: NOTE DESCRIPTION

PREVAILING SETBACK CALCULATION

LOT NUMBER	1	2	3	4	5	6	7	8	9	10
EXISTING SETBACK	21'-5"	vac.	20'-1"	0'	vac.	0'	0'	0'	3'-2"	2'-8"
LOT FRONTAGE	35'	33.06'	67.75'	35'	35.38'	70'	65.99'	35'	28.09'	82.09'

*Lot No. 6 is subject property

SETBACK CALCULATION

discard top and bottom 20%

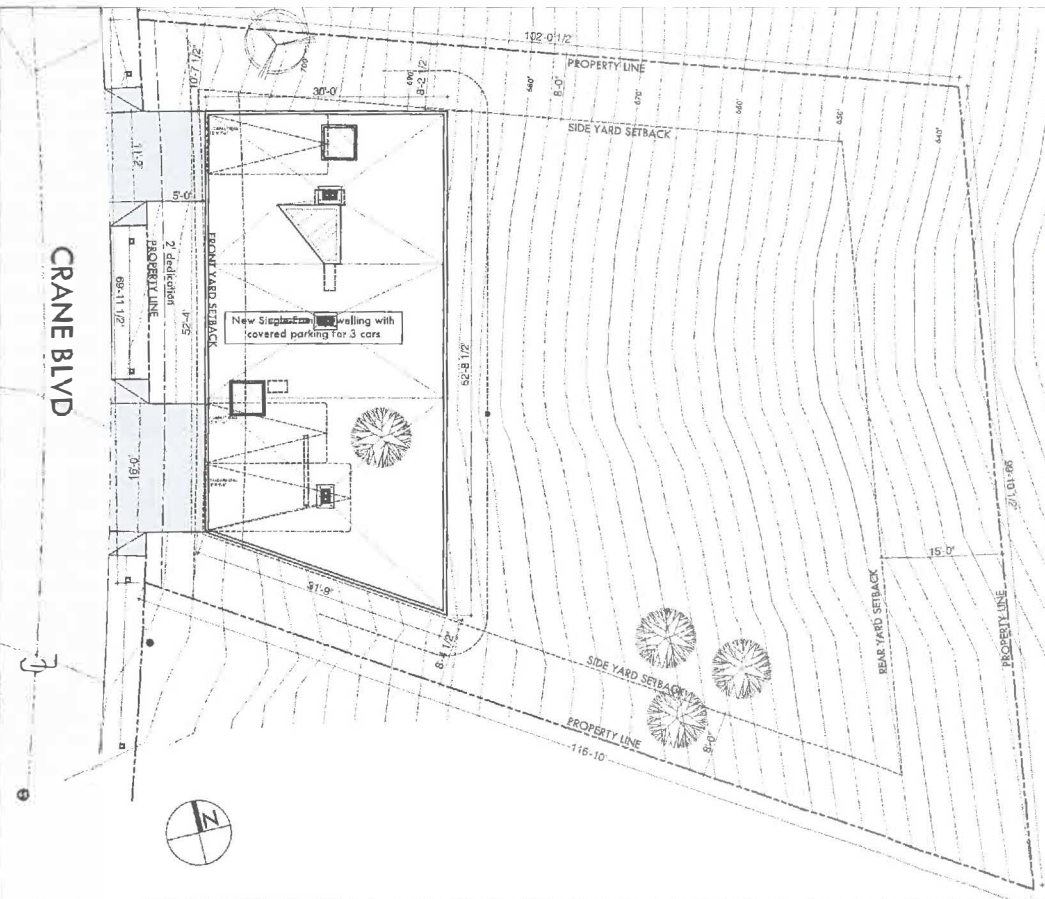
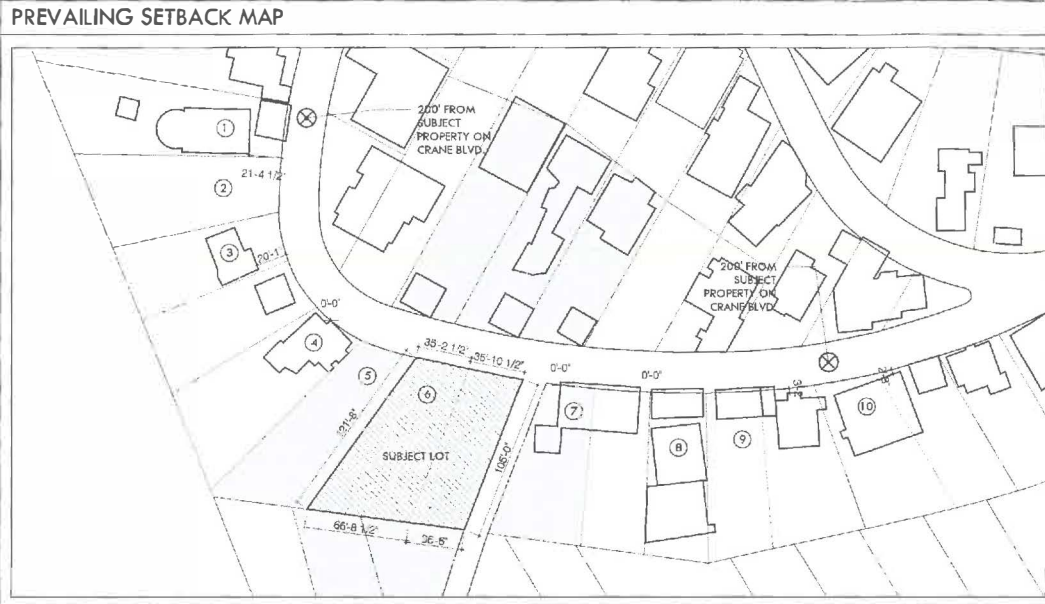
discard lots that do not comply with LAMC 12.21 A4 9(a) (no lots to discard)

discard vacant lots

LOTS USED (3)

SUM OF FRONT YARD SETBACKS DIVIDED BY NO. LOTS USED: 5'-10"/3 = 2'-0"

FRONT YARD SETBACK (Assume 5 foot minimum)



SCALE 3/32" = 1'

PRELIMINARY INFORMATION

OWNER Rachel Foulton & Ian Cooper
2262 Duane Street
Los Angeles, CA 90039

ARCHITECT Simon Storey
Anonymous Architects
simon@anonymousarchitects.com
T 323.244.9807
Lic No. C-35346

GEOTECHNICAL Geosystems, Inc.
1545 Victory Blvd., 2nd Floor
Glendale, CA 91201
info@geosys1.com
(818) 500-9533

SURVEY Nick Kazem, Inc.
4966 Topanga Canyon Blvd.
Woodland Hills, California 91364
Tel. (818) 999-9890

LEGAL DESCRIPTION

APN 5467021027, 5467021028

Tract TR5043

Lot 110, 111

Block None

ZONING AND USE

ZONE R1-1

EXISTING USE Vacant Land

PROPOSED USE New Single Family Dwelling with covered parking for 3 cars

VERY HIGH FIRE HAZARD SEVERITY ZONE (VHFHSZ) YES

HILLSIDE CONSTRUCTION REGULATION (HCR) NO

TRANSIT ORIENTED COMMUNITIES (TOC) NO

SPECIFIC PLAN AREA YES - Mt. Washington/Glossed Park

HILLSIDE AREA (ZONING) YES

OCCUPANCY

GROUP R3 RESIDENTIAL 3,100 sq.ft.

GROUP U GARAGE 533 sq.ft.

TYPE OF CONSTRUCTION

TYPE V-B

LOT AREA AND COVERAGE

LOT AREA 8,914.1 sq.ft.

LOT DIMENSIONS See Plot Plan - This Sheet

BUILDING COVERAGE 1,569 sq.ft.

LOT COVERAGE 1,569 / 8,914 = 17.6%

BUILDING AREAS - PER MT. WASHINGTON SP

MAXIMUM ALLOWABLE AREA per Mt. Washington SP = FAR x Lot Area = .42 x 8,914.1 = 3,743 sq.ft.

FAR CALCULATION:

FAR = .50 - [(Lot Area - 5,000) x .10] divided by 5,000

FAR = .50 - [(8,914.1 - 5,000) x .10] divided by 5,000

FAR = .42

PROPOSED PROJECT AREAS:

Level 1 460 sq. ft.

Level 2 873 sq. ft.

Level 3 1,298 sq. ft.

Garage 533 sq. ft.

Covered Deck 469 sq. ft.

TOTAL RESIDENTIAL FLOOR AREA (RFA) 3,233 sq. ft.

BUILDING HEIGHT (Mt. Washington SP)

MAXIMUM ALLOWABLE 45'-0"

PROPOSED HEIGHT 45'-0"

BUILDING HEIGHT (building code)

ENVELOPE HEIGHT 42'-0"

GRADING QUANTITIES:

CUT (CU.YD.) 10 cu.yd.

FILL (CU.YD.) 10 cu.yd.

NET GRADING (CU.YD.) 0 cu.yd. (Import = 0, Export = 0)

FIRE SPRINKLER NOTE

The sprinkler system shall be approved by Plumbing Division prior to installation. Contractor to obtain necessary permits.

CONFORM TO NFPA 13



not to scale

DIR-2020-427-SPP-1A

EXHIBIT C

PROJECT PLANS

ARCHITECTURAL

A-103-2

A-101-1 SITE PLAN

A-102-1 FLOOR PLANS

A-102-2 FLOOR PLANS

A-201-1 EXTERIOR ELEVATIONS

A-201-2 EXTERIOR ELEVATIONS

A-301-1 BUILDING SECTIONS

A-301-2 BUILDING SECTIONS

A-302-1 WALL SECTIONS

A-401-1 ENLARGED FLOOR PLANS

A-401-2 ENLARGED SECTIONS

A-402-1 INTERIOR ELEVATIONS

A-402-2 INTERIOR ELEVATIONS

A-402-3 INTERIOR ELEVATIONS

A-402-4 INTERIOR ELEVATIONS

A-402-5 INTERIOR ELEVATIONS

A-402-6 INTERIOR ELEVATIONS

A-403-1 CABINETS PLANS

A-403-2 CABINETS PLANS

A-502-1 MISC. DETAILS

A-502-2 MISC. DETAILS

A-502-3 WATERPROOFING DETAILS

A-502-4 DOOR AND WINDOW DETAILS

A-502-5 STEEL DETAILS

A-502-6 EXTERIOR/SITE DETAILS

A-601-1 DOOR AND WINDOW SCHEDULES

A-602-1 FINISH SCHEDULES

A-603-1 FLASHING DETAILS - door, window and parapet

MECHANICAL

E-102-1 ELECTRICAL PLAN

M-102-1 MECHANICAL PLAN

P-102-1 PLUMBING PLAN

M-1 TITLE 24

M-2 TITLE 24

M-3 TITLE 24

M-103-1 GREEN BUILDING PERMIT DRAWINGS

M-104-1 STORMWATER (LID) PLANS

STRUCTURAL

S-1 STRUCTURAL NOTES

S-2 FOUNDATION AND 1st FLOOR

S-3 ROOF

S-4 DETAILS

S-5 DETAILS

S-6 DETAILS

S-7 DETAILS

S-8 DETAILS

EXHIBIT "A"

Page No. 1 of 13

Case No. DIR-2020-0927

OWNERSHIP OF INSTRUMENTS OF SERVICE

Anonymous Architects (AA) will own copyright of all plans, drawings, documents, reports, field notes, and other documents and materials prepared by AA in connection with the project. AA will retain all common law, statutory and other reserved rights, including, without limitation, all intellectual property.

DO NOT SCALE FROM DRAWING. All dimensions shall be verified on site. The document contains copyrighted material. Not to be used, duplicated, disseminated or distributed in any form without the written consent of Anonymous Architects.

DISCIPLINES SHEET TYPES

G General 0 symbols, legends, notes

V Surveying 1 Plans horizontal views

B Geotechnical 2 Elevations vertical views (incl. profiles)

C Civil 3 Sections sectional views and wall sections

L Landscape 4 Large-Scale Views scaled up reproductions of plans elevations or sections that are not details

A Architectural 5 Details

P Plumbing 6 Schedules and Diagrams

M Mechanical 7 other

E Electrical 8 other

X Other 9 3D representations

SHEET TYPES AND DISCIPLINE DESIGNATORS

CRB 464

architect

anonymous architects
1800 South Brand Blvd. Suite 117
Glendale, CA 91204
Tel. 323-515-7930
office@anonymousarchitects.com

stamp

drawing

Title Sheet

A-000-1

scale

version

drawn by

4/7/2021 12:11 PM

Plot Date & Time

MOUNT WASHINGTON/ GLASSEL PARK SPECIFIC PLAN

CASE No: Project Address: 464/466 Crane Blvd.
Los Angeles, CA 90065

MOUNT WASHINGTON SPECIFIC PLAN INFORMATION

Total Lot Area: 8,914.1 sq.ft.
Maximum floor area ratio: 0.42
Total (gross) floor area permitted: 3,743 sq.ft.
Project Total (gross) floor area: 3,633 sq.ft.
Building Height: Building Height: 45ft (5' offset to grade)
Front Yard Setback: 5'-0"
Min. side yard setback: 8'-0"
Grading Quantities: Cut: 10 cu. yd. Fill: 10 cu. yd.
Net Grading = 0 cu. yd.
Import & Export = 0 cu.yd.

PROPOSED TOTAL (GROSS) FLOOR AREA TABULATION

Level 1 460 sq. ft.
Level 2 873 sq. ft.
Level 3 (street level) 1,298 sq. ft.
Garage 533 sq.ft.
Covered Deck 469 sq.ft.

Gross Floor Area: 3,633sq.ft.

DEDICATION AND IMPROVEMENTS

5' dedication required by BOE – Waiver requested by applicant

TREE SURVEY - FULL TREE INFORMATION PROVIDED IN TREE REPORT

PRESERVED TREES:
1 Significant Pepper Tree to be preserved in place with the utilization of protective fencing.
3 Protected Black Walnut trees are not impacted by construction activity, will be preserved in place.

TREES TO BE REMOVED:
1 Protected Black Walnut to be removed because it is located within the footprint of the proposed building.

LOT COVERAGE

Building Coverage Area: 1,570 sq. ft. (17.6% of lot area)
Hardscape Area: 182 sq. ft. (2% of lot area)
Landscape Area: 7,162 sq.ft. (80% of lot area)
Total Lot Coverage: 100%

PREVAILING FRONT YARD SETBACK CALCULATION

LOT NUMBER	1	2	3	4	5	*6	7	8	9	10		
EXISTING SETBACK	21'-5"	vac.	20'-1"	0'	vac.	0'	0'	0'	3'-2"	2'-8"		
LOT FRONTAGE	35'	33.06'	67.75'	35'	35.38'	70'	65.99'	35'	28.09'	82.09'		

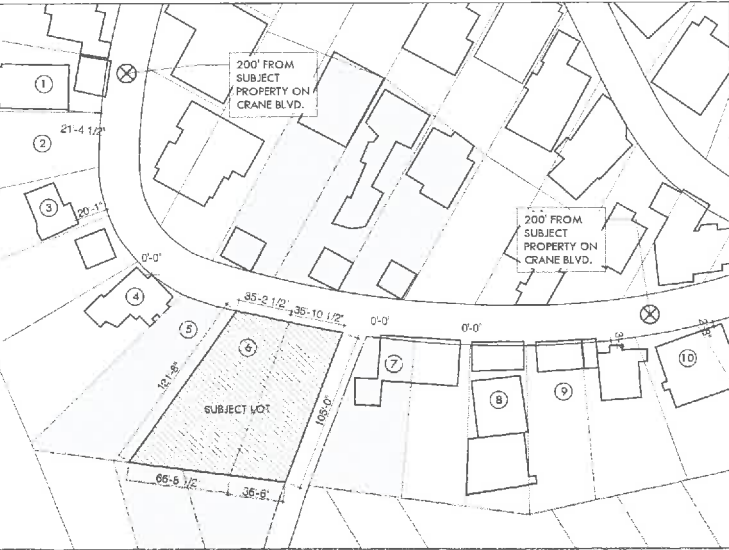
*Lot No. 6 is subject property

SETBACK CALCULATION

discard top and bottom 20% Lower 20%: lot 8,7 ; Upper 20%: lot 1,3
discarded lots per LAMC 12.21 A4 9(a) (no lots to discard)
discard vacant lots 2, 5
LOTS USED (3) 4, 9, 10
SUM OF FRONT YARD SETBACKS 5'-10"/3 = 2'-0"
DIVIDED BY NO. LOTS USED
FRONT YARD SETBACK (Assume 5 foot minimum)

Lot	Frontage (ft)	Setback (ft)
4	35.00	2'-0"
9	34.25	2'-0"
10	82.09	2'-0"

PREVAILING SETBACK MAP





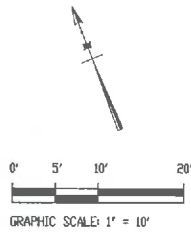
LEGAL DESCRIPTION:
LOTS 110 AND 111 OF TRACT NO 5043, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES
STATE OF CALIFORNIA, RECORDED IN BOOK 60, PAGES 70 AND 71 OF MAPS, IN THE OFFICE OF THE
COUNTY RECORDER OF SAID COUNTY.

NOTES:
1. THE LEGAL DESCRIPTION, BOUNDARIES AND EASEMENT SHOWN HEREON ARE PER RECORD DATA.
2. MISC. DATA
TOTAL PROPERTY AREA: 8,839 SQFT.

BENCH MARK:
TOP OF SIGN AT CENTER LINE OF CRANE BOULEVARD IS USED
AS ASSUMED BENCH MARK, ASSUMED ELEVATION = 704.80

LEGEND:	
	FD MONUMENT AS NOTED
	STORM DRAIN CATCH BASIN
	WATER VALVE
	GAS VALVE
	ELECTRIC PULL BOX
	ELECTRIC VAULT
	BELL VAULT
	BELL MANHOLE
	POWER POLE
	STREET LIGHT & TRAFFIC SIGNAL
	TRAFFIC SIGNAL
	STREET LIGHT
	WATER METER
	FIRE HYDRANT
	SANITARY SEWER MANHOLE
	H.C. HANDICAP
	CABLE T.V. BOX
	ELECTRIC MANHOLE
	TOP OF WALL
	BACK OF WALK
	CURB FACE
	GAS VAULT
	FOUND BOUNDARY LINE
	AREA LIGHT TREE
	STREET SIGN
	GUY ANCHOR
	CONC. BLOCK WALL
	SPOT ELEVATION
	FENCE
	PARKING METER
	WATER VAULT
	NEWS STAND
	PUBLIC PHONE
	STORM DRAIN MANHOLE
	SEWER CLEAN-OUT
	GAS METER
	TOP OF CURB
	FLOW LINE
	EDGE OF GUTTER

EXHIBIT "A"
Page No. 3 of 13
Case No. DIR-2020-427-SR



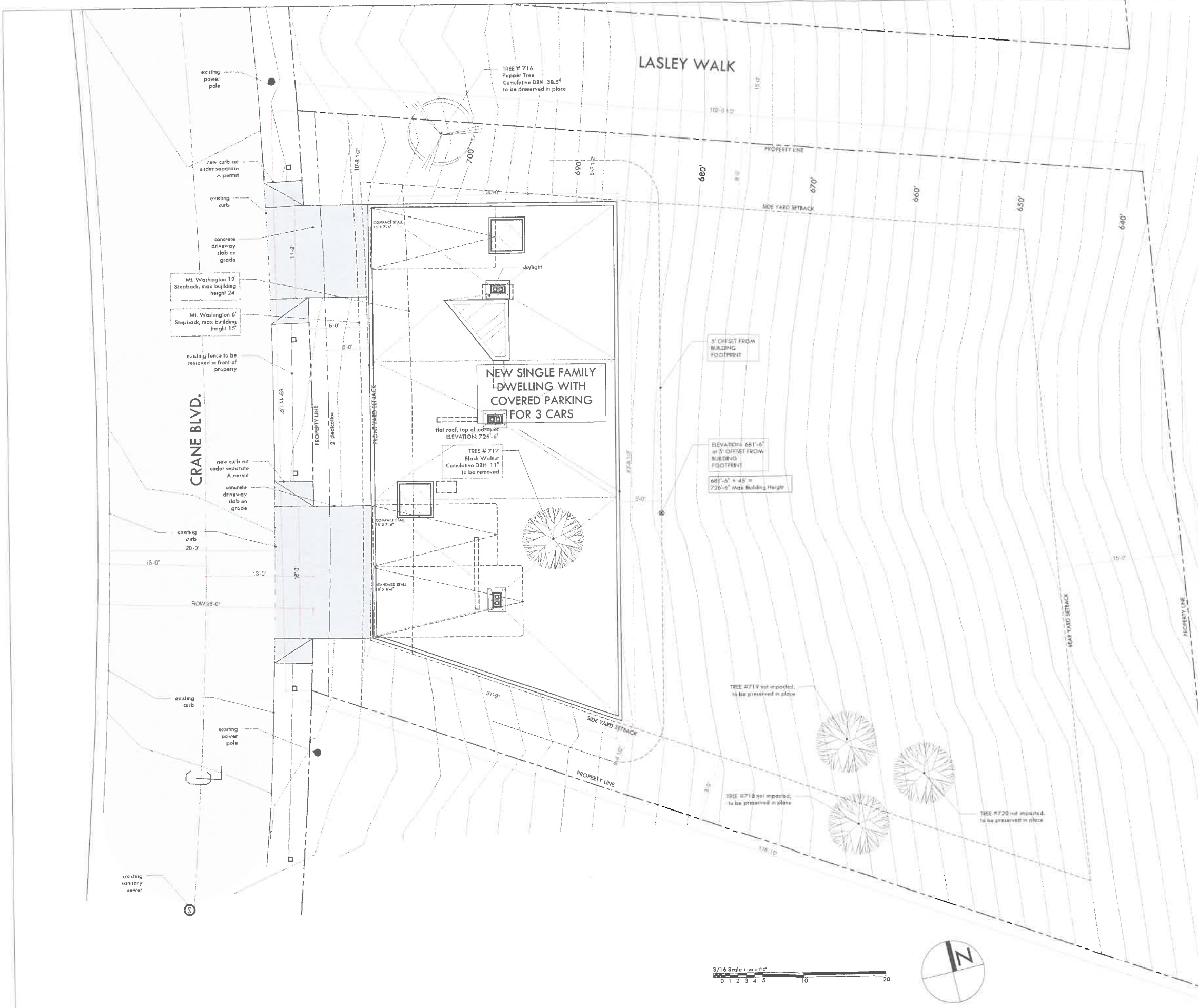
ASSUMED BENCH MARK
ELEV. = 704.80

NICK KAZEM L.S. NO. 7022
EXP. 6-30-2020

AUGUST 12, 2019
DATE

PREPARED BY: NICK KAZEM, INC. 4966 TOPANGA CYN. BLVD., WOODLAND HILLS, CA 91364 (818) 999-9890	PREPARED FOR: RACHEL FOULLON PHONE: (917) 620-0665						
		REV. NO.	DATE	REVISION		BY:	APP.
		SCALE 1" = 10'	CHK'D BY	APPROVED BY:	R.C.E. NO.	DATE 8-12-2019	DWG. NO. 2439ARCH

ARCHITECTURAL SURVEY
FOR
466 CRANE BLVD., LOS ANGELES, CA 90065



SITE PLAN
SCALE: 3/16"=1'-0"



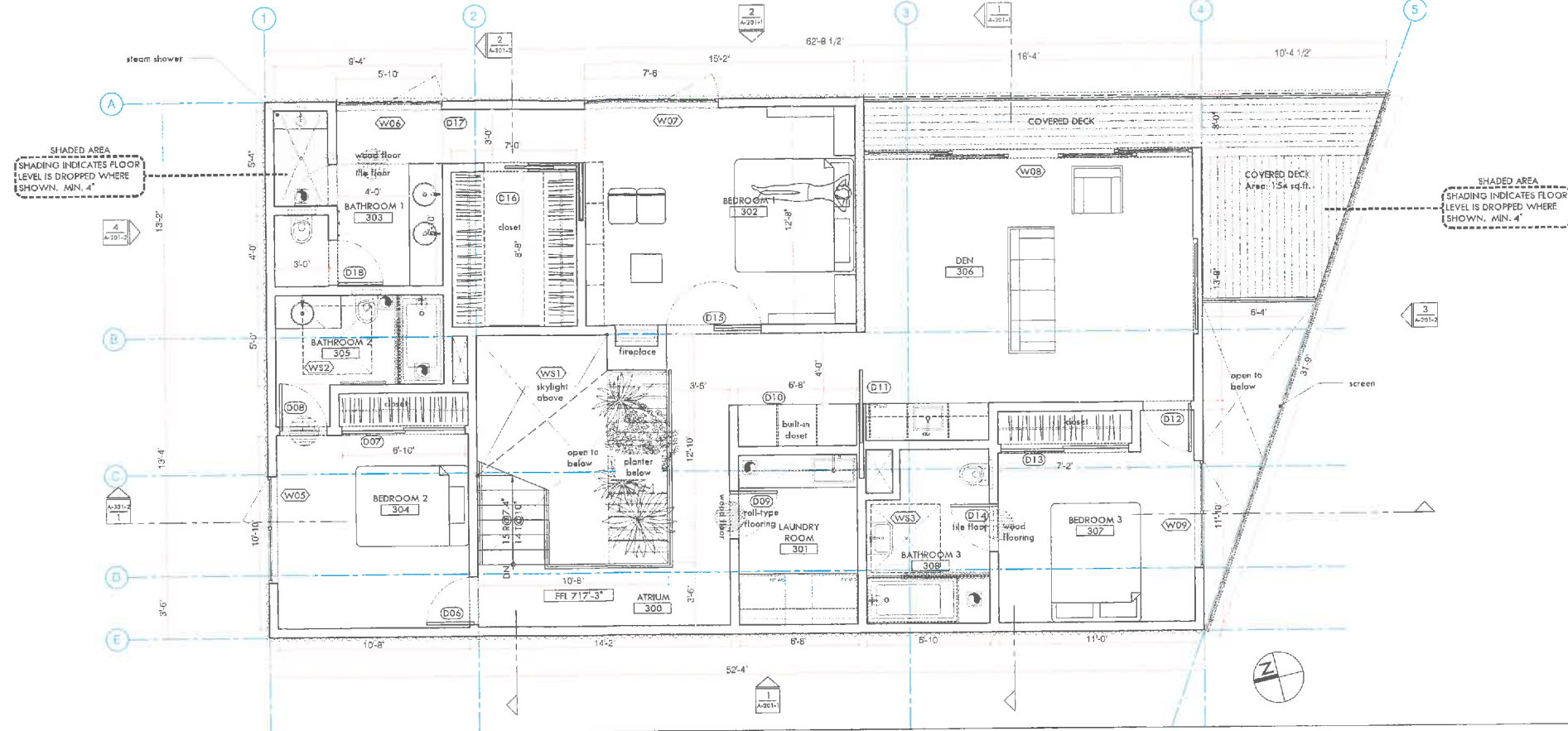
EXHIBIT "A"
Page No. 4 of 13
Case No. DIR-2020-427-SPP

revisions	Plan Check	xx/xx/xx
project owner	Radial Follon & Ian Cooper Los Angeles, CA 90039 telephone email	
project title and address	464 & 465 N. Crane Blvd. Los Angeles, CA 90065 APN: 5467031027, 5467021028	
project No.	CRB 464	
architect	anonymous architects 1800 South Brand Blvd., Suite 117 Glendale, CA 91204 Tel 323-5157930 office@anonymousarchitects.com	
stamp		
drawing	Site Plan	
	A-101-1	
scale		
version		
drawn by		
4/7/2021 12:29 PM		
1	AUT DATE & TIME	

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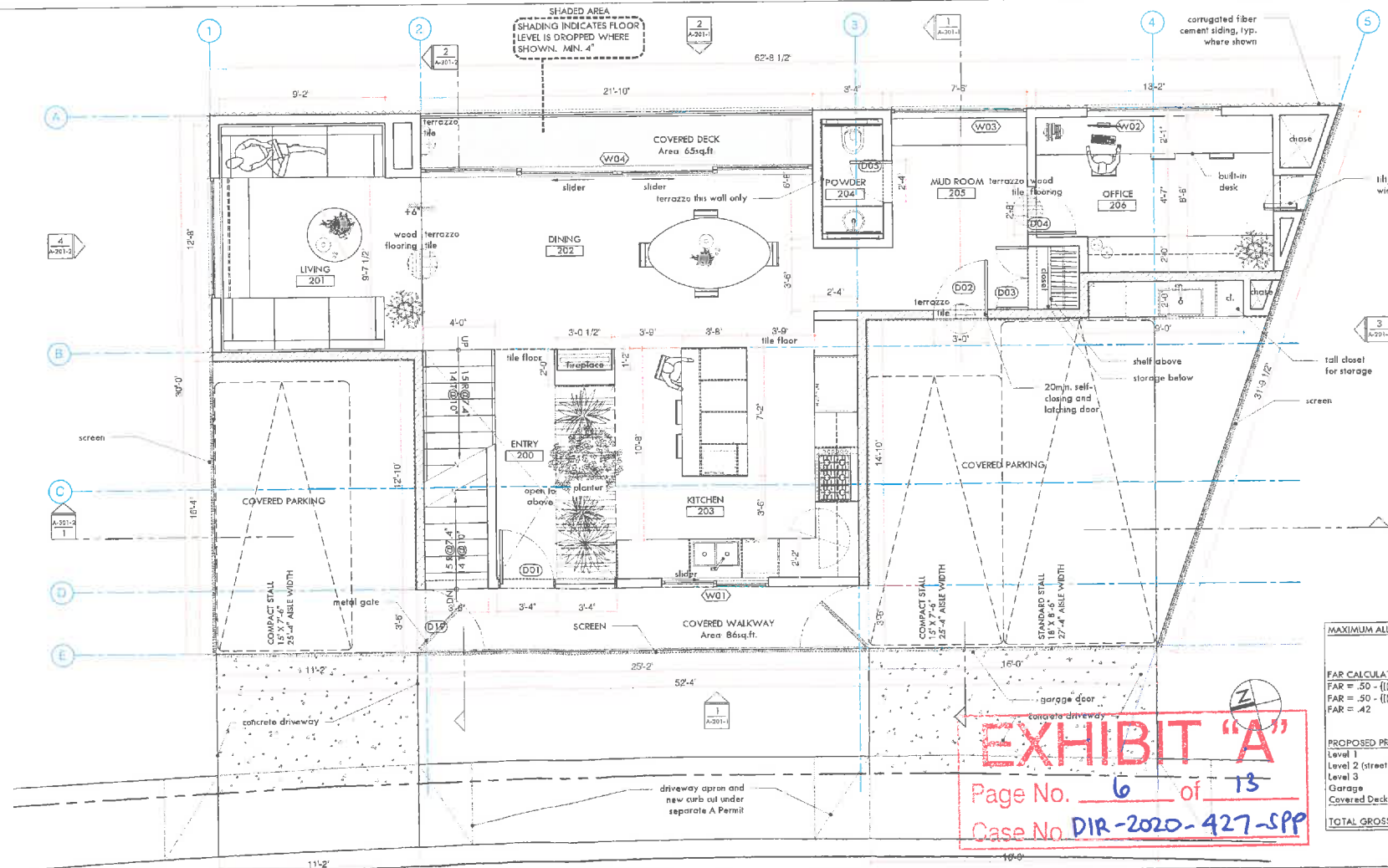
LEVEL 3 FLOOR PLAN

SCALE 1/4"=1'-0"



LEVEL 2 FLOOR PLAN - STREET LEVEL

SCALE 1/4"=1'-0"



- smoke detector and carbon monoxide detector. 120V wired with battery backup.
 - smoke detector. 120V wired with battery backup.
 - Energy Star compliant, humidity control fans ducted to terminate to the outside of the building.
 - Fan model: Aero Pure SBF 110 G5 with Leviton wall-mounted humidity sensor Model: IPHS5, minimum 50cfm/min.
- Note: A copy of the construction documents or a comparable document indicating the information from Energy Code Sections 110.1.1(b) through 110.1.1(c) shall be provided to the occupant.

- New wood stud walls
- New conc. walls
- New CMU walls
- 1 Hour fire rated wall assembly, 5/8" type X gypsum both sides
- Sound rated construction
- Retaining wall
- Lowered slab or furred ceiling

MAXIMUM ALLOWABLE AREA per M.L. Washington SP = FAR x Lot Area	
MAX allowable area = 3,743 sq.ft.	
FAR CALCULATION:	
FAR = .50 - [(Lot Area - 5,000) x .10] divided by 5,000	
FAR = .50 - [(8,914.1 - 5,000) x .10] divided by 5,000	
FAR = .42	
PROPOSED PROJECT AREAS:	
Level 1	460 sq. ft.
Level 2 (street level)	873 sq. ft.
Level 3	1,298 sq. ft.
Garage	533 sq. ft.
Covered Deck	469 sq. ft.
TOTAL GROSS FLOOR AREA	3,633 sq. ft.

EXHIBIT "A"
 Page No. 6 of 13
 Case No. DIR-2020-427-SPP

revisions
 Plan Check xx/xx/xx

project owner
 Rachel Foulton & Tim Cooper
 2202 Duane Street
 Los Angeles, CA 90039
 telephone
 email

project title and address
 464 & 466 N. Crane Blvd.
 Los Angeles, CA 90065
 APN: 5467021027, 5467021028

project No.
CRB 464

architect

2

anonymous architects
 1800 South Brand Blvd, Suite 117
 Glendale, CA 91204
 Tel: 323-515-7930
 office@anonymousarchitects.com

stamp

drawing

Floor Plans

A-102-1

scale
 version
 drawn by

4/7/2021 12:30 PM
 1
 PLOT DATE & TIME

3

project owner

Robert Folles & Jan Cooper
224 D Street
Los Angeles, CA 90039
telephone
email

project title and address

464 & 464 N. Crane Blvd.
Los Angeles, CA 90065
APN: 5467021027, 5467021028

project No.

CRB 464

architect

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Tel 323-515-7930
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stamp

drawing

Floor Plans

A-102-3

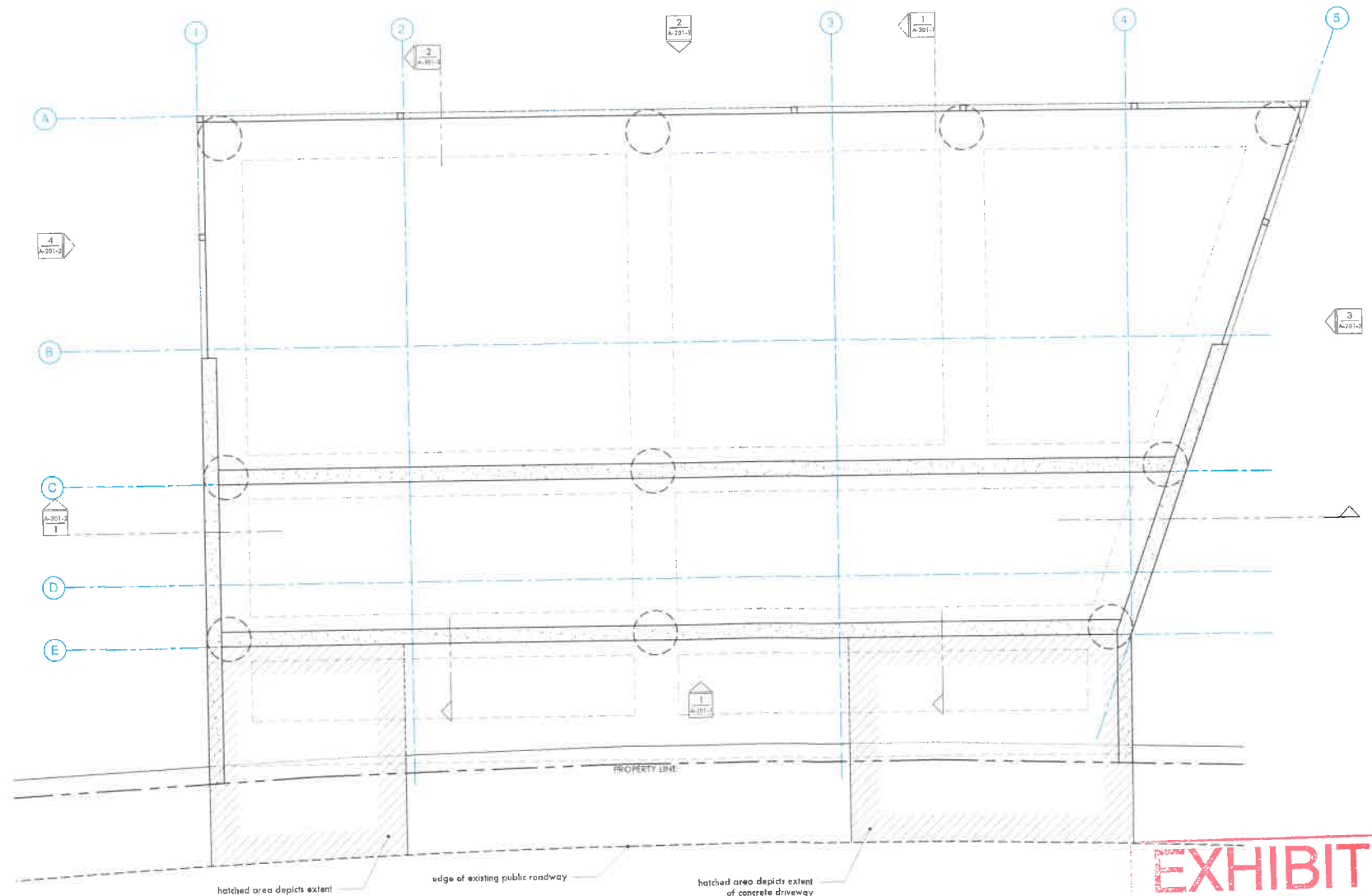
scale

version

drawn by

4/7/2021 12:31 PM

1
PLOT DATE & TIME



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120V wired with battery backup.
- smoke detector.
120V wired with battery backup.
- Energy Star compliant, humidity control fans ducted to terminate to the outside of the building.
- Fan model: Aero Pure SBF 110 G5 with Leviton wall-mounted humidity sensor Model: PHSS minimum 50cu.ft./min.

Note: A copy of the construction documents or a comparable document indicating the information from Energy Code Sections 110.10(b) through 110.1(c) shall be provided to the occupant.

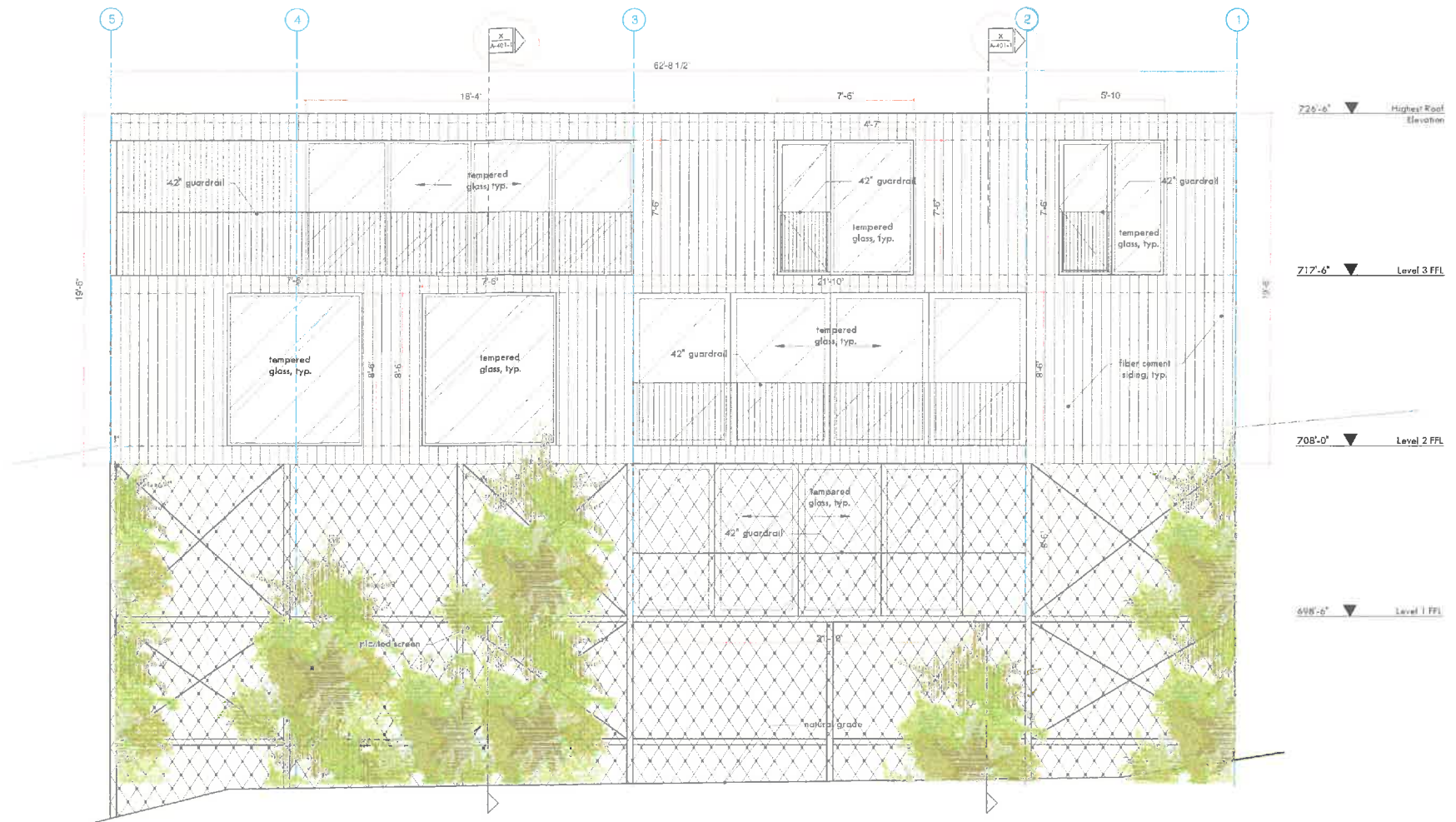
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- Sound rated construction
- Retaining wall
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MAXIMUM ALLOWABLE AREA per M.U. Washington SP = FAR x Lot Area = .42 x 8,914.1
MAX allowable area = 3,743 sq.ft.

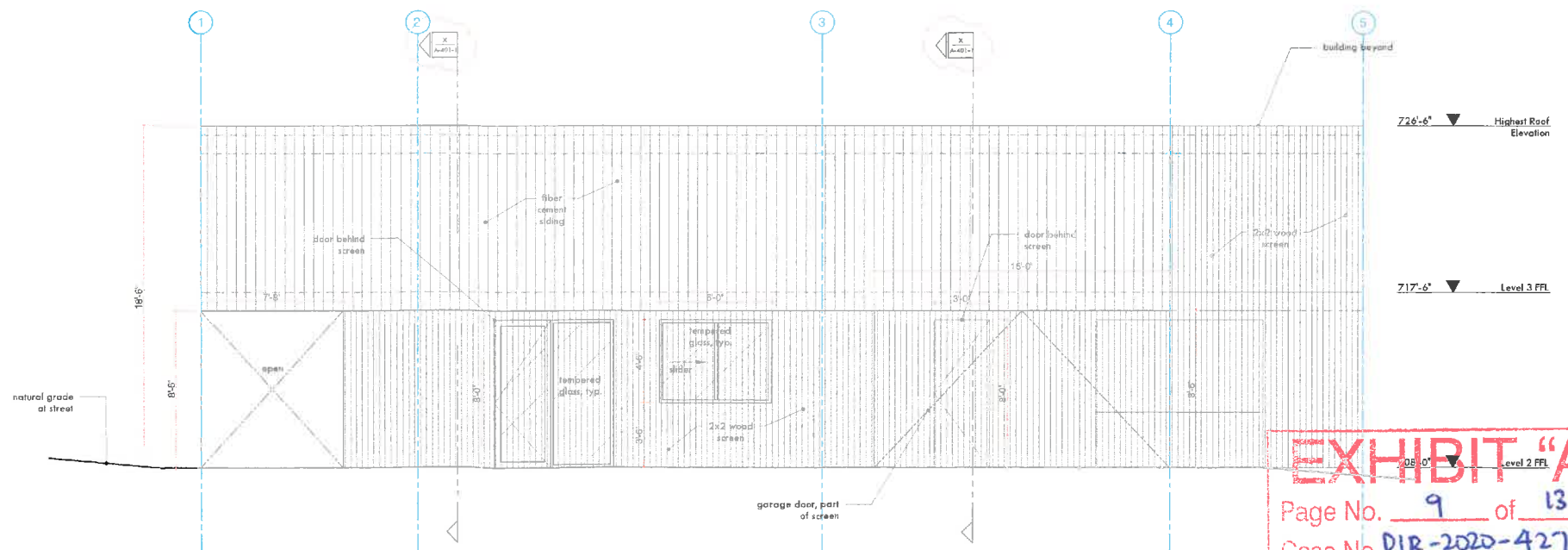
FAR CALCULATION:
FAR = .50 - [(Lot Area - 5,000) x .10] divided by 5,000
FAR = .50 - [(8,914.1 - 5,000) x .10] divided by 5,000
FAR = .42

PROPOSED PROJECT AREAS	
Level 1	460 sq. ft.
Level 2 (stent level)	873 sq. ft.
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Garage	533 sq.ft.
Covered Deck	469 sq.ft.
TOTAL GROSS FLOOR AREA:	3,633 sq.ft.

EXHIBIT "A"
Page No. 8 of 13
Case No. DIR-2020-427-SPP



EAST ELEVATION
SCALE 1/4"=1'-0"



WEST ELEVATION
SCALE 1/4"=1'-0"

EXHIBIT "A"
Page No. 9 of 13
Case No. DIR-2020-427-SPP

revisions	Plan Check	xx/xx/xx
project owner	project title and address	project No.
project owner	464 & 466 N. Crane Blvd. Los Angeles, CA 90065 APN: 5467031037, 5467031038	CRB 464
architect	anonymous architects 1800 South Brand Blvd, Suite 117 Glendale, CA 91204 Tel: 323-515-7930 office@anonymousarchitects.com	2
stamp		
drawing	Elevations	A-201-1
scale	version	drawn by
4/7/2021 12:32 PM		

EXHIBIT "A"
Page No. 10 of 13
Case No. DIR-2020-427-SPP

Elevations

drawing

stamps

anonymous architect
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Tel 323-515-7930
office@anonymousarchitects.com

architect

CRB 464

project file

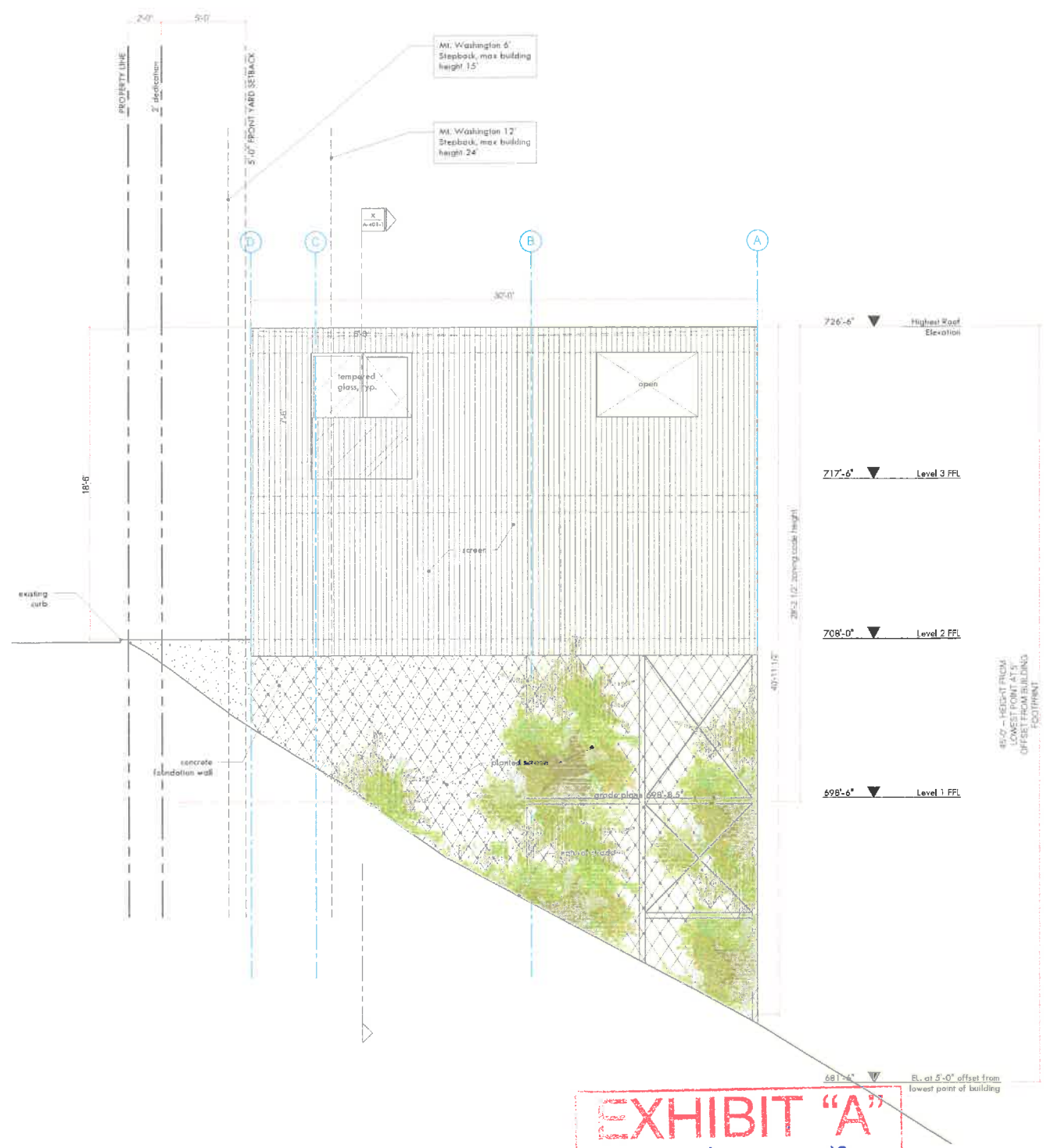
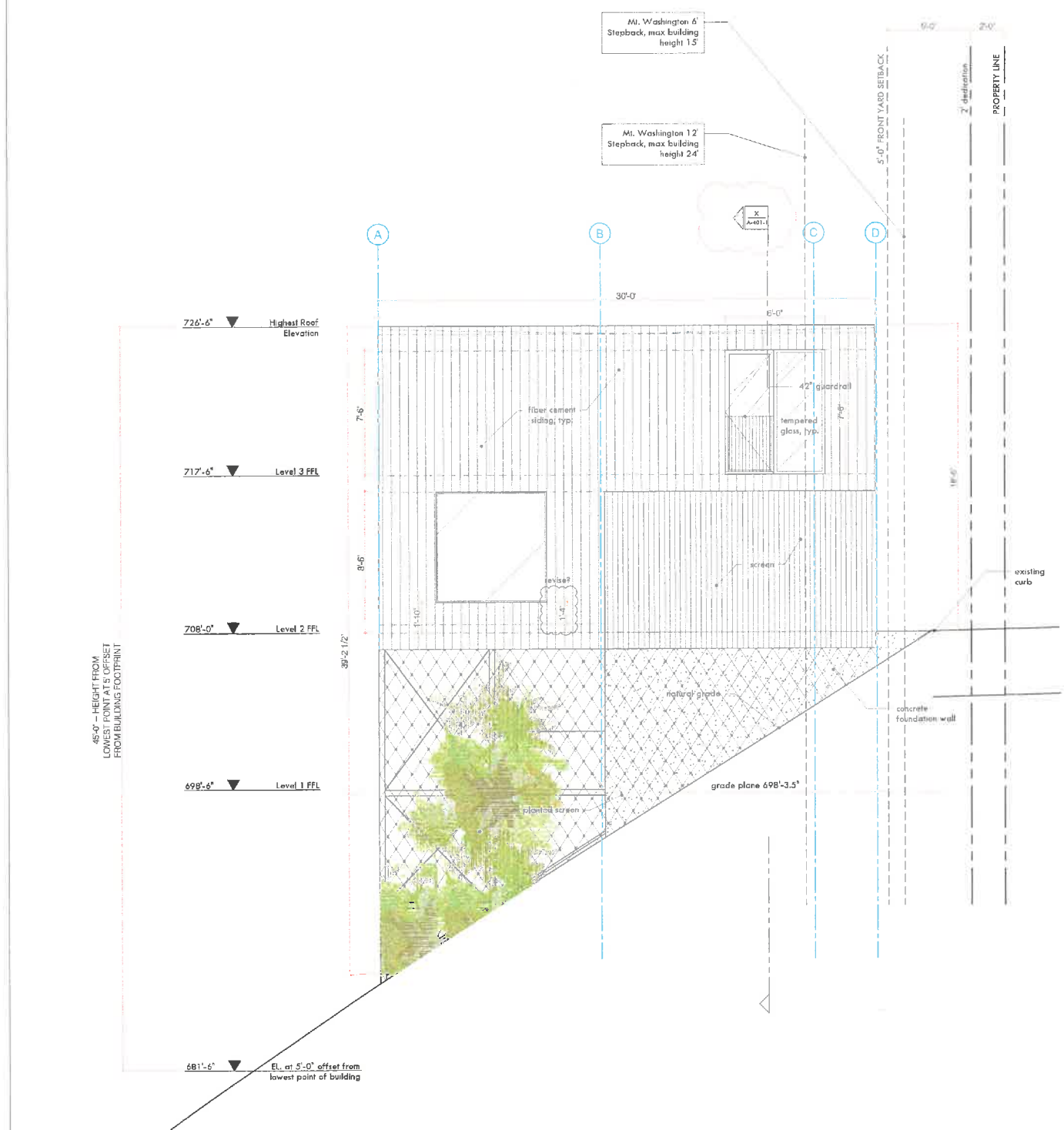
464 & 466 N. Crane Blvd.
Los Angeles, CA 90065
APN: 5467021037, 5467021028

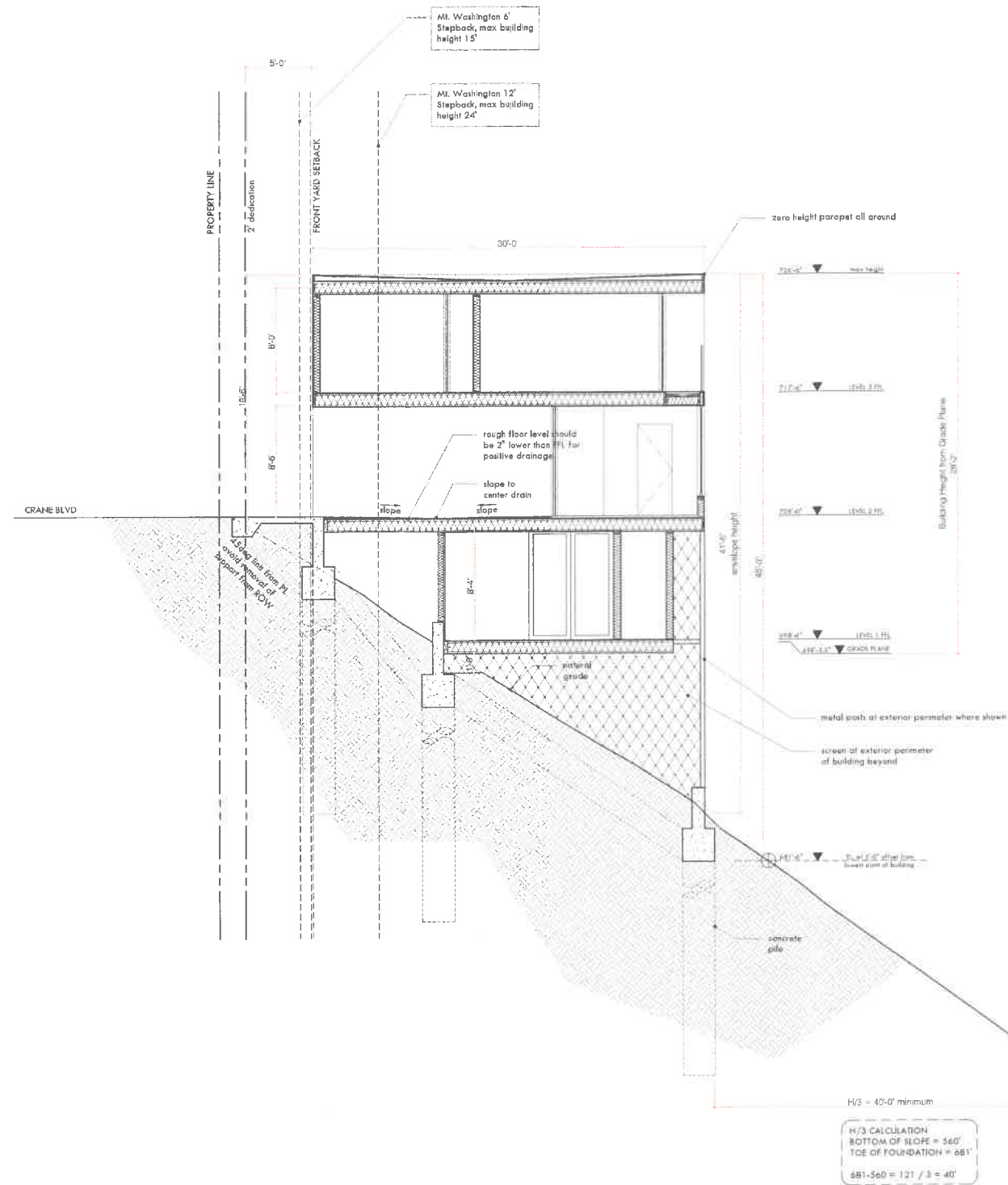
project title and address

Rachel Follon & Ian Cooper
2262 Duane Street
Los Angeles, CA 90039
telephone
email

project owner

revision
Plan Check xx/xx/xx





by Check: XX/XX/XX

an: Check: KK/XX/AN

2020.12.25.21761009

telephone
email

Project title and address

APN: 5467021027, 5467021028

Project No. _____

CRB 464

architect.

anonymous architects
1800 South Bond Blvd, Suite 117
Glendale, CA 91204
Tel 323-515-7930
office@anonymousarchitects.com

Group	Mean	SD	95% CI
Control	1.0	0.0	1.0
Low	1.0	0.0	1.0
High	1.0	0.0	1.0

2744

Site Section

A-301-1

123456789

(on) ipet

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DATE: 8-19-00

1000

EXHIBIT "A"

Page No. 11 of 13

Case No. DIR-2020-427-S

SITE SECTION

SCALE: 3/16"=1'-0"

464 Crane Blvd - Front (West) Elevation



	Material
A.	wood siding with dark gray finish
B.	dark gray concrete fiber cement board
C.	wood screen painted dark gray

464 Crane Blvd. - Rear (East) Elevation



	Material
A.	wood siding with dark gray finish
B.	steel cable trellis for climbing plants
C.	wood screen painted light gray

SYMBOL LEGEND

Section Ref. MAJOR SECTION REFERENCE

Sheet No. MINOR OR WALL ELEVATION

room No. Drawing Ref. INTERIOR ELEVATION REF.

Fin. Floor Elev. FINISH ELEVATION

detail DETAIL REFERENCE

REVISION NUMBER

WINDOW TAG

DOOR TAG

CEILING TAG

GENERAL REFERENCE

MATERIAL LEGEND

GYPSUM WALL BOARD

CERAMIC TILE

EARTH

POROUS FILL

CONCRETE

BRICK

CONCRETE MASONRY UNITS (CMU)

PLASTER, CEMENT, SAND OR GROUT

CUT STONE

SLATE OR FLAGSTONE

METAL

PLYWOOD

FINISH FLOOR

FRAMING LUMBER

INSULATION

GLASS

WALL & CEILING LEGEND

New wood stud walls

New conc. walls

New CMU walls

1 hour fire rated wall assembly, 5/8" type X gypsum both sides

Sound rated construction

Retaining wall

Lowered floor level

Ceiling above turned to accommodate HVAC. See ceiling height in room tag.

DETECTOR SYMBOLS

smoke detector and carbon monoxide detector, 120V wired with battery backup.

smoke detector, 120V wired with battery backup.

ABBREVIATIONS

@ AT

& AND

A.B. ANCHOR BOLT (OR LAG FOR WOOD)

ALUM ALUMINUM

F.F. ABOVE FINISH FLOOR

BOT BOTTOM

CL CENTER LINE

CONC CONCRETE

C.R. COLD ROLLED STEEL

C.S. COUNTER SUNK

DIA DIAMETER

EQ EQUAL

(E) EXISTING

E.T.R. EXISTING TO REMAIN

EXT. EXTERIOR

FOIC FURNISHED BY OWNER

INSTALLED BY CONTRACTOR

FOF FACE OF FRAMING

F.B. FLAT BAR

FLD. FOLD

GALV.A. GALVANIZED (HOT DIPPED)

GA GAUGE

H.D. HEAVY DUTY

H.R. HOT ROLLED STEEL

L STEEL ANGLE

NIC NOT IN CONTRACT

N/S/E/W NORTH/ SOUTH/ EAST/ WEST

O OPERABLE SLIDING DOOR

O/ OVER

O.C. ON CENTER

PLAM PLASTIC LAMINATE

PL PLATE

PTD. PAINTED

PLY. PLYWOOD

P.T. PRESSURE TREATED (NON-ARSENIC)

SCHED. SCHEDULE

SQ. DR. SQUARE DRIVE (SCREW HEAD TYPE)

SQ.FT SQUARE FEET

S.S. STAINLESS STEEL

TBD TO BE DETERMINED

T&G TONGUE AND GROOVE

TRANS TRANSITION

TYP TYPICAL

U.N.O. UNLESS NOTED OTHERWISE

WD. WOOD

W/ WITH

X FIXED DOOR

KEY NOTES

high priority note: NOTE DESCRIPTION

medium priority note: NOTE DESCRIPTION

PREVAILING SETBACK CALCULATION

LOT NUMBER	1	2	3	4	5	*6	7	8	9	10
EXISTING SETBACK	21'-4"	vac.	20'-1"	0'	vac.	0'	0'	0'	3'-2"	2'-8"
LOT FRONTAGE	35'	33.09'	67.75'	35'	35.38'	70'	65.99'	35'	28.09'	82.09'

*Lot No. 6 is subject property

SETBACK CALCULATION

discard top and bottom 20% Lower 20%: lot 8, 7; Upper 20%: lot 1, 3

discard lots that do not comply with LAMC 12.21 A4 9(a) (no lots to discard)

discard vacant lots 2, 5

LOTS USED (3) 4, 9, 10

SUM OF FRONT YARD SETBACKS DIVIDED BY NO. LOTS USED 5'-10"/3 ≈ 2'-0"

FRONT YARD SETBACK (Assume 5 foot minimum)

ONLINE CALCULATOR

Number of lots: 5

Calculation

Total no. of lots entered: 5

Total frontage entered: 213.62 ft

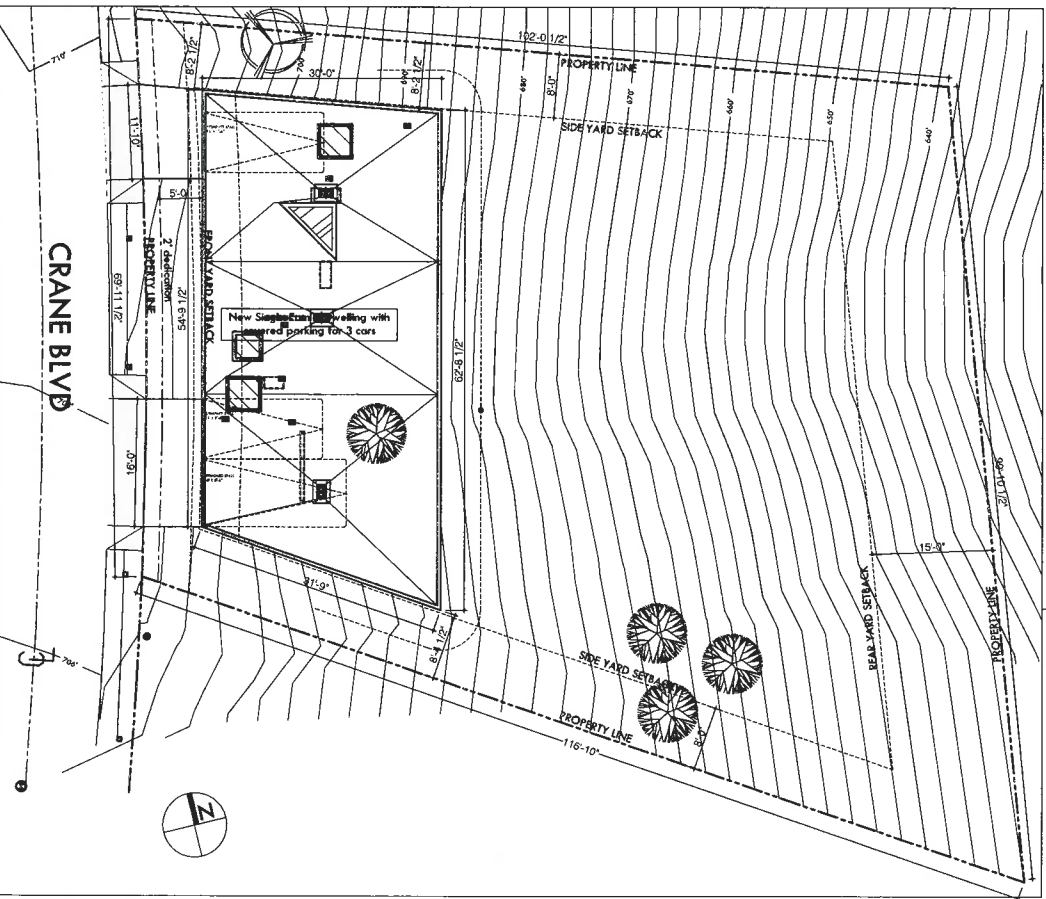
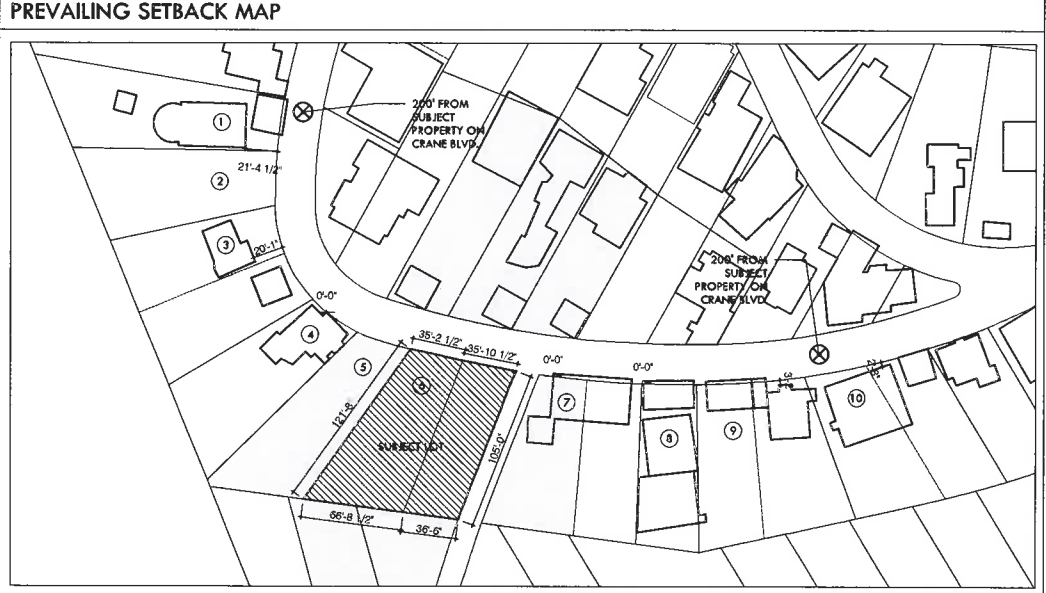
40% from total frontage entered: 85.45 ft

No. of lots used in the calculation: 3

Setback range used: 0.00 ft - 3.16 ft

Total frontage used in the calculation: 145.18 ft

View Calculation Details



PRELIMINARY INFORMATION

OWNER: Rachel Foulton & Ian Cooper, 2262 Duane Street, Los Angeles, CA 90039

ARCHITECT: Simon Storey, Anonymous Architects, 1323.244.9807, Lic No. C-35346

CIVIL STRUCTURAL

GEOLOGY: Geosystems, Inc., 1345 Victory Blvd., 2nd Floor, Glendale, CA 91201, Info@geosys1.com, (818) 500-9533

SURVEY: Nick Kazem, Inc., 4946 Topanga Canyon Blvd., Woodland Hills, California 91364, Tel: (818) 999-9890

LEGAL DESCRIPTION

APN: 5467021027, 5467021028

Tract: TR 5043

Block: 110, 111

Zone: R1-1

Existing Use: Vacant Land

Proposed Use: New Single Family Dwelling with covered parking for 3 cars

VERY HIGH FIRE HAZARD SEVERITY ZONE (VHFHSZ): YES

HILLSIDE CONSTRUCTION REGULATION (HCR): NO

TRANSIT ORIENTED COMMUNITIES (TOC): NO

SPECIFIC PLAN AREA: YES - Mt. Washington/Glassell Park

HILLSIDE AREA (ZONING): YES

OCCUPANCY

GROUP R3 RESIDENTIAL: 3,100 sq.ft.

GROUP U GARAGE: 533 sq.ft.

TYPE OF CONSTRUCTION

TYPE V-B

LOT AREA AND COVERAGE

LOT AREA: 8,914.1 sq.ft.

LOT DIMENSIONS: See Plot Plan - This Sheet

BUILDING COVERAGE: 1,569 sq.ft.

LOT COVERAGE: 1,569 / 8,914 = 17.6%

BUILDING AREAS - PER MT. WASHINGTON SP

MAXIMUM ALLOWABLE AREA per Mt. Washington SP = FAR x Lot Area = .42 x 8,914.1 = 3,743 sq.ft.

FAR CALCULATION:

FAR = .50 - [(Lot Area - 5,000) x .10] divided by 5,000

FAR = .50 - [(8,914.1 - 5,000) x .10] divided by 5,000

FAR = .42

PROPOSED PROJECT AREAS:

Level 1: 314 sq. ft.

Level 2: 873 sq. ft.

Level 3: 1,425 sq. ft.

Garage: 532 sq. ft.

Covered Deck: 469 sq. ft.

TOTAL GROSS FLOOR AREA: 3,633 sq.ft.

BUILDING HEIGHT (Mt. Washington SP)

MAXIMUM ALLOWABLE: 45'-0"

PROPOSED HEIGHT: 45'-0"

BUILDING HEIGHT (building code)

ENVELOPE HEIGHT: 42'-0"

GRADING QUANTITIES:

CUT (CU.YD.): 10cu.yd.

FILL (CU.YD.): 10cu.yd.

NET GRADING (CU.YD.): 0 cu.yd. (Import = 0, Export = 0)

FIRE SPRINKLER NOTE

The sprinkler system shall be approved by Plumbing Division prior to installation. Contractor to obtain necessary permits.

CONFORM TO NFPA 13



SHEET INDEX

GENERAL

G-000-1 TITLE SHEET

G-001-1 GENERAL NOTES

G-002-1 GP1 + MISC. FORMS AND COMPLIANCE

G-002-2 SOILS REPORT APPROVAL LETTER

SURVEY/ CIVIL/ LANDSCAPE

V-101-1 SURVEY

C-101-1 GRADING PLAN

L-101-1 LANDSCAPE PLAN

A-103-2

ARCHITECTURAL

A-101-1 SITE PLAN

A-102-1 FLOOR PLANS

A-102-2 FLOOR PLANS

A-201-1 EXTERIOR ELEVATIONS

A-201-2 EXTERIOR ELEVATIONS

A-301-1 BUILDING SECTIONS

A-301-2 BUILDING SECTIONS

A-302-1 WALL SECTIONS

A-401-1 ENLARGED FLOOR PLANS

A-401-2 ENLARGED SECTIONS

A-402-1 INTERIOR ELEVATIONS

A-402-2 INTERIOR ELEVATIONS

A-402-3 INTERIOR ELEVATIONS

A-402-4 INTERIOR ELEVATIONS

A-402-5 INTERIOR ELEVATIONS

A-402-6 INTERIOR ELEVATIONS

A-403-1 CABINETS PLANS

A-403-2 CABINETS PLANS

A-502-1 MISC. DETAILS

A-502-2 MISC. DETAILS

A-502-3 WATERPROOFING DETAILS

A-502-4 DOOR AND WINDOW DETAILS

A-502-5 STEEL DETAILS

A-502-6 EXTERIOR/ SITE DETAILS

A-601-1 DOOR AND WINDOW SCHEDULES

A-602-1 FINISH SCHEDULES

A-603-1 FLASHING DETAILS - door, window and parapet

MECHANICAL

E-102-1 ELECTRICAL PLAN

M-102-1 MECHANICAL PLAN

P-102-1 PLUMBING PLAN

M-1 TITLE 24

M-2 TITLE 24

M-3 TITLE 24

M-103-1 GREEN BUILDING PERMIT DRAWINGS

M-104-1 STORMWATER (LID) PLANS

STRUCTURAL

S-1 STRUCTURAL NOTES

S-2 FOUNDATION AND 1st FLOOR

S-3 ROOF

S-4 DETAILS

S-5 DETAILS

S-6 DETAILS

S-7 DETAILS

S-8 DETAILS

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DISCIPLINES SHEET TYPES

G General symbols, legends, notes

V Surveying 1 Plans horizontal views

B Geotechnical 2 Elevations vertical views (incl. profiles)

C Civil 3 Sections sectional views and wall sections

L Landscape 4 Large-Scale Views: scaled up reproductions of plans elevations or sections that are not details.

A Architectural

P Plumbing

M Mechanical

E Electrical

X Other

5 Details

6 Schedules and Diagrams

7 other

8 other

9 3D representations

SHEET TYPES AND DISCIPLINE DESIGNATORS

DIR-2020-427-SPP-1A

EXHIBIT D

REVISED PROJECT PLANS

project title and address

404 & 466 N. Crane Blvd.
Los Angeles, CA 90039
APN: 5467021027, 5467021028

project No.

CRB 464

architect

Anonymous Architects
1800 South Brand Blvd, Suite 117
Glendale, CA 91204
Tel: 323-3157930
office@anonymousarchitects.com

stamp

drawing

Title Sheet

A-000-1

scale

version

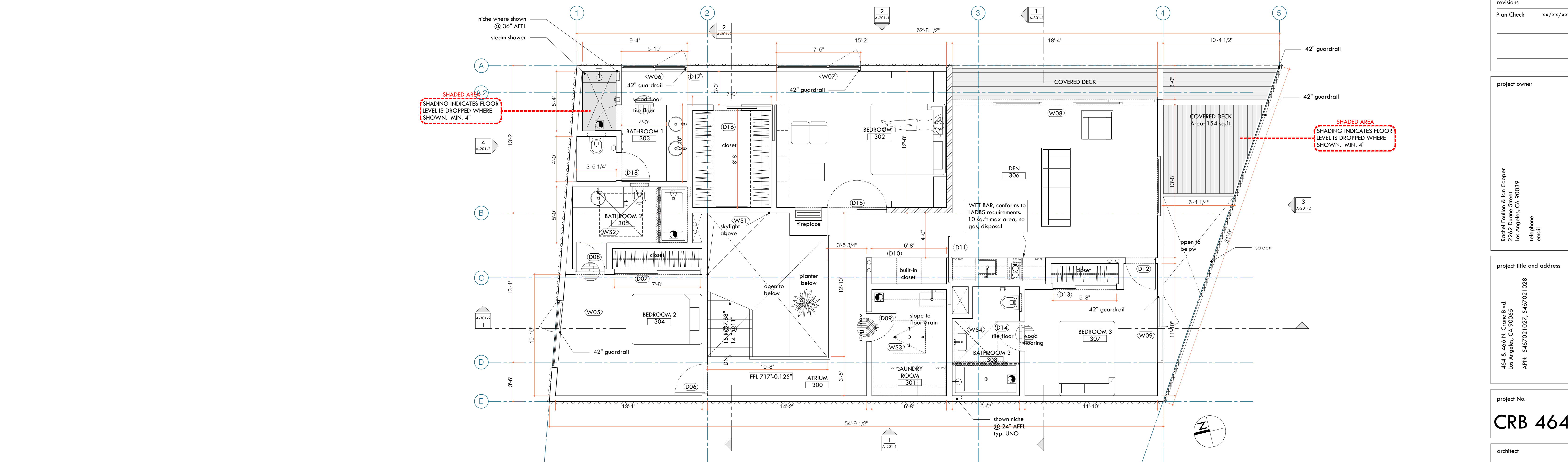
drawn by

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PLOT DATE & TIME

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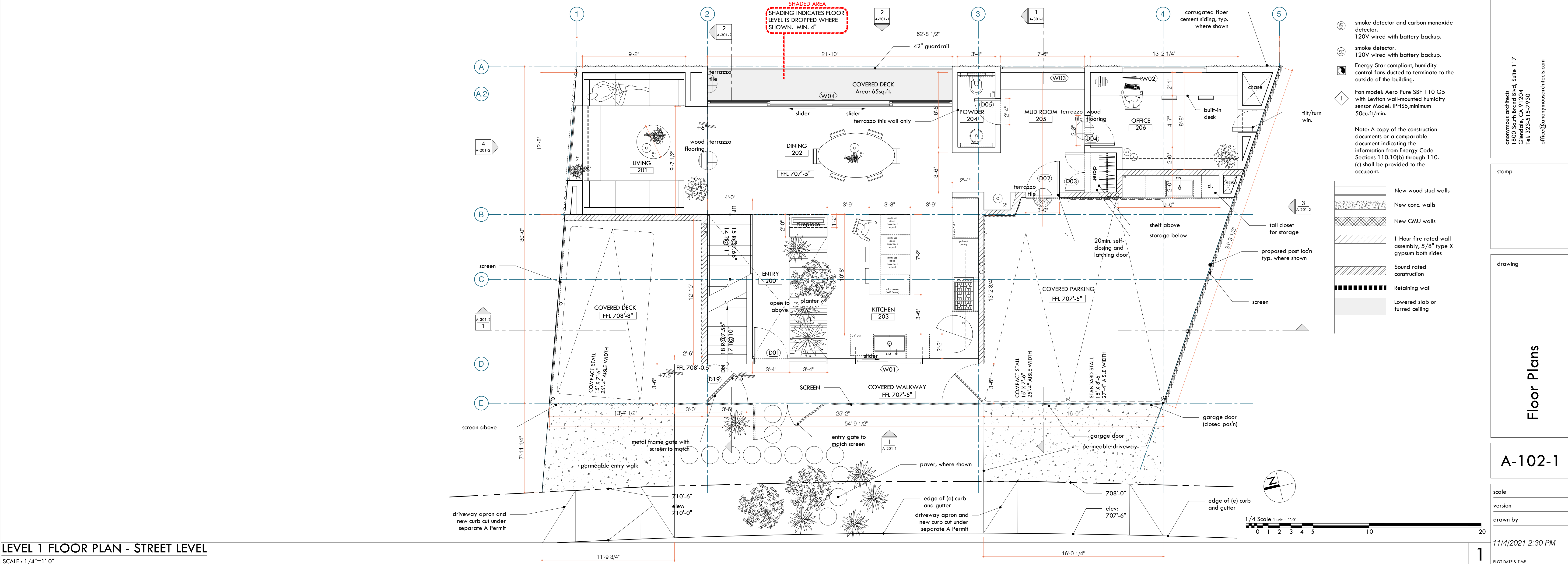




LEVEL 2 FLOOR PLAN

SCALE : 1/4"=1'-0"

2



LEVEL 1 FLOOR PLAN - STREET LEVEL

SCALE : 1/4"=1'-0"

1

revisions

Plan Check xx/xx/xx

project owner

Rachel Foulton & Ian Cooper
2262 Duane Street
Los Angeles, CA 90039
telephone
email

project title and address

464 & 466 N. Crane Blvd.
Los Angeles, CA 90065
APN: 5467021027, 5467021028

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CRB 464

architect

2

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Floor Plans

A-102-1

scale

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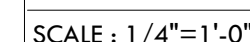
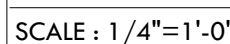
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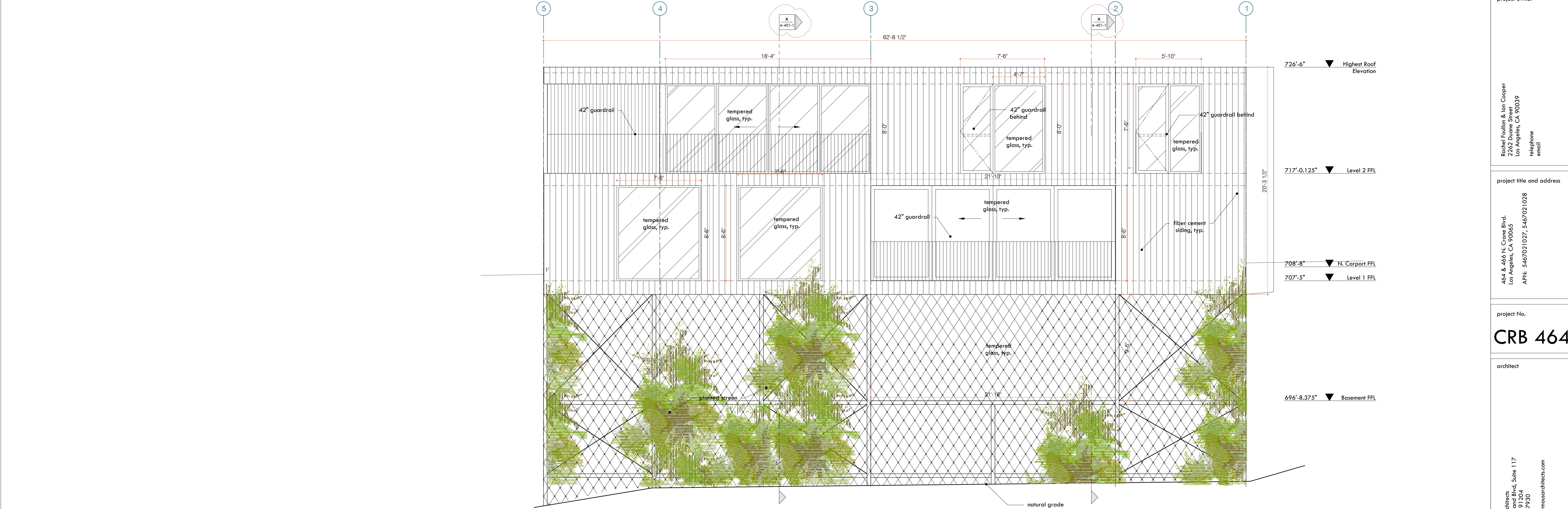
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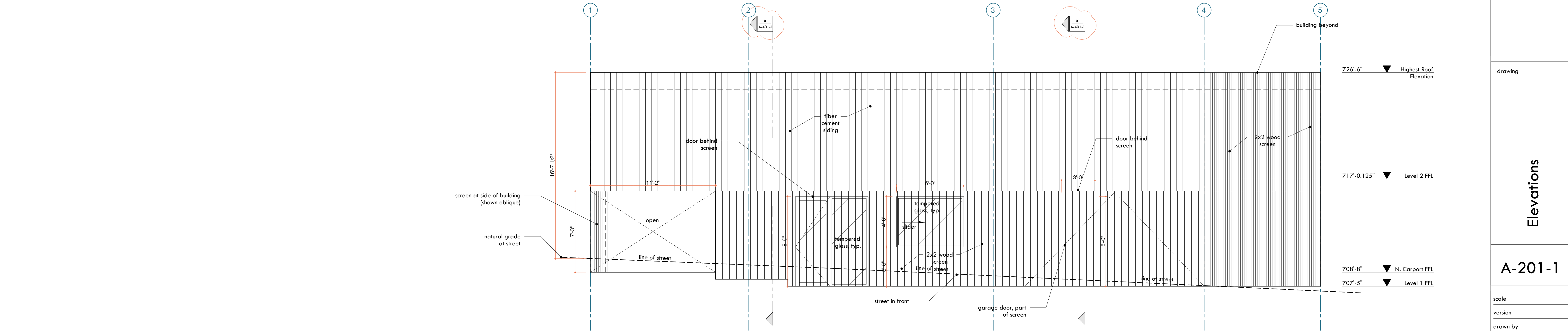




EAST ELEVATION

SCALE : 1/4"=1'-0"

2



WEST ELEVATION

SCALE : 1/4"=1'-0"

1

revisions
Plan Check xx/xx/xx

project owner

Rachel Foulon & Ian Cooper
2262 Duane Street
Los Angeles, CA 90039
telephone
email

project title and address

464 & 466 N. Cone Blvd.
Los Angeles, CA 90005
APN: 5467021027, 5467021028

project No.

CRB 464

architect

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Glendale, CA 91204
Tel: 323.515.7930
office@anonymousarchitects.com

stamp

drawing

Elevations

A-201-1

scale

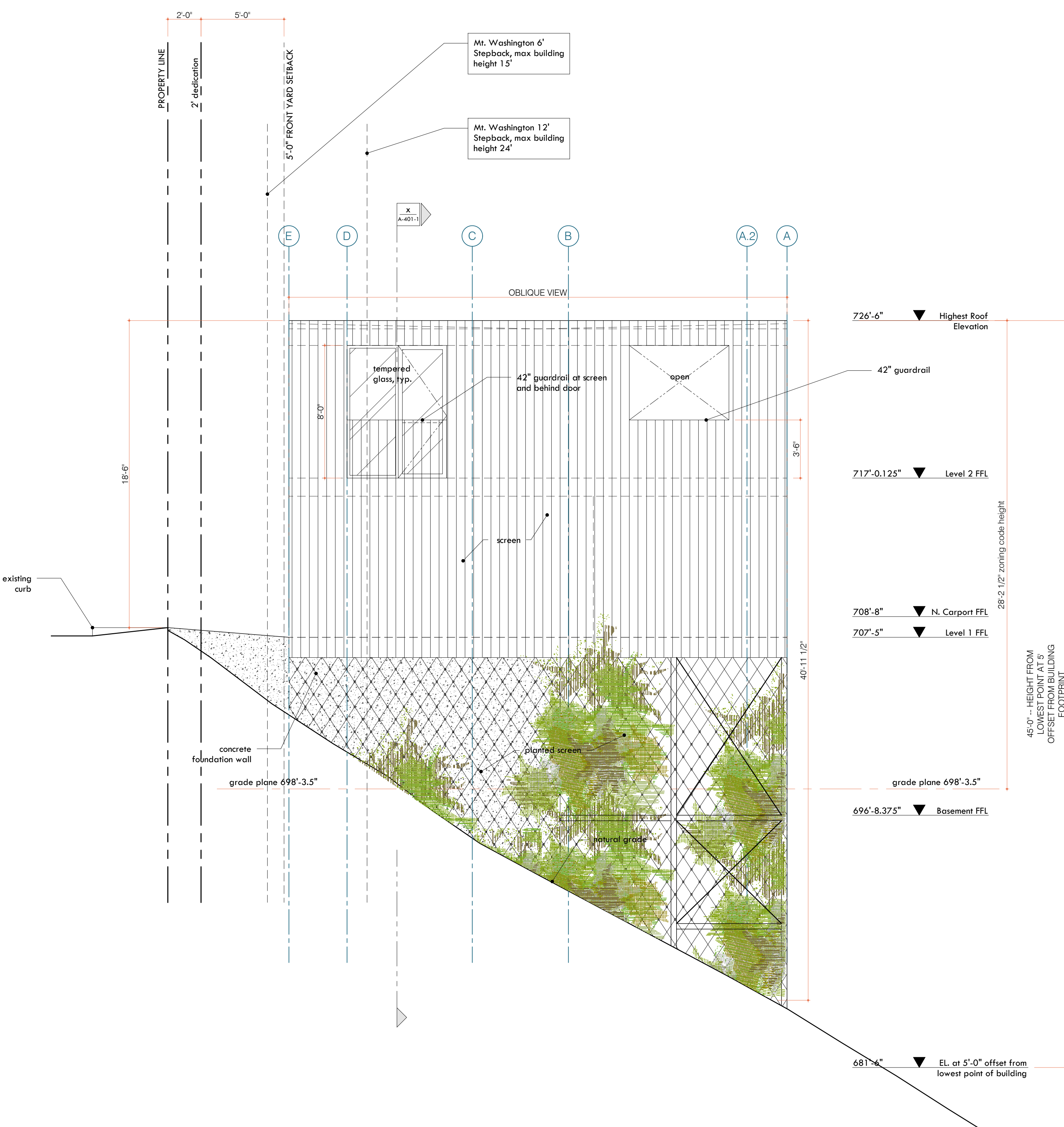
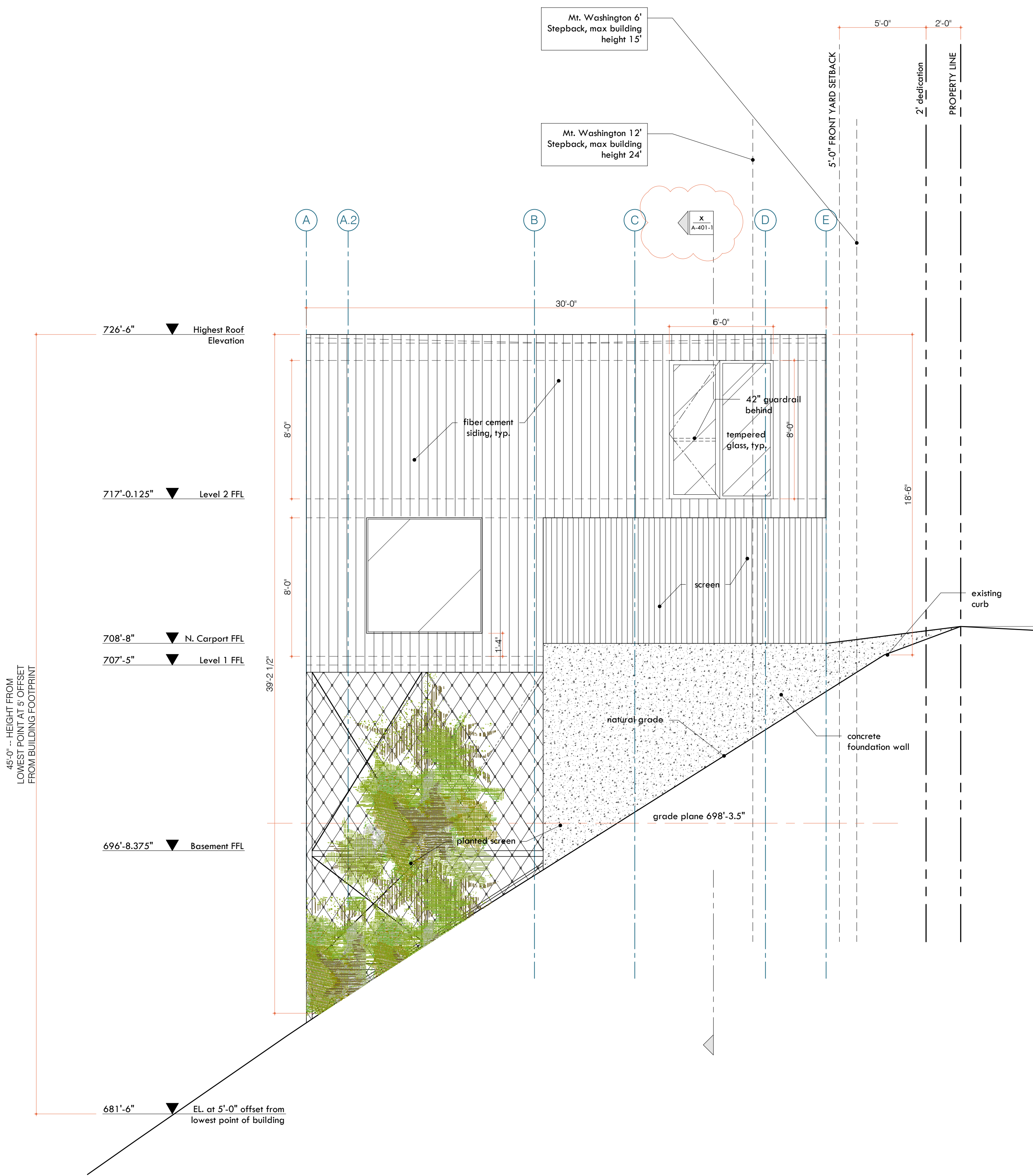
version

drawn by

11/4/2021 2:31 PM

PLOT DATE & TIME

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LIGHTS						
	NUMBER	WS1		WS2	WS3	
	ROOM	Atrium/Room 300		multiple locations		
	OPERATION/ TYPE	fixed window		fixed window		
	MAKE/ MODEL	-		Velux/Fixed Curb Mounted		
	ROUGH OPENING	n/a		n/a		
	OUTSIDE FRAME	n/a		n/a		
	GLAZING	n/a		n/a		
	TEMPERED	MATERIAL-1		MATERIAL-1		
	FRAME	FINISH-1		FINISH-1		
	FINISH	n/a		n/a		
	COMMENTS	n/a		n/a		

MATERIAL, FINISH & HARDWARE SCHEDULES			
MATERIAL SCHEDULE		FINISH SCHEDULE	
MATERIAL-1	(notes)	FINISH-1	(notes)
MATERIAL-2	(notes)	FINISH-2	(notes)
HARDWARE SCHEDULE		LOCK SCHEDULE	
HARDWARE-1	Text text text text text text text text text text text text text text text text	LOCK-1	(notes)
		LOCK-2	(notes)
HARDWARE-2	Text text text text text text text text text text text text text text text text		
DOOR STOP SCHEDULE		SHADE SCHEDULE	
DOORSTOP-1	(notes)	SHADE-1	(notes)
DOORSTOP-2	(notes)	SHADE-2	(notes)

EXHIBIT E

TREE REPORT

**PROTECTED TREE REPORT
for
Land Development
at
464 & 466 North Crane Boulevard
Los Angeles, CA 90065
(APN: 5467-021-027 & 5467-021-028)**

Prepared for:

Rachel Foullon & Ian Cooper
2262 Duane St.
Los Angeles, CA 90039
rachelfoullon@gmail.com


November 4, 2019

Prepared by:

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**APPROVED
BY**

11/21/2019

Tim Tyson, Chief Forester
Urban Forestry Division
Approving Tree Report Only

ENVIRONMENTAL CLEARANCE

Rev. 03/2018



**APPLICATION FOR A
TREE REMOVAL PERMIT**
CITY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS

**BUREAU OF STREET SERVICES
URBAN FORESTRY DIVISION**
1149 S. BROADWAY, SUITE 400, LOS ANGELES, CA 90015
TEL: 213.847.3077

STEP 1: Call (800) 996-2489 or visit 'myla311.lacity.org' to obtain a Service Request Number (Application #): 1-1492119711

Application Number

STEP 2: Bring this application, along with all supporting documents, to the Urban Forestry Division public counter for review (see above for address, hours of operation are 7:00am – 3:30pm, Mon-Fri). Applications will not be accepted via e-mail, U.S. Postal Service, or fax.

Property Address: 464/466 Crane Blvd Los Angeles CA 90065
(Print Clearly) Number Street Name City State Zip Code

Property Owner's Name: Rachel Foullon
First Last

Property Owner's Contact Information: 917-620-0665 rachelfoullon@gmail.com
Tel. No. Including Area Code E-mail Address

Total number of tree(s): 1 and specific reason for tree removal tree is within footprint of proposed dwelling
(Damaged sidewalk, driveway installation, street widening, City Planning condition,

tree in proposed foot print of the structure or dead tree. If it is a sewer line replacement issue, a sewer connection permit from the Bureau of Public Works Engineering is required.)

Property Owner's Representative/Agent: Alison Rust
First Last

Company Name: Anonymous Architects

Address: 1800 S. Brand Blvd Glendale CA 91204
Number Street Name City State Zip Code

Contact Information: 323-515-7930 alison@anonymousarchitects.com
Tel. No. Including Area Code Email Address

If the tree removal is approved and any fees due have been paid, the permit should be made out to (If this area is left blank, the permit will be made out to property owner):

Name: _____

E-mail or Mailing Address: _____

- ☐ This is a standard application for STREET TREES. Please complete the attached checklist at the top of the next page.
☒ This is a standard application for PROTECTED TREES. Please complete the second section of the attached checklist.
☐ This application pertains to a LAND DEVELOPMENT case. Complete the appropriate section of the attached checklist (standard or protected) and include the following:

1. B-permit number, plot plans, conditions of approval and final version of CEQA Documents (EIR, ND, NOE, MND, CE). Tree removals must be addressed or an addendum will be required. All documents MUST be attached to this application.

2. Project title and case number: _____
(ZA, TR, CPC, DIR, VAC, PM, DOT, APC)

I am submitting this application along with the attached checklist and required documents to the above address. I understand that submission of this application does not guarantee an approval for a tree removal permit. If the tree removal permit is granted, I understand I will be required to replace the removed tree(s) at a ratio determined by the Urban Forestry Division and pay any outstanding planting, removal, and/or permit fees in accordance with City policy. I understand that average processing time for tree removal permits is 90 to 120 days from the time a complete application is received.

Rachel Foullon Rachel Foullon
Date UFD Staff Initials Property Owner's Signature Print Name

Table of Contents

Summary.....	1
Introduction.....	2
Background.....	2
Assignment.....	2
Limits of the Assignment.....	2
Purpose and Use of the Report.....	3
Observations.....	3
General Site Observations.....	3
Tree Evaluation.....	4
Tree #716.....	5
Tree #717.....	5
Tree #718, #719 & #720.....	6
Off-Site Tree.....	5
Construction Impact and Health Mitigation of the Subject Trees.....	6
Conclusion.....	8
Appendix I: Protected Tree Survey.....	9
Appendix II: Photographs.....	10
Appendix III: Site Plan.....	17
Glossary.....	18
Assumptions and Limiting Conditions.....	19
Certificate of Performance.....	20
Copies of Licenses.....	21

SUMMARY

I was retained by Rachel Foullon and Ian Cooper, to write a protected tree report, and evaluate the impact of a land development project on protected trees, at a vacant land at 464 and 466 North Crane Blvd., in Los Angeles, CA.

The reason for this report is the construction of a single-family residence on the lot.

On the vacant land, there are four native protected size Southern California black walnut trees and one Mt. Washington Specific Plan designated "significant" tree.

And based on the architect's proposed site plan, to develop the site, one of the native trees has to be removed and the crown be reduced of the significant tree.

Replacement trees can be planted on site.

INTRODUCTION

Background

Ms. Rachel Foullon inquired if I would be interested in preparing a Protected Tree Report (PTR) for a vacant land that she owns, located at 464 & 466 N. Crane Boulevard, in the City of Los Angeles, California.

After discussing my fees, I was retained to prepare the PTR.

Assignment

I agreed to perform the following:

- Inspect and evaluate the trees on site.
- Submit a written report of my observations and findings.
- Make appropriate recommendations if needed, based on my findings.

Limits of the Assignment

This report and the observations included herein are based on my visit to the site on October 18, 2019.

This arborist report was performed entirely at ground level. The inspection and evaluation of the trees were limited to visual examination of accessible items without dissection, probing or coring. There is no warranty or guarantee, expressed or implied, that problems or deficiencies of the tree or property in question may not arise in the future.

Purpose and Use of the Report

Rachel Foullon and Ian Cooper, owners of the vacant land for the proposed development at 464 and 466 N. Crane Blvd., informed me that a two-story single-family dwelling is being proposed to be built on the lot.

The purpose of this report is to present the evaluation of any protected tree on the lot and the impact of the proposed construction project on the trees.

This report is intended for the exclusive use of Rachel Foullon and Ian Cooper and their representatives.

Upon submission, this report will become their property and its use will be at their discretion.

OBSERVATIONS

General Site Observations

The proposed site for development includes two small vacant lands, in the Mount Washington - Glassell Park area of the City of Los Angeles. The address for the two lots is 464 and 466 N. Crane Boulevard, in the City of Los Angeles, County of Los Angeles, California, 90065.

The Assessor's Parcel Numbers (APN) are: 5467-021-027 & 5467-021-028 in R1-1 low residential area.

Both lots are **quadrilateral** in shape, located on a natural steep hill, with decreasing grade from the northwest to the southeast side. There is almost 70 feet grade difference between the highest and lowest points on the lots. The adjacent lot on the north side has been developed, but the remaining two lots are still vacant.

Access to the area is from the Arroyo Seco Parkway (110 Fwy), off from Ave. 52.

The nearby cross street is Dustin Dr., and the nearest major roads are Marmion Way and Figueroa St.

The proposed living space for the proposed two-story single-family dwelling is approximately 2,972 sq. ft., while the total lot area is 8,914.2 sq. ft.

On site, there are four small but protected size Southern California black walnut (*Juglans californica* var. *californica*) trees and one Mount Washington Specific Plan designated "significant" California pepper (*Schinus molle*) tree. There are also other non-protected size Southern California black walnut trees. These walnut trees are all naturally occurring, since it is the dominant native tree species in the area. The remaining vegetation consists of annual weeds.

I took photographs of the trees and the lot (**Appendix II**), took measurements and used the surveyor's and architect's plans for the location of the trees. I installed numbered tags on the five trees (#716 - #720).

There are other native and significant trees on the three abutting properties, but given their distance, they shouldn't be impacted. The closest of these trees is a Southern California black walnut tree, located on 462 N. Crane Blvd. A PTR was prepared for this tree (#502), back in February 2018.

The measured spread of the trees' **canopy** is included on the site plan (**Appendix III**).

Tree Evaluation.

The City of Los Angeles Ordinance # 177404 defines a protected tree as ... "any of the Southern California native tree species, such as Southern California black walnut (*Juglans californica* var. *californica*), among others, which measures four inches or more in cumulative diameter, four and one-half feet above the ground level at the base of the tree..."

As indicated earlier, there are four very young multi-stem Southern California black walnut trees (Trees #717 - #720) on site, one of which is within the footprint of the proposed structure. Also, a significant California pepper tree (Tree #716) is on site, outside the footprint of the house. However, the new structure encroaches into the **crown** of this tree, and some reduction pruning will be needed for clearance purposes. The other three native protected trees will be preserved in place.

Physical characteristics and health evaluation of the trees are given below.

The canopy spread is drawn to scale on the site plan. The height of the trees was estimated and the trunk diameters were measured with a Lufkin diameter tape, and Drescher Tree Caliper. Other dimensions were measured with a Stanley measuring tape.

The characteristics of the trees are summarized in Protected Tree Survey (Appendix I.)

Tree #716

This is a California pepper (*Schinus molle*) tree, located toward the northwest side of the property.

It has three stems, that emerge from below grade. One has a **DBH** (Diameter at Breast Height or at 54 inches from grade) of 8.5 inches, the other has 11 inches DBH, and the third divides to further two at three feet from grade, and the resulting two secondary stems have respectfully 7 and 12 inches DBH. The cumulative DBH of this tree therefore is 38.5 inches.

The height of this tree is about 18 feet.

It has an uneven crown, with branches extending from five feet toward the north side and 15-18 feet in the remaining directions. The resulting longest canopy spread is of 33 feet in the east-west direction.

The overall **vigor** of this tree is average.

On a 0 to 5 scale (0 being dead and 5 being excellent), the **condition rating** for this tree is 3 (Average).

This tree is located close to the proposed structure, and because some of its main **scaffold branches** extend into the footprint of the proposed house, therefore, some of these branches with up to three inches girth, will have to be cut back, in order to provide clearance for the house. This crown reduction should not jeopardize the structural integrity of the tree or cause harm, because this is quite a resilient tree and new growth will soon compensate for the expected loss.

This tree can be preserved in place and protected during the entire construction period.

Tree #717

This is a Southern California black walnut (*Juglans californica*) tree, located about 30 feet from the street, and where the two small lots meet.

This is a young tree, with many stems, and most probably all these stems are emerging from the **stump** of a failed tree.

I was able to count about 12 stems of half an inch girth, and some 20 smaller ones, averaging quarter of an inch. The resulting cumulative DBH for this tree would be 11 inches.

The overall height of this tree reaches nine feet, and the canopy spread is of five feet in all directions from the trunk.

All the leaves look healthy, **foliage** is healthy green color and no **dieback** is observed in the entire crown.

The overall vigor of this tree is average.

On a 0 to 5 scale (0 being dead and 5 being excellent), the condition rating for this tree is 3 (Average).

This tree is within the footprint of the proposed house; therefore, it has to be removed.

Trees #718, #719 and #720

These three trees are very identical in shape and condition. They are located close to each other and about 70 feet from the street.

The three trees have similar structure as Tree #717, i.e. young multi-stems, emerging from the ground off of stumps.

Their height is between seven to eight feet only, and their crown spread is only eight to ten feet across.

All three trees are in average condition, and all three trees are far from the construction footprint and should not be impacted.

They can be preserved and protected in place.

CONSTRUCTION IMPACT AND HEALTH MITIGATION OF THE SUBJECT TREES.

As discussed above, for this land development project, one small but protected-size Southern California black walnut tree (Tree #717) has to be removed, and a Mt. Washington Specific Plan designated "significant" California pepper tree (Tree #716) will have to have some crown reduction.

For the removed tree, four mitigation trees can be planted on site; either Southern California black walnut trees, or native oak species trees, based on availability.

And to secure the survival of the preserved-in-place protected trees, the following guidelines should be adopted and executed during the entire period of the construction.

- **Tree Protection Zone (TPZ):** During the construction phase, a Tree Protection Zone (TPZ) should be established as far away as possible from the trunk of the preserved-in-place trees. Plastic orange colored or chain-link fencing must be erected outside the tree's **drip line**, as illustrated on the site plan. along the entire width of the property.
A "**WARNING - Tree Protection Zone**" sign will be prominently displayed on each fence. See illustration on the site plan.
- **Storage and Disposal:** Supplies and materials, including paint, lumber, concrete overflow, etc., shall not be stored or discarded within the tree protection zone. All foreign debris within the protection zone should be removed; it is important to leave duff, mulch, chips, and leaves around the retained tree for water retention and nutrients. Draining or leakage of equipment fluids, i.e. oils, hydraulics, gasoline, paint, paint thinners, etc., shall be avoided.
- **Grade Changes:** Grade changes, including adding fill, shall not be permitted within the tree protection zone, without special written authorization and under supervision by the certified arborist. Lowering the grade would necessitate cutting main support and feeder roots, jeopardizing the health and structural integrity of the tree. Adding soil, even temporarily, on top of the existing grade, would compact the soil further, and decrease both water and air availability to the tree's roots.
- **Pruning:** If pruning is necessary, it shall be done under the direction of an ISA Certified Arborist and using ISA guidelines.
- **Root Pruning:** All trenching should be done by hand or an air spade. If root pruning will be necessary, they should be pruned using a Dosko root pruner or equivalent. All cuts shall be clean and sharp, to minimize ripping, tearing, and fracturing of the root system. If trenching within the tree protection zone is unavoidable, an air spade shall be used rather than mechanical trenching equipment. Any underground line within the tree protection zone shall curve so that no roots are impacted.
- **Irrigation:** Approximately 48 hours before root pruning, the soil shall be irrigated to a depth of three feet. The liquid root stimulant "Root Concentrate" shall be added to the irrigation water prior to root pruning.
This product helps the tree to regenerate root growth.

- **Chemical Treatment:** If insects or other organisms are present, a licensed pest control adviser should direct the treatment by a licensed applicator.
- **Inspection:** During construction, an ISA Certified Arborist shall inspect the protected trees on a monthly basis. A report comparing tree health and condition to the original, pre-construction baseline shall be submitted following each inspection. The inclusion of photographs is advised. After construction is done, the inspection of the trees should continue for at least the next six months and even more, if the tree shows signs of stress.

Any mitigation procedures proposed by the Certified Arborist, i.e. fertilizing, spraying, washing the foliage, mulching, etc., should be performed without any delay.

CONCLUSION

For the development of the site, one protected SoCal black walnut tree (Tree #717) has to be removed and one other "significant" California pepper tree (Tree #716) will be impacted. The impact to this pepper tree will be to the crown and not the roots, because the proposed structure will be built on raised foundation. The California pepper tree should not be significantly impacted by the reduction pruning because, the crown will be more evenly spread and this species is known to compensate for crown volume loss by drawing on its reserves and sending new shoots very quickly.

Tree #716 and Trees #718, #719 and #720 will be protected in place, and there are also smaller non-protected size black walnut trees on site which also are outside the construction footprint and can be preserved.

This Protected Tree Report will be reviewed by the Urban Forestry Department of the City of Los Angeles, and the Department might approve or modify the proposed mitigation.

Retaining the services of a Certified Arborist to monitor the construction impact on the preserved-in-place trees will ensure the survival of these trees.

Appendix I

PROTECTED TREE SURVEY

Tree #	Species	Diameter (DBH) (inches)	Height (feet)	Spread (feet)	Condition Rating	Status
716	Calif. Pepper (<i>Schinus molle</i>)	38.5 (7, 8.5, 11 & 12)	18	33	3	Impacted/ Preserve
717	SoCal Black Walnut (<i>Juglans californica</i>)	11 (12x0.5, 20x0.25)	9	10	3	Impacted/ Remove
718	SoCal Black Walnut (<i>Juglans californica</i>)	5 (5x0.5, 10x0.25)	8	8	3	Not Impacted/ Preserve
719	SoCal Black Walnut (<i>Juglans californica</i>)	6.5 (8x0.5, 10x0.25)	7	10	3	Not Impacted/ Preserve
7120	SoCal Black Walnut (<i>Juglans californica</i>)	6 (7x0.5, 10x0.25)	7	8	3	Not Impacted/ Preserve

Condition Rating: 5=Excellent, 4=Good, 3=Average, 2=Fair, 1=Poor, 0=Dead

Appendix II



View of the vacant lot frontage as seen from the street.
(This and the following photographs were taken on October 18, 2019.)



Tree #716 as seen from the street.



Tree #716 as seen from the south side.



Closer view of Tree #716 trunks.



**View of Trees #717- #720.
Tree #717 is in the center.**



Tree #717.



Trees #718, #719 and #720.

Appendix III

Site Plan

(See in back pocket.)

Glossary

Canopy	The cover formed by the leafy upper branches of a tree.
Condition Rating	The condition of a tree expressed as percentage of ideal for that species.
Crown	The above ground portion of a tree.
Diameter at Breast Height	Basic measure of tree girth usually at 4.5 feet above ground level.
Dieback	Condition in which the ends of the branches are dying.
Drip Line	Perimeter of the area under a tree delineated by the crown.
Foliage	The leaves in the canopy of the tree.
Quadrilateral	A four-sided geometric shape.
Scaffold Branch	The permanent or structural branches of a tree.
Stump	The lower end of a tree after the main part falls or is cut off.
Vigor	Overall health of a tree; the capacity to grow and resist physiological stress.

Assumptions and Limiting Conditions

This arborist report and any values expressed herein represent my personal opinion and my fee is in no way contingent upon the reporting of a specified value, a stipulated result, the occurrence of a subsequent event, nor upon any finding to be reported.

The information contained in this report covers only those items that were examined and reflects the condition of those items at the time of inspection.

I certify that I have no personal interest in or bias with respect to the subject matter of this report. I have inspected the subject trees, and to my knowledge and belief, all statements and information in this report are true and correct.

This arborist report was performed entirely at ground level. The inspection and evaluation of the trees were limited to visual examination of accessible items without dissection, probing or coring. There is no warranty or guarantee, expressed or implied, that problems or deficiencies of the tree or property in question may not arise in the future.

November 4, 2019

Certification of Performance

I, **Arsen Margossian**, certify:

- That I have personally inspected the trees and/or property referred to in the report, and have stated my findings accurately. The extent of the evaluation is stated in the attached report and the Terms of Assignment;
- That I have no current or prospective interest in the vegetation on the property that is the subject of this report and have no personal interest or bias with respect to the parties involved;
- That the analysis, opinions and conclusions stated herein are my own and are based on current scientific procedures and facts;
- That my analysis, opinions and conclusions were developed and this report has been prepared according to commonly accepted arboricultural practices;
- That no one provided significant professional assistance to me, except as indicated within the report;
- That my compensation is not contingent upon the reporting of a predetermined conclusion that favors the cause of the client or any other party nor upon the results of the assignment, the attainment of stipulated results, or the occurrence of any subsequent events.

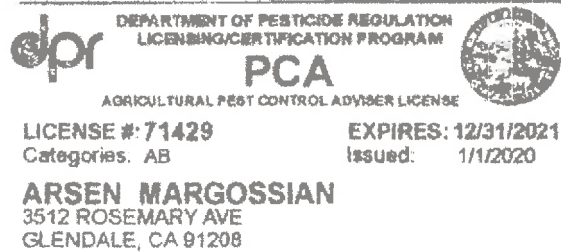
I further certify that I am a member in good standing of the American Society of Consulting Arborists (ASCA), International Society of Arboriculture (ISA) and Tree Care Industry Association (TCIA),

I am an ISA Certified Arborist (#WE-7233A), an ISA Tree Risk Assessment Qualified (TRAQ) and California Licensed Pest Control Adviser (#71429) and California Licensed Forestry Pesticide Applicator (#121525).

Signed: 

Date: November 4, 2019

Copies of Licenses



This License must be shown to any representative of the Director or Commissioner upon request.



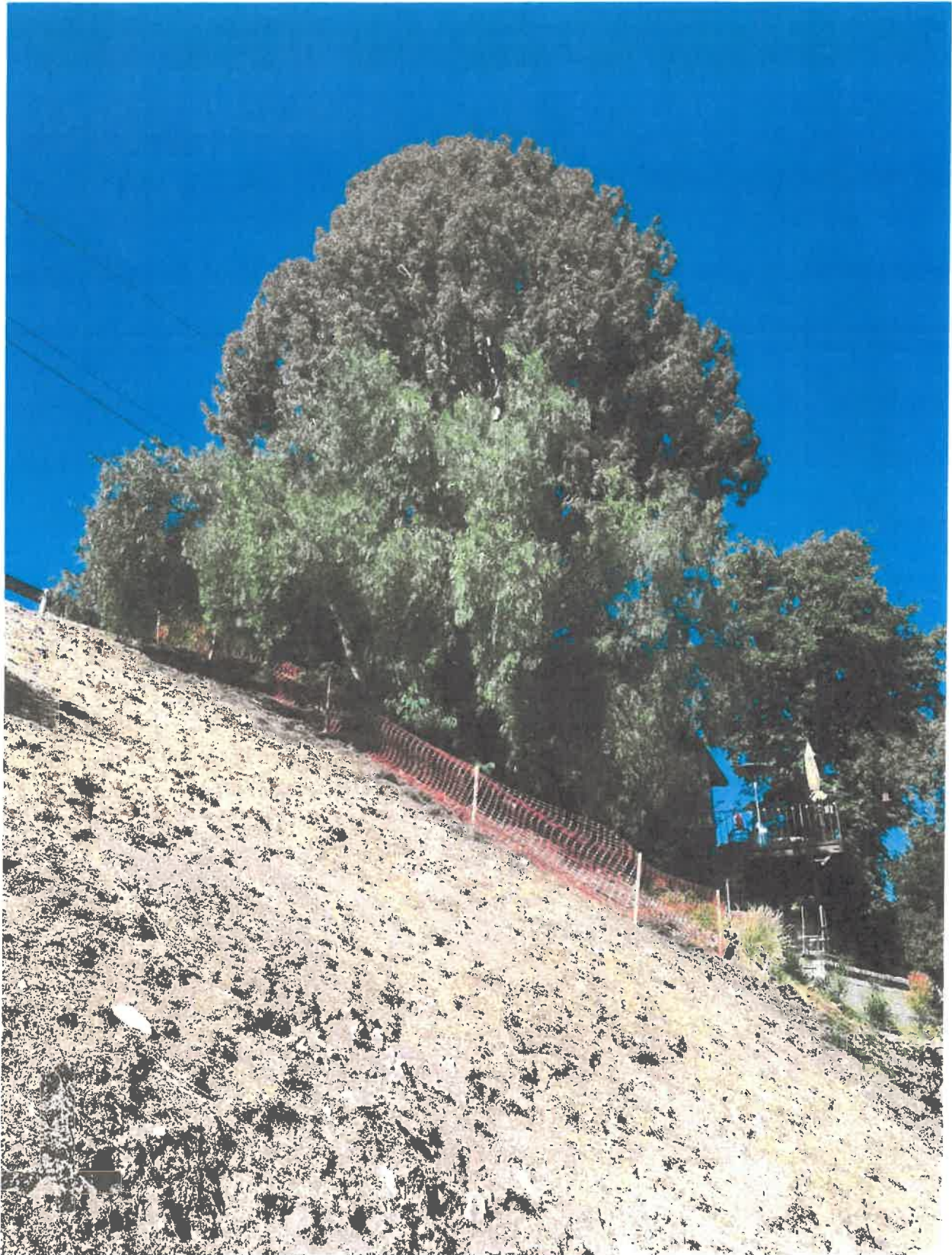
This License must be shown to any representative of the Director or Commissioner upon request.

TREE PROTECTION ZONE FENCE - 464 CRANE



TREES No. 719,718,720

TREE PROTECTION ZONE FENCE - 464 CRANE



TREE No. 716

BOARD OF
BUILDING AND SAFETY
COMMISSIONERS

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CITY OF LOS ANGELES
CALIFORNIA



ERIC GARCETTI
MAYOR

DIR-2020-427-SPP-1A

EXHIBIT F

LADBS GEOLOGY & SOILS REPORT

OSAMA YOUNAN, P.E.
GENERAL MANAGER
SUPERINTENDENT OF BUILDING

JOHN WEIGHT
EXECUTIVE OFFICER

GEOLOGY AND SOILS REPORT APPROVAL LETTER

December 18, 2020

Rachel Foulton
2262 Duane Street
Los Angeles, CA 90039

LOG # 115428
SOILS/GEOLOGY FILE – 2
LAN-Exempt

TRACT: 5043
LOTS: 110 & 111
LOCATION: 464 & 466 N. Crane Boulevard

<u>CURRENT REFERENCE</u> <u>REPORT/LETTER(S)</u>	<u>REPORT</u> <u>No.</u>	<u>DATE(S) OF</u> <u>DOCUMENT</u>	<u>PREPARED BY</u>
Geology/Soil Report	GS19-0907	11/03/2020	GeoSystems, Inc.
Oversized Documents	“	“	“
<u>PREVIOUS REFERENCE</u> <u>REPORT/LETTER(S)</u>	<u>REPORT</u> <u>No.</u>	<u>DATE(S) OF</u> <u>DOCUMENT</u>	<u>PREPARED BY</u>
Approval Letter	Log # 52569	04/21/2006	LADBS
Geology/Soil Report	PIN # 4929	11/07/2005	SubSurface Designs

The Grading Division of the Department of Building and Safety has reviewed the referenced current report dated 11/03/2020 concerning construction of a new residence on the referenced vacant property. A geotechnical map (scale of 1 inch = 10 feet) and a geologic cross section A-A' (scale of 1 inch = 20 feet) were included. As shown and described, the new residence (two levels) will be entirely elevated above the slope. Access to two garages using structural bridges, is proposed. Also as shown, described and discussed on pgs. 3 & 4, the residence is planned on slopes descending from the east side of Crane Boulevard. Overall, the slope descends for a height over 200 feet and is inclined at horizontal to vertical slope gradients steeper than 2:1. Explored information showed that fill and soil overlie bedrock. The fill and soil are not considered suitable for support of foundations, concrete slabs or as a base for new compacted fill (pgs. 5 & 6). The fill, soil and weathered bedrock (to a depth of 15 feet below existing grade – pg. 15), are subject to downhill creep. Competent, un-weathered bedrock is the recommended bearing material. The referenced 11/03/2020 report is acceptable, provided the following conditions are complied with:

1. Infiltration is not recommended (pg. 20) and is therefore, not approved. Site water shall be conducted in non-erosive devices to the street or other approved location in a manner acceptable to the LADBS and the Department of Public Works. Water shall not be dispersed on to slopes without specific approval from the Grading Division and the consulting geologist and soils engineer.
2. The new residence shall be connected to the public sewer system.
3. Approval shall be obtained from the Dept. of Public Works, Bureau of Engineering, and Development Services/Permits Program for the proposed development.
4. Excavations shall not remove lateral support from a public way, adjacent property or an existing structure. (3307.3.1)

5. Where any excavation (see pgs. 19 and 20), not addressed in the approved report, would remove lateral support (as defined in 3307.3.1) from a public way, adjacent property or structures, a supplemental report shall be submitted to the Grading Division of the Department containing recommendations for shoring, underpinning, and sequence of construction. The report shall include a plot plan and cross-section(s) showing the construction type, number of stories, and location of adjacent structures, and analysis incorporating all surcharge loads that demonstrate an acceptable factor of safety against failure. (7006.2 & 3307.3.2)
6. The applicant is advised that the approval of this report does not waive the requirements for excavations contained in the General Safety Orders of the California Department of Industrial Relations (3301.1).
7. Existing fill or soil shall not be used for support of foundations, concrete slabs or new fill (1809.2, 7011.3). Specific recommendations provided by GeoSystems (pgs. 18, 19 and 20) in the section/s titled "Interior Floors (Concrete Slabs/Wood Floors)", "Exterior Concrete Slabs and Hardscape" and "Drainage Protection" shall be incorporated into the plans and implemented.
8. Slabs on uncertified fill shall be designed as a structural slab (7011.3).
9. As specifically recommended (see pg. 14 – 18) and as shown, foundations shall be supported into competent bedrock as approved by inspection by the geologist and soil engineer and the following shall be complied with: (i) pile shafts exposed to creep prone material (depth below grade of 15 feet is creep prone per pg. 15), shall be designed for a creep load of 1000 pounds per lineal foot of pile exposed to creep prone material or 30 pounds per cubic foot (pcf) times the piles diameter, whichever is greater; (ii) foundation setback/s (see Code-required setback/s cited on pg. 18), shall be measured from the weathered bedrock/un-weathered bedrock contact on the descending slope as specified and shown on geologic cross section A-A'.
10. Pile caisson and/or isolated foundation ties are required by LAMC Sections 91.1809.13 and/or 91.1810.3.13. Exceptions and modification to this requirement are provided in Information Bulletin P/BC 2020-030.
11. The design passive pressure shall be as specified and recommended in the section titled "Lateral Design" starting on pages 15 and shown on Cross Section A-A' of the 11/03/2020 report.
12. When water is present in drilled pile holes, the concrete shall be tremied from the bottom up to ensure minimum segregation of the mix and negligible turbulence of the water (1808.8.3).
13. Existing uncertified fill shall not be used for lateral support of deep foundations (1810.2.1).
14. The seismic design shall be based on a Site Class C as recommended. All other seismic design parameters shall be reviewed by LADBS building plan check.
15. The geologist and soils engineer shall inspect all excavations to determine that conditions anticipated in the report have been encountered and to provide recommendations for the correction of hazards found during grading (7008, 1705.6 & 1705.8).
16. All new graded slopes (if any) shall not exceed a horizontal to vertical slope gradient of 2:1.
17. All friction pile drilling and installation shall be performed under the inspection and approval of the geologist and soils engineer. The geologist shall indicate the distance that friction piles penetrate into competent bedrock in a written field memorandum. (1803.5.5, 1704.9)
18. Prior to excavation or any work an initial inspection shall be called with the LADBS Inspector/s. The following shall be scheduled during this inspection: sequence of construction; temporary stockpiles/erosion control; installation of the recommended friction pile foundations approved herein; drainage/erosion control details; protection fences; and, dust/traffic control (108.9.1). These shall be performed under the inspection and approval of the soils engineer & deputy grading inspector (1705.6, 1705.8).
19. All loose foundation excavation material shall be removed. Slopes disturbed by construction activities shall be restored. Work shall be performed so as to not cause falling rocks, soil or debris in any form to fall, roll, slide or flow onto adjoining downslope properties per section 7007 – Ch. 70 in the LA City Building Code.

20. All recommendations of the 11/03/2020 report by GeoSystems that are in addition to or more restrictive than the conditions contained herein shall be incorporated into the plans.
21. The geologist and soils engineer shall review and approve the detailed plans prior to issuance of any permit. This approval shall be by signature on the plans that clearly indicates the soils engineer has reviewed the plans prepared by the design engineer; and, that the plans included the recommendations contained in their reports (7006.1).
22. A copy of the subject and appropriate referenced reports and this approval letter shall be attached to the District Office and field set of plans (7006.1). Submit one copy of the above reports to the Building Department Plan Checker prior to issuance of the permit.
23. Prior to pouring concrete, a representative of the consulting soils engineer shall inspect and approve the foundation excavations and shall post a notice on the site for the LADBS Inspector and the Contractor stating that the work inspected meets the conditions of the report. No concrete shall be poured until the LADBS Inspector has also inspected and approved the footing excavations. A written certification to this effect shall be filed with the Grading Division of the Department upon completion of the work. (108.9 & 7008.2)
24. All man-made fill shall be compacted to a minimum 90 percent of the maximum dry density of the fill material per the latest version of ASTM D 1557. Where cohesionless soil having less than 15 percent finer than 0.005 millimeters is used for fill, it shall be compacted to a minimum of 95 percent relative compaction based on maximum dry density. Placement of gravel in lieu of compacted fill is only allowed if complying with LAMC Section 91.7011.3.
25. Prior to the placing of compacted fill, a representative of the soils engineer shall inspect and approve the bottom excavations. The representative shall post a notice on the job site for the LADBS Inspector and the Contractor stating that the soil inspected meets the conditions of the report. No fill shall be placed until the LADBS Inspector has also inspected and approved the bottom excavations. A written certification to this effect shall be included in the final compaction report filed with the Grading Division of the Department. All fill shall be placed under the inspection and approval of the soils engineer. A compaction report together with the approved soil report and Department approval letter shall be submitted to the Grading Division of the Department upon completion of the compaction. In addition, an Engineer's Certificate of Compliance with the legal description as indicated in the grading permit and the permit number shall be included (7011.3).

 FOR
STEPHEN DAWSON
Engineering Geologist II


GLEN RAAD
Geotechnical Engineer I

SD/GR:sd/gr
Log No. 115428
213-482-0480

cc: Simon Storey – Architect (Applicant)
GeoSystems, Inc.
LA District Office

CITY OF LOS ANGELES
DEPARTMENT OF BUILDING AND SAFETY
Grading Division

District	LA	Log No.	115428
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APPLICATION FOR REVIEW OF TECHNICAL REPORTS

INSTRUCTIONS

- A. Address all communications to the Grading Division, LADBS, 221 N. Figueroa St., 12th Fl., Los Angeles, CA 90012
Telephone No. (213)482-0480.
- B. Submit two copies (three for subdivisions) of reports, one "pdf" copy of the report on a CD-Rom or flash drive, and one copy of application with items "1" through "10" completed.
- C. Check should be made to the City of Los Angeles.

1. LEGAL DESCRIPTION	2. PROJECT ADDRESS:
Tract: <u>TR 5043</u>	<u>464 & 466 N. Crane Blvd, Los Angeles, CA 90065</u>
Block: <u>-</u> Lots: <u>110 & 111</u>	4. APPLICANT <u>Simon Storey</u>
3. OWNER: <u>Rachel Foulton</u>	Address: <u>1800 South Brand Blvd, Suite 117</u>
Address: <u>2262 Duane Street</u>	City: <u>Glendale</u> Zip: <u>91204</u>
City: <u>Los Angeles</u> Zip: <u>90039</u>	Phone (Daytime): <u>323-515-7930</u>
Phone (Daytime): _____	E-mail address: <u>simonstorey@gmail.com</u>

5. Report(s) Prepared by: <u>GEOSYSTEMS, Inc.</u>	6. Report Date(s): <u>November 3, 2020</u>
--	---

7. Status of project:	<input checked="" type="checkbox"/> Proposed	<input type="checkbox"/> Under Construction	<input type="checkbox"/> Storm Damage
8. Previous site reports?	<input type="checkbox"/> YES	if yes, give date(s) of report(s) and name of company who prepared report(s)	

9. Previous Department actions?	<input type="checkbox"/> YES	if yes, provide dates and attach a copy to expedite processing.
Dates:	_____	

10. Applicant Signature: 	Position: <u>Architect</u>
--	----------------------------

(DEPARTMENT USE ONLY)

REVIEW REQUESTED	FEES	REVIEW REQUESTED	FEES
<input type="checkbox"/> Soils Engineering		No. of Lots	
<input type="checkbox"/> Geology		No. of Acres	
<input checked="" type="checkbox"/> Combined Soils Engr. & Geol.	<u>726.00</u>	<input type="checkbox"/> Division of Land	
<input type="checkbox"/> Supplemental		Other	
<input type="checkbox"/> Combined Supplemental		<input type="checkbox"/> Expedite	
<input type="checkbox"/> Import-Export Route		<input type="checkbox"/> Response to Correction	
Cubic Yards: _____		<input type="checkbox"/> Expedite ONLY	
		Sub-total	
		Surcharge	<u>169.72</u>
		TOTAL FEE	<u>895.72</u>

ACTION BY:	
THE REPORT IS:	<input type="checkbox"/> NOT APPROVED
	<input type="checkbox"/> APPROVED WITH CONDITIONS
	<input type="checkbox"/> BELOW
	<input type="checkbox"/> ATTACHED
For Geology	Date
For Soils	Date

Fee Due: \$895.72
 Fee Verified By: HLP Date: 11/24/20
 (Cashier Use Only)

Los Angeles Department of Building and Safety
 Metro 4th Floor 11/25/2020 9:12:32 AM
 User ID: jbitanecol
 Receipt Ref Nbr: 2020330002-66
 Transaction ID: 2020330002-66-1
 GRADING REPORT \$726.00
 SYSTEMS DEV SURCH \$43.56
 GEN PLAN MAINT SURCH \$50.32
 DEV SERV CENTER SURCH \$21.78
 CITY PLAN SURCH \$43.56
 MISC OTHER \$10.00
 Amount Paid: \$895.72
 PCIS Number: NA
 Job Address: 464 & 466 N. CRANE BLVD.
 Owners Name: RACHEL FOULTON

EXHIBIT G

REVISED CONSTRUCTION TRAFFIC
MANAGEMENT

464 & 466 North Crane Boulevard Hillside Development Construction Traffic Management Plan

July 19, 2021

Prepared by:

Jano Baghdanian, P.E., T.E., PTOE



Jano Baghdanian

JB & Associates, LLC



Traffic, Transportation, and Parking Consultants
833 Americana Way, Suite 505
Glendale, CA 91210
Jano@JBATraffic.com
JBATraffic.com
Ph: 818.246.6265
Fax: 818.888.4541

City of Los Angeles DEPARTMENT OF TRANSPORTATION Metro Development Review	
APPROVED FOR:	
The Construction Traffic Management Plan as described in this document.	
Approved By (Signature):	<i>W. Pringle</i>
Wes Pringle	
DATE:	July 21, 2021
NOTE:	APPROVAL MAY NOT BE VALID IF APPROVED PRIOR TO ACTION DATE OF ANY PUBLIC HEARING INVOLVING THE SUBJECT PROPERTY / PROJECT. ANY PREVIOUSLY APPROVED CONDITIONS OR REQUIREMENTS IMPOSED ON THE PROPERTY / PROJECT CONCERNING THE DEPARTMENT OF TRANSPORTATION SHOULD BE PRESENTED TO THE DEPARTMENT PRIOR TO APPROVAL.

464 & 466 North Crane Boulevard Hillside Development Construction Traffic Management Plan

Per the LADOT Transportation Assessment Guidelines Addendum – Hillside Developments, new land use development projects requiring discretionary entitlements proposed in hillside communities on streets less than 24-feet wide (on any roadway segment used by the project for hauling materials and equipment) should develop a Traffic Management Plan (“Plan”) that identifies measures to offset access, circulation, and parking issues for LADOT review and approval.

This document represents said Plan to be followed by Rachel Foullon & Ian Cooper and its successors and assigns (collectively, the “Owner”), the General Contractors, and Subcontractors, in connection with the construction of the single family dwelling at 464 & 466 North Crane Boulevard, Los Angeles, CA 90065.

Project Description

The Owner proposes the construction of a new single- family dwelling with a new covered parking for three cars, and associated grading (herein referred to as the “Project”).

Purpose of the Plan

The purpose of this Plan is to facilitate timely completion of the Project, coordinate schedules and parking with other developers within the affected area and to minimize any potential impacts that may be experienced by the surrounding community in connection with the construction of the Project. The Plan shall apply during all aspects of construction related to the Project and the Owner and his/her/their agents will coordinate with LADOT to ensure the construction of each project should be scheduled so as not to create adverse construction traffic in the area.

Construction Activities

Construction Hours

Construction shall take place in compliance with the provisions of Section 41.40 and 62.61 of the Los Angeles Municipal Code (LAMC). In order to ensure timely completion of the Project while minimizing impacts on the surrounding community, exterior noise- generating construction shall be limited to Monday through Friday from 7:00 AM to 9:00 PM and Saturday from 8:00 AM to 6:00 PM. No construction activities shall occur on Sundays or any national holidays without a separate permit. Management, supervisory, administrative and inspection activities shall take place with the designated construction hours to the extent feasible; however, such activities may take place outside of the designed construction hours if approved by the appropriate agencies.

Construction Contact

The Owner shall appoint a Construction Contact ("CC") to respond to inquiries or concerns of surrounding residents as well as the general public. The CC may be an employee or representative of either the General Contractor or Owner. A project hotline will be provided for local neighbor complaints or any inquiries and the construction process. A response to comments or inquiries will be provided within 72 hours of receipt. The project hotline number is (xxx) xxx-xxxx and shall be conspicuously posted at each construction site. The CC shall notify the Owner if the CC is notified of any construction activities that potentially violate this Plan or any of the construction-related conditions of approval.

Construction Phasing

It is anticipated that construction of the Project would be continuous and in two phases. Once mobilized, the construction barricades (Fencing) would remain in place for the duration of the construction (or returned once that area is complete).

The on-site construction process will be conducted in two phases to further ensure material staging and employee parking can be accommodated.

Phase 1 consists of grading the property and foundation work in order to create the pads to build upon the single-family dwelling. Traffic control measures will be implemented during excavations or other work within the existing roadway per the latest standards of *California Manual on Uniform Traffic Control Devices* (California Department of Transportation [Caltrans]) or the latest edition of *Work Area Traffic Control Handbook* (American Public Works Association) WATCH Manual. Crane Boulevard is a roadway of approximately 28 single family homes, so traffic impacts are expected to be minimal.

Phase 2 is the construction of the main house, and the covered parking area.

Barricades

All construction barriers will be maintained in accordance with City regulations and their appearance will be maintained in a visually attractive manner throughout the construction period.

Signs will be posted along the fencing stating that no unauthorized materials are permitted to be posted. The General Contractor will ensure with daily morning walks by designated personnel that no unauthorized materials are posted on any temporary barricades or any temporary fencing. Graffiti on barricades will be removed or covered at the earliest possible time after the General Contractor is aware of its existence.

Construction Site Security

The Owner will utilize all appropriate security measures, including but not limited to security guards, lighting, fencing and locks at all entrances as appropriate to maintain safety in and around the

construction site.

Emergency Access

Emergency access to the projects and adjacent areas shall be kept clear and unobstructed during all phases of construction.

The nearest hospital is LAC+USC Medical Center, located at 2051 Marengo Street, Los Angeles, CA 90033 and the nearest fire station is Fire Station 44, located at 1410 Cypress Avenue, Los Angeles, CA 90065.

Very High Fire Severity Zone

In accordance with Section 57.322.1.1, the project shall adhere to LAFD brush clearance regulations to ensure that certain vegetation does not provide a ready fuel supply to augment the spread or intensity of a fire.

Additionally, grading and hauling activities shall be discontinued during periods of high winds and Red Flag days as determined by the Los Angeles Fire Department. The Owner and General Contractor will cooperate with Fire Station 44 to ensure that the Project ensures fire safety and minimizes fire hazards during construction.

Construction Circulation

Traffic Control Plans

The Owner will generate all worksite traffic control plans ("TCP") and obtain prior Los Angeles Department of Transportation (LADOT) approval for any lane closures, detours, on-street staging areas and/or temporary changes in street traffic control that may be required during construction. Temporary traffic control procedures will be employed as appropriate to address circulation requirements. These procedures could include, but are not limited to; traffic cones, temporary signs, changeable message signs, and flagmen.

All traffic control procedures shall be undertaken in accordance with the standards in the latest edition of *California Manual on Uniform Traffic Control Devices* (California Department of Transportation [Caltrans]) or the latest edition of *Work Area Traffic Control Handbook* (American Public Works Association). The General Contractors will be responsible for replacing any signs missing or damaged due to construction activities according to LADOT specifications. In addition, the General Contractor will be responsible for striping (proposed and existing) to be in good condition and visible. Any faded existing striping would be repainted as directed by LADOT.

Per LAMC Section 62.61, construction activities that are within or obstruct the public right of way on Crane Boulevard are restricted during peak traffic hours, defined as the hours of 6:00 AM - 9:00 AM and

3:30 PM – 7:00 PM, unless an exemption is approved by the Department of Public Works. Construction activities that are within or obstruct the private road portions of Crane Boulevard will follow the same guidelines listed herein.

Truck Access

All vehicle access to the Project site is via Crane Boulevard. Ingress and Egress to the Project would occur along Crane Boulevard entering from Marmion Way and Museum Drive to the South. The following are the anticipated truck routes for hauling and other large construction vehicles.

Inbound trucks, Northbound Golden State Freeway (5):

Exit 137A Figueroa Street
Left onto Avenue 26,
Right on Figueroa Street
Left onto Avenue 45
Right onto Marmion Way
Left onto Museum Drive
Right on Crane Boulevard
Right on Crane Boulevard at
Rustic Drive continue to
Project site

Inbound trucks, Southbound Golden State Freeway (5):

Exit 137B Figueroa Street
Right onto Riverside Drive
Right on Figueroa Street
Left onto Avenue 45
Right onto Marmion Way
Left onto Museum Drive
Right on Crane Boulevard
Right on Crane Boulevard at
Rustic Drive continue to
Project site

Outbound trucks:

Exit Project site turn left and head southbound
Left on Crane Boulevard at Rustic Drive
Left on Museum Drive
Right on Marmion Way
Left on Avenue 45
Right on Figueroa Street
Turn left onto Avenue 26
Turn right onto 5 Freeway (southbound)
Turn right onto Riverside Drive
Turn left onto 5 Freeway (northbound)

Where necessary, flagmen with communication devices shall be used to coordinate hauling

activities. The Owner and General Contractor will be responsible to submit the necessary documents to the Board of Building & Safety in order to get an approved haul route to be used during construction.

Permits for oversized or overweight loads, if needed, will be obtained from the Los Angeles Department of Public Works Bureau of Street Services (and Caltrans, if the oversized or overweight load will be traveling on a state highway). Such permit loads will be subject to the conditions of the permit and the time of issuance.

Construction Truck Hours

To the extent feasible, the arrival and departure of construction trucks shall occur outside of afternoon peak commute hours and shall be minimized when not feasible. On weekdays, haul truck trips shall be scheduled between the hours of (9:00 AM to 3:00 PM) of the permitted construction work period to avoid generating trips during the weekday peak periods. Hauling is prohibited on weekends and federal holidays.

Equipment and material deliveries and pick-ups shall be coordinated to reduce the potential for trucks to wait to load or unload on public or private streets for protracted periods for time to ensure that trucks are not impeding traffic flow on the surrounding streets while waiting to enter the Project site.

Construction Employee Parking and Material Staging

It shall be the responsibility of the General Contractor to minimize on-street employee parking during the construction periods. However there does not seem to be any viable off-street parking areas that can be used. Therefore it is anticipated that 2 to 3 vehicles will be parked on-street during the grading phase of construction. During the building construction phase, some parking can be on-site and employees will be encouraged to carpool to minimize on-street parking. All material staging will take place on site. If required, the General Contractor can provide the desired parking and staging information to the satisfaction of The City prior to the issuance of any permits.

The on-site construction process will be conducted in 2 phases to further ensure material staging can be accommodated on-site.

The General Contractor shall provide all construction contractors with written information on where their workers and subcontractors are permitted to park, including identification of clear consequences to violators for failure to following these regulations.

The General Contractor shall be responsible for informing subcontractors and construction workers of these requirements and will monitor the compliance of the subcontractors.

Traffic Related Environmental Controls

Vehicle Air Quality Measures

Loads shall be secured by trimming or watering or may be covered to prevent the spilling or blowing of the earth material. If the load, where it contacts the sides, front, and back of the truck cargo container area, remains six inches from the upper edge of the container area, and if the load does not extend, at its peak, above any part of the upper edge of the cargo container area, the load is not required to be covered, pursuant to California Vehicle Code Section 23114(e)(4).

Trucks and loads are to be watered at the Project site to prevent blowing dirt and are to be cleaned of loose earth at the Project site to prevent spilling.

Adjacent streets will be swept as needed to remove dirt dropped by the construction vehicles or mud that would otherwise be carried off by trucks departing the site.

Vehicle Water Quality Measure

Where truck traffic is frequent, gravel approaches shall be used to reduce soil compaction and limit the racking of sediment into streets.

All vehicle/equipment maintenance, repair, and washing shall be conducted away from storm remains. All major repairs shall be conducted off-site. Drip Pans or drop cloths shall be used to catch drips and spills.

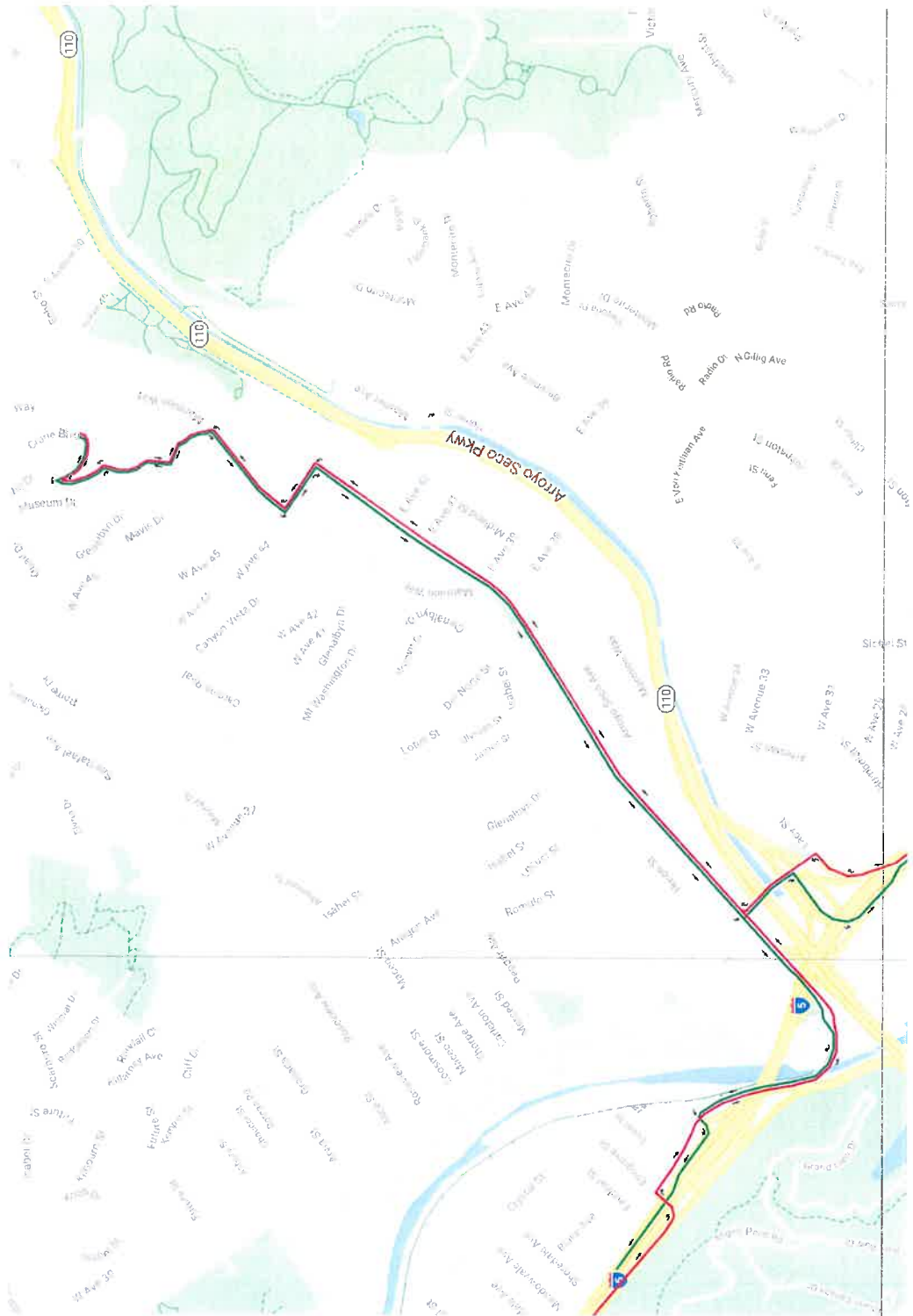
Idling

All construction vehicles shall be prohibited from idling in excess of five minutes, both on-site and off-site.

Nearby Construction/Permit Activity

This area is mainly built out in full with single family dwellings, however there are seven vacant parcels on this segment of Crane Boulevard, two of which are the subject project. It does not seem that any parcel has submitted any requests to the City to be developed at this time. The City of Los Angeles Planning Department has been contacted and to date, a list of potential related construction projects have not been identified. If any such projects do appear during the construction of 464 466 Crane Boulevard, The Owner and General Contractor will attempt to work with the other projects in good faith to coordinate activity as best as feasibly possible.

HAUL ROUTE MAP



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-2020-427-SPP / Project Permit Compliance

LEAD CITY AGENCY

City of Los Angeles (Department of City Planning)

CASE NUMBER

ENV-2020-428-CE

PROJECT TITLE

N/A

COUNCIL DISTRICT

1

PROJECT LOCATION (Street Address and Cross Streets and/or Attached Map)

464 North Crane Boulevard, Los Angeles, CA 90065☐ Map attached.

PROJECT DESCRIPTION:

☒ Additional page(s) attached.

Construction of a new three (3)-story, 3,633 square-foot single-family dwelling, with an attached garage, within the Mount Washington/Glassell Park Specific Plan area. There are four (4) Protected Southern California Black Walnut Trees and one (1) Significant Pepper Tree on site. One (1) Protected Southern California Black Walnut Tree is proposed for removal as part of the project. Four (4) trees will be planted on a 4:1 ratio for the one (1) Protected Southern California Black Walnut Tree being removed.

NAME OF APPLICANT / OWNER:

Rachel Foullon and Ian Cooper

CONTACT PERSON (If different from Applicant/Owner above)

Simon Storey

(AREA CODE) TELEPHONE NUMBER

323-515-7930

EXT.

EXEMPT STATUS: (Check all boxes, and include all exemptions, that apply and provide relevant citations.)

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) **15303/3 and 15332/32**☐ 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

Section 15303, New Construction or Conversion of Small Structures. Class 3 consists of construction and location of limited numbers of new, small facilities or structures; installation of small new equipment and facilities in small structures; and the conversion of existing small structures from one use to another where only minor modifications are made in the exterior of the structure. The numbers of structures describes in this section are the maximum allowable on any legal parcel. Section 15332, developed on an infill site and meets the following: (a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with the applicable zoning designation and regulations; (b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses; (c) The project site has no value as habitat for endangered, rare or threatened species; (d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality; and (e) The site can be adequately served by all required utilities and public services.

☒ 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

Nashya Sadono-Jensen

Nashya Sadono-Jensen

STAFF TITLE

Planning Assistant

ENTITLEMENTS APPROVED

FEE: \$373	RECEIPT NO. 0104143242	REC'D. BY (DCP DSC STAFF NAME) Kit Awakuni
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DISTRIBUTION: County Clerk, Agency Record

Rev. 3-27-2019

CITY OF LOS ANGELES
CALIFORNIA



ERIC GARCETTI
MAYOR

Revised CEQA Class 3(a) and Class 32 Justifications for
Case No. DIR-2020-427-SPP (464-466 Crane Boulevard)
CASE NO. ENV-2020-428-CE

The Project proposes new construction of a three (3)-story, 3,633-square foot single-family dwelling, with a 533-square foot attached garage, on an 8,914.1-square foot vacant lot that is within the Mount Washington-Glassell Park Specific Plan.

The City has considered whether the proposed project is subject to any of the six (6) exceptions that would prohibit the use of any of a categorical exemption as set forth in State CEQA Guidelines Section 15300.2. The six (6) exceptions to this Exemption are (a) Location; (b) Cumulative Impacts; (c) Significant Effect; (d) Scenic Highways; (e) Hazardous Waste Sites; and (f) Historical Resources. None of the exceptions are triggered for the following reasons:

The Planning Department has determined that the City of Los Angeles Guidelines for the implementation of the California Environmental Quality Act of 1970 and the State CEQA Guidelines designate the subject project as Categorical Exempt under Article 19, Section 15303, Class 3 (new construction or conversion of small structures) and Section 15332, Class 32 (Urban infill development).

- a. *Location. Classes 3, 4, 5, 6, and 11 (Categorical Exemptions) are qualified by consideration of where the project is to be located—a project that is ordinarily insignificant in its impact on the environment may, in a particularly sensitive environment, be significant. Therefore, these classes are considered to apply to all instances, except where the project may impact on environmental resources of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.*

The site is zoned R1-1 and has a General Plan Land Use Designation of Low Residential. While the subject site is located within Hillside Area, Special Grading Area (BOE Basic Grid Map Act A-13372), Urban Agriculture Incentive Zone, Very High Fire Hazard Severity Zone, Landslide Zone, and is located 1.82 kilometers from the Raymond Fault, specific Regulatory Compliance Measures (RCMs) in the City of Los Angeles regulate the grading and construction of projects in these particular types of “sensitive” locations and will reduce any potential impacts to less than significant. Regulatory Compliance Measures (RCMs) include requirements to conform with the California Building Code and the City’s Landform Grading Manual (see attached Regulatory Compliance Measures).

The subject property is two, tied lots that are vacant down-sloping hillside parcels, surrounded by lots developed with single-family dwellings and vacant single-family zoned lots. The Project is an infill development. All regulatory compliance measures applicable to the Project will ensure that any concerns regarding the Project being located within a Very High Fire Severity Zone, Hillside Area, and Special Grading Area will be addressed. Specific Regulatory Compliance Measures in the City of Los Angeles regulate the grading and construction of projects in these particular types of “sensitive” locations and will reduce any potential impacts to less than significant. Due to the location of the proposed project, the following RCMs would be required by the Department of Building and Safety (LADBS): RC-GEO-1 and, RC-GEO-2.

Regulatory Compliance Measure RC-GEO-1 (Seismic) – The design and construction of the projects shall conform to the California Building Code seismic standards as approved by the Department of Building and Safety.

Regulatory Compliance Measure RC-GEO-2 (Hillside Grading Area) – The grading plan shall conform to the City’s Landform Grading Manual guidelines, subject to approval by the Advisory Agency and the Department of Building and Safety’s Grading Division. Appropriate erosion control and drainage devices shall be provided to the satisfaction of the Building and Safety Department. These measures include interceptor terraces, berms, vee-channels, and inlet and outlet structures, as specified by Section 91.7013 of the Building Code, including planting fast-growing annual and perennial grasses in areas where construction is not immediately planned.

In addition, all haul routes require the submittal of a Geology and Soils Report to the Los Angeles Department of Building and Safety (LADBS), and a Geology and Soils Report Approval Letter, issued by LADBS on December 18, 2020 which details conditions of approval, which must be followed. The design must also comply with the Mount Washington-Glassell Park Specific Plan and the Baseline Hillside Ordinance. Roof and site drainage as well as sewer availability must also comply with Bureau of Engineering and Bureau of Sanitation standards. Hydrants, Fire Department Access, and Fire Safety must be reviewed and approved by the Los Angeles Fire Department before permits can be issued. These RCMs have been historically proven to work to the satisfaction of the City Engineer to reduce any impacts from the specific environment the Project is located.

- b. The project and successive projects of the same type in the same place will result in cumulative impacts that, over time, is significant.*

The subject property are two, tied lots that are vacant down-sloping hillside parcels, surrounded by lots developed with single-family dwellings and vacant single-family zoned lots. The site is 8,914.1 square feet in size, or roughly 0.20 acres.

The Project is consistent with the Low Residential Density general plan designation and the R1-1 Zone. Significant cumulative impacts are not expected as a result of construction of a single-family dwelling that complies with the Mount Washington-Glassell Park Specific Plan.

While there may be active building permits in the vicinity of the subject site, all projects will be required to follow all regulatory compliance measures regarding construction, and required to obtain proper permits, which, through inspections, will ensure that the Project follows all applicable provisions. Any use of the right-of-way for construction materials or large construction vehicles is required to be by permit, which is issued by the Bureau of Street

Services Investigations and Enforcement Division. The issuance of a permit includes notification of the Los Angeles Fire Department and Police Department, who make adjustments to emergency access routes used for a particular day when such a permit is issued. This is also true of any other projects within the vicinity. For roadway access during construction, because staging of equipment in the right of way is done by permit, coordination of the use of the right of way by the construction sites in proximity to the project site will occur by Bureau of Street Services review.

Any haul route approvals will have to comply with RCMs and recommended conditions prepared by the Board of Building and Safety Commissioners (BBSC), Public Works, Bureau of Street Services (BSS), Los Angeles Department of Transportation (LADOT), and LADBS. The Project will also need to practice requirements that will minimize the negative impacts on the surrounding community. The "Good Neighbor Construction Practices," which are enforced by the LADBS, LADOT, BSS, and Los Angeles Police Department, includes requirements that limit the location of construction vehicles, construction noise, construction hours, etc. Based on similar residential projects, emissions resulting from the proposed construction and operation of the single-family dwelling are not expected to result in substantial emissions that would not already be controlled on-site by existing RCMs. Therefore, no foreseeable cumulative impacts are expected.

The traffic study, prepared by Jano Baghdanian, P.E., T.E., PTOE of JB & Associates, LLC, concluded the Project will result in a construction process without unnecessary delays and will coordinate schedules and parking with any developers in the surrounding area in order to minimize any negative effects on the community. The subject project submitted a Construction Traffic Management Plan for review by the City's Department of Transportation (LADOT), pursuant to the LADOT's Hillside Development Construction Traffic Management Guidelines released on June 16, 2020. These guidelines state the purpose of a Construction Traffic Management Plan is to address transportation concerns specific to hillside communities, including narrow streets, limited emergency access, and location in a Very High Fire Severity Zone. The proposed project will be subject to the conditions detailed in the Project's Construction Traffic Management Plan, included in the case file, which was reviewed and stamped-approved by LADOT on March 11, 2021. Subsequent to this approval, modifications were made to the Plan and approved by LADOT on July 19, 2021, to modify the haul route access ramps to the 110 Freeway for trucks, excluding Avenue 43. The conditions imposed address any potential cumulative effects of various projects of the same type in the same area. Interim thresholds were developed by DCP staff based on CalEEMod model runs relying on reasonable assumptions, consulting with AQMD staff, and surveying published air quality studies for which criteria air pollutants did not exceed the established SCAQMD construction and operational thresholds.

c. There are unusual circumstances creating the reasonable possibility of significant effects.

As mentioned, the Project proposes new construction of a three (3)-story, 3,633-square foot single-family dwelling, with a 533-square foot attached garage, on an 8,914.1-square foot vacant lot in an area zoned and designated for such development. All adjacent lots are vacant land or developed with single-family dwellings, and the subject site is of a similar size and slope to nearby properties. The Project proposes a Floor Area Ratio (FAR) of 0.41:1 or 3,633 square feet on a site that is permitted to have a maximum FAR of 0.42:1 or 3,743 square feet. The Project proposes a building height of 45 feet which is not unusual for the vicinity of the subject site, and is similar in scope to other existing low residential in the area. The Project is a new single-family dwelling, in an area zoned and designated for such development. Adjacent

lots are developed with single-family dwellings of varying sizes, and the subject site is of a similar size and slope to nearby properties.

There are approximately 26 single-family lots located on both sides of Crane Boulevard up to the intersection of Crane Boulevard and Dustin Drive to the east and west of the subject lot. Out of these lots, two (2) lots appear to be vacant and the remaining lots are developed with single-family homes. The proposed project includes two lots that are tied together as one through a lot-tie. 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. In addition, the Project complies with the Mount Washington-Glassell Park Specific Plan and will comply with the Baseline Hillside Ordinance development standards. As identified in the Tree Report prepared by Arsen Margossian, Certified Consulting Arborist (ISA #WE-7233) on November 4, 2019, there are four (4) Protected Southern California Black Walnut Trees and one (1) Significant Pepper Tree on site. The subject project is proposing to remove one (1) Protected Southern California Black Walnut Tree. Four (4) trees will be planted on a 4:1 ratio for the one (1) Protected Southern California Black Walnut Tree being removed. This Tree Report was approved by the Urban Forestry Division on November 30, 2019.

- d. *The project may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a State Scenic Highway.*

According to Appendix B of the City of Los Angeles Mobility Plan, the subject site is not adjacent to a roadway designated as a scenic highway. The only State Scenic Highway within the City of Los Angeles is the Topanga Canyon State Scenic Highway, State Route 27, which travels through a portion of Topanga State Park. The proposed project is located over 30.3 miles away from Topanga State Park, therefore, the subject site will not create any impacts within a designated state scenic highway.

- e. *The project is located on a site that the Department of Toxic Substances Control and the Secretary of Environmental Protection have identified, pursuant to Government Code Section 65962.5, as being affected by hazardous wastes or clean-up problems.*

According to the Envirostor data base, the subject project is not located within or within a 1,000-foot radius of any hazardous waste sites.

- f. *The project may cause a substantial adverse change in the significance of a historical resource.*

The project site has not been identified as a historic resource by local or state agencies, and the project site has not been determined to be eligible for listing in the National Register of Historic Places, California Register of Historical Resources, the Los Angeles 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. Finally, the City does not choose to treat the site as a historic resource. 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.

The project site is nearby the Southwest Museum of the American Indian (Southwest Museum) located at 234 Museum Drive. The site was designated as a City of Los Angeles

Historic Cultural Monument No. 283, listed on August 29, 1984 and is listed on the National Register as a historic resource. The site is a Contributing Feature within the Highland Park-Garvanza Historic Preservation Overlay Zone. The survey for the Southwest Museum shows that the site has substantial value as part of the development, heritage, or cultural characteristics of, or is associated with the life of a person important in the history of the city, state or nation. While the project site is close to the historical resource, it is separated by a multiple single-family lots, thus the Project will not cause a substantial adverse change in the significance of the resource.

CEQA Determination – Class 32 Categorical Exemption Applies

A project qualifies for a Class 32 Categorical Exemption if it is developed on an infill site and meets the following five (5) applicable conditions: (a) The Project is consistent with the applicable general plan designation and all applicable general plan policies as well as with the applicable zoning designation and regulations; (b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses; (c) The project site has no value as habitat for endangered, rare or threatened species; (d) Approval of the Project would not result in any significant effects relating to traffic, noise, air quality, or water quality; and (e) The site can be adequately served by all required utilities and public services.

- (a) The project is consistent with applicable general plan designation, applicable policies, and applicable zoning designations.*

The site is currently vacant and will be developed with a single-family dwelling. The site is zoned R1-1 and has a General Plan Land Use Designation of Low Residential, with the corresponding zones of RE9, RS, R1, RU, RD6, and RD5. The proposed single-family dwelling use will be consistent with the General Plan and Zoning designation. In addition, the Project is within the Mount Washington-Glassell Park Specific Plan. The Project is compliant with the Specific Plan. Therefore, the Project is consistent with the applicable general plan designation, applicable policies, and applicable zoning designations.

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

The subject site is wholly within the City of Los Angeles, on site that is approximately 0.20 acres. The site is within a developed hillside community with single-family dwellings.

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

The Los Angeles CEQA Threshold Guidelines on Page C-22, Exhibit C-6 includes a discussion of the open space resources and significant ecological areas (SEAs) within the City of Los Angeles. Specifically, the following is stated about the Mount Washington area:

Mount Washington and vicinity. In the area east of the Golden State Freeway (I-5) and between the Glendale (SR 2) and Pasadena (SR 11) Freeways, there occurs a number of small pockets of grassland and coastal scrub habitat in the mountainous area in the vicinity of Mount Washington. No specific details of biological resources present there could be found in the literature.

The site is adjacent to an area with a number of small pockets of grassland and coastal scrub

habitat. As part of the Project Permit Compliance Request, the Applicant provided a Tree Report prepared by Arsen Margossian, Certified Consulting Arborist (ISA #WE-7233) on November 4, 2019. As identified in the report, there are four (4) Protected Southern California Black Walnut Trees and one (1) Significant Pepper Tree on site. The subject project is proposing to remove one (1) Protected Southern California Black Walnut Tree. Four (4) trees will be planted on a 4:1 ratio for the one (1) Protected Southern California Black Walnut Tree being removed. This Tree Report was approved by the Urban Forestry Division on November 30, 2019.

In addition, a biological resources field survey was performed at the site on August 10, 2021 by Luma Fowler and Barry Nerhus, Field Biologists with Endemic Environmental Services. Based on the findings from their field survey, the site is mainly dominated by invasive grasses. Also, there is no habitat suitable on site for any of the wildlife species in the surrounding area to utilize, and the project site is considered to be urbanized and fragmented from a wildlife corridor. Therefore, the Project will have no impact on any native or non-native vegetation, wildlife, and wildlife corridor connectivity. While the site is previously undisturbed, it is surrounded by development and therefore has no value as a habitat for endangered, rare or threatened species.

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

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 reduce any potential impacts on noise and water to less than significant. The Project will also be governed by a haul route approval, if one is found to be necessary, under City Code requirements, which will regulate the route hauling trucks will travel, and the times at which they may leave the site, thereby reducing any potential traffic impacts to less than significant. In addition, due to the scope of the Project (single-family dwelling with less than 20,000 CY of grading) localized air quality impacts from the proposed project will be less than significant.

- (e) The proposed project has been reviewed by City staff, and can be adequately served by all required utilities and public services.*

The project site will be adequately served by all public utilities and services given that the scope of work is the development of a single-family home and an accessory dwelling unit, and the Project complies with the zoning for the site. Therefore, it can be found that the Project meets the qualifications of the Class 32 Exemption.

EXHIBIT I

BIOLOGICAL RESOURCES LETTER REPORT

**BIOLOGICAL LETTER REPORT
FOR
PROPOSED RESIDENCE AT 464 & 466
NORTH CRANE BOULEVARD
LOS ANGELES, CA 90065**

Prepared for:
Anonymous Architects
1800 South Brand Boulevard, Suite 117
Glendale, CA 91204
(323) 515-7930

Prepared by:
Endemic Environmental Services
PO Box 3747
Fullerton, CA 92834
(714) 393-6249



August 16, 2021

1.0 EXECUTIVE SUMMARY

The Project applicant proposes to develop a custom, single family residence on an approximately 8,914 square foot lot consisting of addresses 464 & 466 North Crane Boulevard in the City of Los Angeles, Los Angeles County, California. A biological resources field survey was performed at the site on August 10, 2021 between 0800 and 1100. Results of the survey are located in Section 4.0 of this report. The results of the survey indicate the Project will need to comply with the City of Los Angeles Tree Ordinance.

2.0 PROJECT OVERVIEW

This section includes a brief narration of project purpose, project information, project location, site history, existing physical/natural geographic site features, and the proposed development with applicable figures for the proposed Project. The Project involves construction, use and maintenance of a new, three (3) -story single families dwelling with an attached garage on a 8,914.1 square foot vacant lot.

2.1 PURPOSE OF REPORT

This report provides documentation of a biological resources field investigation, results, and recommendations performed for the proposed Project at 464 & 466 North Crane Boulevard in the City of Los Angeles, Los Angeles County, California. Appendix A, Figure 1 – Aerial View of Project Site, Figure 2 – USGS View of Project Site, and Figure 3 – Project Site Zoning demonstrate the site location.

2.2 PROJECT INFORMATION

The Project site takes up two city parcels and two addresses in the City of Los Angeles:

- 464 N. Crane Boulevard, APN 5467021027
- 466 N. Crane Boulevard, APN 5467021028

The City case number is ENV-2020-428-CE for both parcels of the Project. The Applicant name and contact information is:

Anonymous Architects
1800 South Brand Boulevard, Suite 117
Glendale, CA 91204
(323) 515-7930

2.3 PROJECT LOCATION

The Project site is located in a hillside residential area at 464 & 466 North Crane Boulevard in the City of Los Angeles, Los Angeles County, California. The site is accessed from Marmion

Way to SW Museum Drive up the hill to Crane Boulevard. There is a steep climb up the hill from Marmion Way to the proposed Project. The following addresses, parcel sizes, APNs, tract, community plan area, and council district pertain to the Project site:

Site Address	464 N CRANE BLVD
Lot/Parcel Area (Calculated)	5,311.9 (sq ft)
Assessor Parcel No. (APN)	5467021027
Tract	TR 5043
Community Plan Area	Northeast Los Angeles
Council District	CD 1 - Gilbert Cedillo
Site Address	466 N CRANE BLVD
Lot/Parcel Area (Calculated)	3,602.3 (sq ft)
Assessor Parcel No. (APN)	5467021028
Tract	TR 5043
Community Plan Area	Northeast Los Angeles
Council District	CD 1 - Gilbert Cedillo

The Project is undeveloped and hillside at approximately 710 feet above mean sea level (amsl). Single-family residences are located to the immediate north, south, and west of the Project site on within the housing Tract 5043 located in a hilltop environment. The site slopes steeply to the east and is vacant with mostly non-native grasses and ornamental vegetation up to the eastern property line. Train tracks and Marmion Way are located beyond the eastern boundary of the site.

2.4 SITE HISTORY

There is no sign of development on the two vacant lots that make up the Project site. Neither lot is zoned for farmland use, according to the City's Zimas Map Site. Both sites are located in very high fire hazard severity zone and urban agriculture incentive zone. There is no sign of historical use on the two vacant lots.

2.5 EXISING PHYSICAL/NATURAL GEOGRAPHIC SITE FEATURES

The Project site is located on a steep eastern facing hillside in a single-family residential community. The soil map unit is Counterfeit-Nacimiento, warm-Urban land association, 20 to 55 percent slopes. It is associated with 20 to 55 percent slopes; depth to paralytic bedrock is 20 to 39 inches; well-drained, high runoff; and depth to water table is more than 80 inches (USDA, 2021).

2.6 PROPOSED DEVELOPMENT

The Project involves construction, use and maintenance of a new, three (3) -story single families dwelling with an attached garage on a 8,914.1 square foot vacant lot making up APNs 5467021027 and 5467021028. The architectural plans propose to build a 3-bedrooms and 3-bathroom home including a solar energy panels, a mudroom, an office, and covered deck.

At this time, the Project construction schedule with staging areas, equipment, and timing is unknown.

3.0 CHARACTERISTICS OF THE SURROUNDING AREA

The site and surrounding area is zoned R1-1 for hillside residential use and the General Plan designation is low density residential (Figure 3). The Project site is located on a hilltop on North Crane Boulevard immediately south of Lasley Walk in Tract 5043 of Community Plan Area Northeast Los Angeles. The area is hilltop with 20-55 percent slopes and a variety of ornamental trees.

4.0 BIOLOGICAL SITE CONDITIONS ASSESSMENT

A biological site assessment was conducted at the Project site by Field Biologists, Luma Fowler and Barry Nerhus, on August 10, 2021 from 0800 to 1100. The weather was fair and blue skies reaching 72 degrees by 1100. The site survey involved walking the steep site with caution and safety as the slope neared 50% in areas. The biologists reviewed the site for vegetation, wildlife, and corridor connectivity during the field survey. The following section discusses vegetation, wildlife, and wildlife movement on the Project site. See Appendix B, Site Photos.

4.1 VEGETATION

The Project site is characterized by attributes of three vegetation types: non-native grasses, invasive shrubs, and ornamental vegetation with three additional low growing black walnut trees. Over 90 percent of the site is dominated by invasive grasses (*Bromus spp.*, *Avena spp.*, and *Hordeum spp.*) and approximately 5 percent is punctuated by immature California walnut trees (*Juglans californica*), which are native to California. The remaining 5 percent of the site includes landscaped ornamentals, such as a blue plumbago (*Plumbago auriculata*). Other invasive plants include Russian thistle (*Salsola tragus*).

4.2 WILDLIFE

The project site and surrounding area provide habitat for wildlife species that commonly occur in suburban areas of the City. Avian species observed/detected on or adjacent to the site include red-tailed hawk (*Buteo jamaicensis*), lesser goldfinch (*Spinus psaltria*), western scrub-jay (*Aphelocoma californica*), common raven (*Corvus corax*), bushtit (*Psaltiriparus minimus*), and California towhee (*Melospiza crissalis*). However no habitat is suitable on site for any of these species to utilize.

Evidence of small mammals burrows were detected at the site and could be possibly pocket gophers (*Thomomys spp.*). No amphibian or reptile species were observed during the assessment; however, common reptilian species such as western fence lizard (*Sceloporus occidentalis*) are expected to occur.

4.3 WILDLIFE MOVEMENT

The Project site is located in a hillside residential community in the northeastern part of the City of Los Angeles. Due to the natural exposure of hillside slope and variety of trees and ornamental

vegetation, the area provides localized habitat for species in this urban environment. The area isn't considered a wildlife corridor because it doesn't provide habitat linkage to areas of habitat protection that enable movement of wildlife free of habitat fragmentation caused by urbanization. These linkages, also called corridors, provide animals and other living things a lifeline between "islands" of habitat, serve as escape routes from danger and avenues to food supplies and mating prospects. The Project site is in an area considered urbanized and fragmented from a wildlife corridor.

5.0 APPLICABLE REGULATIONS AND PERMITS

Given the location of California black walnut, a native tree, the Project applicant will need to comply with the City of Los Angeles Tree Ordinance.

City of Los Angeles Tree Ordinance

The City of Los Angeles Municipal Code (Section 1., Subdivision 12 of Subsection (a) of Section 12.21; Ordinance 177,404 as amended) provides for the protection of four species of native trees: (1) oaks other than scrub oak (*Quercus dumosa*), (2) southern California black walnut (*Juglans californica* var. *californica*), (3) western sycamore (*Platanus racemosa*), and (4) California bay (*Umbellularia californica*) (5) Mexican Elderberry (*Sambucus mexicana*) (6) Toyon (*Heteromeles arbutifolia*). To qualify for protection, individual plants must also measure four inches or more in cumulative diameter 4.5 ft above the ground level at the base of the tree.

The Municipal Code permits the City's Board of Public Works to grant permission to remove or relocate the four species identified above with application of following prescriptive measures. Three options are available to the Board and include: (1) replacement within the same property of the same species and in which case two replacement trees (15-gallon, or larger, specimen, measuring one inch or more in diameter one foot above the base, and be not less than seven feet in height measured from the base, and be not less than seven feet in height measured from the base) are required. The size and number of replacement trees shall approximate the value of the tree to be replaced; (2) Permit protected trees of a lesser size or trees of a different species to be planted as replacement trees, if replacement trees of the size and species otherwise required pursuant to this Code are not available. In that event, a greater number of replacement trees may be required; or (3) Permit a protected tree to be moved to another location on the property, provided that the environmental conditions of the new location are favorable to the survival of the tree and there is a reasonable probability that the tree will survive.

To avoid adverse effects to the Los Angeles River and tributaries thereof, it is recommended replacement trees not be among the following list of trees and large shrubs considered to be nonnative, invasive species by the California Invasive Plant Council:

- Schinus molle, Peruvian pepper-tree or California pepper-tree
- Schinus terebinthifolius, Brazilian pepper-tree
- Elaeagnus angustifolia (or E. angustifolius), oleaster (or Russian-olive)
- Acacia melanoxylon, Blackwood acacia
- Robinia pseudoacacia, Black locust

- *Ficus carica*, Edible fig (or common fig)
- *Myoporum laetum*, Lollypop tree (or Ngaio tree)
- *Eucalyptus camaldulensis*, River red gum (or red gum)
- *Eucalyptus globulus*, Tasmanian blue gum (or blue gum)
- *Olea europaea*, European olive (or commercial olive)
- *Ailanthus altissima*, Tree-of-heaven
- *Tamarix* species, Tamarisk or salt-cedar (all species)

6.0 CONCLUSIONS AND RECOMMENDATION

Endemic Environmental Services recommends consultation with the City of Los Angeles per its tree ordinances if any removal of California black walnut trees.

7.0 LIST OF SOURCES

California Invasive Plant Council (2021). Website: <https://www.cal-ipc.org/>

City of Los Angeles (2021). Protected Tree Ordinance. Website: https://planning.lacity.org/Code_Studies/Other/ProtectedTreeOrd.pdf

City of Los Angeles (2021). Zimas. Website: <http://zimas.lacity.org/>

USDA Natural Resource Conservation Service (2021). Web Soil Survey. Website: <https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx>

APPENDIX A - FIGURES



Figure 1 – Aerial View of Project Site

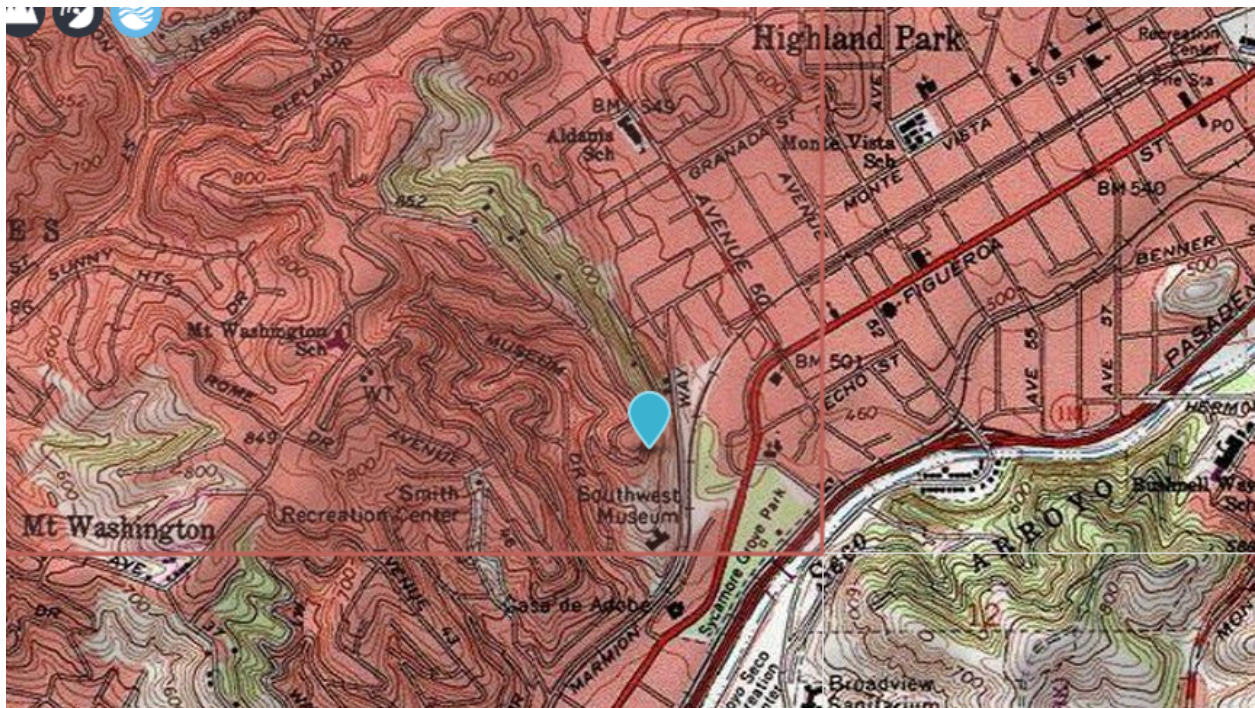


Figure 2 – USGS View of Project Site

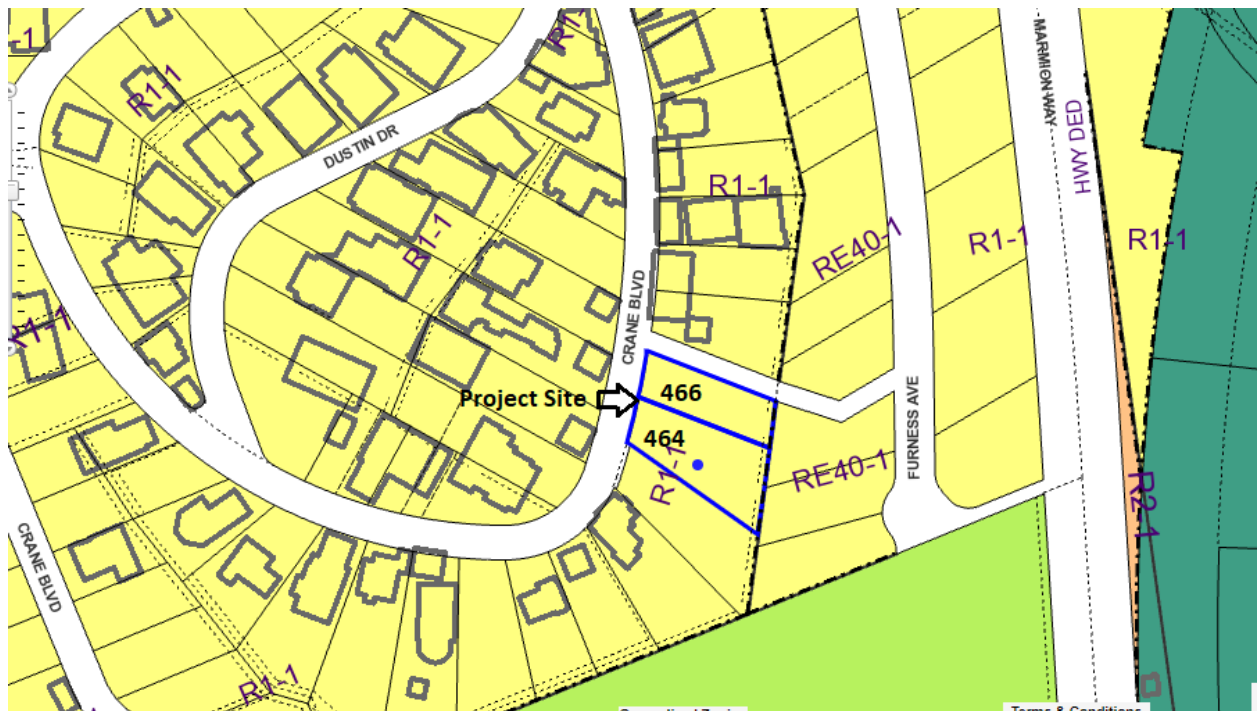


Figure 3 – Project Site Zoning

APPENDIX B - PHOTOS



Photo 1. Blue plumbago



Photo 2. California black walnut tree



Photo 3. View east on to Project site from N. Crane Blvd.

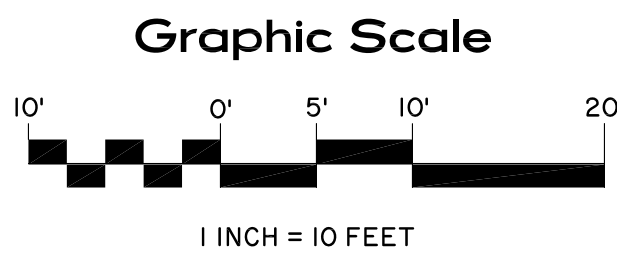
DIR-2020-427-SPP-1A

EXHIBIT J

SLOPE BAND ANALYSIS



VICINITY MAP
NOT TO SCALE



BENCHMARK

SEWER MANHOLE 46715023 IN CRANE BLVD.
ELEVATION = 704.80 FEET (PER CITY OF LOS
ANGELES SEWER STRUCTURE DETAIL REPORT. NO
DATUM STATED. THIS ELEVATION HAS NOT BEEN
COMPARED TO A PRECISE CITY BENCHMARK)

Lots 110-111

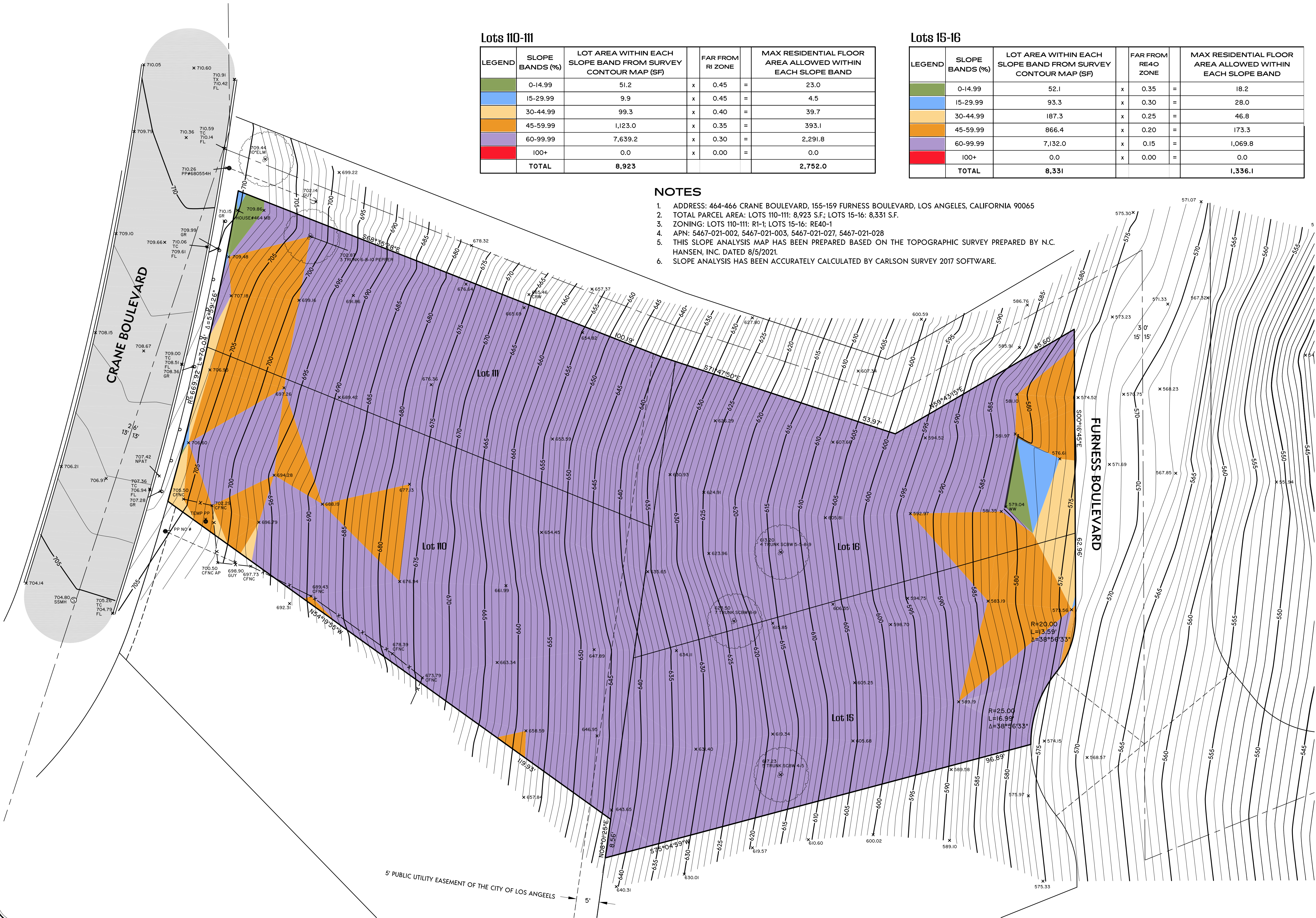
LEGEND	SLOPE BANDS (%)	LOT AREA WITHIN EACH SLOPE BAND FROM SURVEY CONTOUR MAP (SF)	FAR FROM RI ZONE	MAX RESIDENTIAL FLOOR AREA ALLOWED WITHIN EACH SLOPE BAND
	0-14.99	51.2	x 0.45	= 23.0
	15-29.99	9.9	x 0.45	= 4.5
	30-44.99	99.3	x 0.40	= 39.7
	45-59.99	1,123.0	x 0.35	= 393.1
	60-99.99	7,639.2	x 0.30	= 2,291.8
	100+	0.0	x 0.00	= 0.0
	TOTAL	8,923		2,752.0

Lots 15-16

LEGEND	SLOPE BANDS (%)	LOT AREA WITHIN EACH SLOPE BAND FROM SURVEY CONTOUR MAP (SF)	FAR FROM RE40 ZONE	MAX RESIDENTIAL FLOOR AREA ALLOWED WITHIN EACH SLOPE BAND
	0-14.99	52.1	x 0.35	= 18.2
	15-29.99	93.3	x 0.30	= 28.0
	30-44.99	187.3	x 0.25	= 46.8
	45-59.99	866.4	x 0.20	= 173.3
	60-99.99	7,132.0	x 0.15	= 1,069.8
	100+	0.0	x 0.00	= 0.0
	TOTAL	8,331		1,336.1

NOTES

1. ADDRESS: 464-466 CRANE BOULEVARD, 155-159 FURNESS BOULEVARD, LOS ANGELES, CALIFORNIA 90065
2. TOTAL PARCEL AREA: LOTS 110-111: 8,923 S.F.; LOTS 15-16: 8,331 S.F.
3. ZONING: LOTS 110-111: R1-1; LOTS 15-16: RE40-1
4. APN: 5467-021-002, 5467-021-003, 5467-021-027, 5467-021-028
5. THIS SLOPE ANALYSIS MAP HAS BEEN PREPARED BASED ON THE TOPOGRAPHIC SURVEY PREPARED BY N.C. HANSEN, INC. DATED 8/5/2021.
6. SLOPE ANALYSIS HAS BEEN ACCURATELY CALCULATED BY CARLSON SURVEY 2017 SOFTWARE.



SLOPE ANALYSIS MAP

464-466 CRANE BOULEVARD, 155-159 FURNESS BOULEVARD
LOS ANGELES, CALIFORNIA 90065

PREPARED FOR

RACHEL FOULLON AND IAN COOPER
2262 DUANE STREET
LOS ANGELES, CALIFORNIA 90039

LEGAL DESCRIPTION

LOTS 110 AND 111 OF TRACT NO. 5043, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 60 PAGES 72 AND 73 AND LOTS 15 AND 16 OF TRACT NO. 6869, AS PER MAP RECORDED IN BOOK 102 PAGES 81 AND 82 ALL OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

APNs 5467-021-002, 5467-021-003, 5467-021-027, 5467-021-028

BASIS OF BEARINGS

THE BEARINGS SHOWN HEREON ARE BASED ON THE BEARING SOUTH 00°45'29" EAST IN THE CENTERLINE OF CRANE BOULEVARD, AS SHOWN ON CORNER RECORD FILED IN PUBLIC WORKS FIELD BOOK 1422, PAGES 597 AND 598.



PREPARED BY
N.C. HANSEN, INC.
SURVEYING & MAPPING

1545 VICTORY BOULEVARD, 2ND FLOOR
GLENDALE, CALIFORNIA 91201
TEL. (747) 215-6667 WWW.NCHANSEN.COM
DATE OF SURVEY: AUGUST 5, 2021 // JN 21-223RF




INITIAL SUBMISSIONS

The following submissions by the public are in compliance with the Commission Rules and Operating Procedures (ROPs), Rule 4.3a. Please note that “compliance” means that the submission complies with deadline, delivery method (hard copy and/or electronic) AND the number of copies. The Commission’s ROPs can be accessed at <http://planning.lacity.org>, by selecting “Commissions & Hearings” and selecting the specific Commission.

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

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

ENABLE BOOKMARKS ONLINE:

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

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

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

Channel Law Group, LLP

8383 Wilshire Blvd.
Suite 750
Beverly Hills, CA 90211

Phone: (310) 347-0050
Fax: (323) 723-3960
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JAMIE T. HALL *
CHARLES J. McLURKIN

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

*ALSO Admitted in Texas

July 6, 2021

VIA ELECTRONIC MAIL

East Los Angeles Area Planning Commission
c/o Jennifer Edwards, CEA
201 N. Figueroa Street
Los Angeles, CA 90012
apceastla@lacity.org

Re: CRANE BOULEVARD SAFETY COALITION JUSTIFICATION FOR APPEAL; DIR-2020-427-SPP; 464-466 CRANE BOULEVARD

Dear East Area Planning Commissioners:

This firm represents Crane Boulevard Safety Coalition on a pro-bono basis with respect to the proposed development project located at 464-466 Crane Boulevard ("Project"). This letter supplements the bases of appeal for the Project.

The Crane Boulevard Safety Coalition is a group of affected neighbors to multiple real estate development projects proposed simultaneously along the very steep and narrow portions of the 300 to 500 block of Crane Boulevard in Mount Washington. The issues over which the Coalition advocates affects property owners and tenants throughout the City due to certain practices of the City it has reason to know are unlawful, yet for which the City persists in ways to deprive communities of their right to participate in the government's planning and decision making processes.

A review of the Director's Determination, issued on April 19, 2021, reveals the following defects that require lawful environmental review and modification of the proposed project:

//

//

I. Application of the Specific Plan Instead Of The Baseline Hillside Ordinance (Including the Refusal Of The Planning Department to Require Proper Calculation of the BHO FAR) to Calculate Permitted FAR Is Unlawful.

SUMMARY

Section 2 of the Specific Plan requires the City to apply the most restrictive FAR calculation in either the Los Angeles Municipal Code (“LAMC”) or the Mount Washington/Glassell Park Specific Plan (“Specific Plan”). Records in Navigate LA show the average slope of the site is at least 65%. Under the Baseline Hillside Ordinance slope band analysis, had it been performed, the City’s law would have restricted the size of this project to less than that approved by the City Planners. There has been a grievous deliberate abuse of discretion by the Director of Planning refusing to apply the most restrictive FAR calculation because on such a steep lot, the BHO is likely to permit a smaller house to protect public health and safety.

ANALYSIS

Essence of the Defect

The provisions of the LAMC control the development of this Project site unless Section 2 of the Specific Plan, entitled “Relationship to other provisions of the Los Angeles Municipal Code”, directs more restrictive (and as to height or some set backs less restrictive) standards. As to the determination of whether the floor area ratio (FAR) calculated by the LAMC or Specific Plan applies, Section 2 directs that the Specific Plan FAR supercedes the LAMC FAR if and only if the Specific Plan FAR calculation yields an allowable FAR more restrictive than the calculation yielded by the LAMC.

LAMC §12.21 C.10.b sets forth the slope band analysis method for calculating allowable FAR for a project in the hillside areas of the City. That is why this section of the LAMC is commonly known as the Baseline Hillside Ordinance (“BHO”). The BHO was amended in recent years as a result of harmful, oversized luxury housing proposed in the sensitive hillsides. The City Council made specific factual findings in support of the adoption of the BHO that reductions in grading and construction on steep hillsides was necessary to protect public health and safety.

In enacting the BHO, the City Council identified certain hillside areas that were not subject to the BHO, however, the Mount Washington/Glassell Park Specific Plan was not listed as exempt from the BHO. Thus, the legislative history of the recent BHO amendment carries a presumption that if City Council knew how to list exceptions to the BHO on its initial enactment, its failure to include the Mount Washington/Glassell Park Specific Plan on the exception list is substantial evidence of intent that the BHO apply as specified in Section 2 of the existing Specific Plan.

Before this latest amendment of LAMC, the Specific Plan would almost always have been a more restrictive FAR allowance. Hence, historically since the 1993 enactment of the Specific Plan, its FAR allowance was the operative development control on FAR. However since the enactment of the BHO, the steeper the lot, the more restrictive LAMC’s new slope band analysis would be. Thus, on steep lots in the Specific Plan area, it became more likely

that the BHO enacted within LAMC would yield a more restrictive maximum allowable FAR, and hence under Section 2 of the Specific Plan, the LAMC would control the FAR of a project. The BHO, since the 2017 amendment removed certain bonuses the continued to lead to oversized development, the BHO, particularly on steep lots almost always yields a more restrictive FAR calculation that must be applied by City Planners.

In this case, the Director's Determination fails to include a calculation of the FAR both ways so a determination can be made in accordance with the provisions of Section 2 of the Specific Plan. In fact, it does not appear that the City required the LAMC FAR calculation to be performed. If it was, it is not mentioned in the Director's Determination which is the operative document under review here. This fact alone, that the City Planning staff refused to conduct the FAR calculation comparison, is a failure to proceed in accordance with law constituting a prejudicial deprivation of the rights of the community to have its Specific Plan administered to protect public health and safety.

The refusal of the Director to obtain an accurate calculation of the LAMC FAR calculation under LAMC section 12.21 C.10.b means that the Director lacks substantial evidence in the record proving that the Specific Plan FAR calculation is the most restrictive FAR for this Project in accordance with Section 2 of the Specific Plan.

Even worse, in a recent development, the Director of Planning, through his staff, appears to have declared it is the policy of the City to ignore the plain language of Section 2 of the Specific Plan in determining which FAR calculation to apply. The City Council in enacting Section 2 commanded City Planning staff to apply the LAMC FAR calculation unless the Specific Plan calculation is more restrictive. City Planning staff now routinely defies the legal command of Section 2 and declared that City Planning staff will always apply the Specific Plan FAR calculation without regard to whether the LAMC FAR calculation is more restrictive. The City Planning staff's refusal to make the determination required under Section 2 of the Specific Plan is a failure to proceed in accordance with law. The refusal to provide residents living in the Specific Plan area with equal protection of the law that by plain language applies to this Project violates the United States and California Constitutions.

The General Plan Framework, Community Plan, and Specific Plan Findings All Consistently Require City Decisionmakers To Make Decisions Restricting Development To Limit Impacts on the Environment and Maximize Private Open Space.

The legislative history of City Planning Documents, and the development of the LAMC and the Specific Plan implementation of those planning policies establish a clear and unbroken intent of the City Council to restrict the intensity of development in sensitive hillside areas. Time and time again, the City Council has adopted findings, policies and implementation programs that reflect an intent to protect public safety of current and future residents of the hillside areas, maximize private open space in connection with development projects, and require City decision makers to carry out these policies in the application of the specific municipal codes of the City. These findings, policies and implementation programs were supported by facts on the ground.

The City's General Plan Framework and applicable Northeast Community Plan have long recognized the particular planning challenges and need for attention to the safety of residents and preservation of open space to the maximum extent feasible:

General Plan Framework Policies And Implementation Programs.

The City's Framework acknowledges the critical role specific plans and zoning code play in the implementation of the General Plan:

"4. The General Plan Framework Element and Its Relationship to Specific Plans

The City has a number of adopted specific plans which set detailed development regulations for local areas and include various types of regulatory limitations. Examples of **these limitations include "trip caps," design review boards, density/intensity limits, maximum heights, landscape, lot coverage, etc.** The General Plan Framework Element is consistent with and does not supersede nor override these local requirements.

5. Zoning Approvals and Zoning Consistency

The community plans and their implementing zoning set forth how property may be used and form the basis for decisions on discretionary permits."

Zoning, specific plans and other discretionary approvals and designations are implementing tools of the general plan as reflected in the community plans.

The City's Framework Element acknowledges that the intent of the Framework is implemented by the City's adherence to its specific plans which address particular challenges in those areas of the City:

"Specific Plans

The City has adopted a number of specific plans that set detailed development regulations in their local areas. **Some of these impose limits on the amount of development that can be accommodated to reflect transportation constraints and intended community character and some impose design guidelines to improve the quality of physical development.** Among them are Specific Plans for Ventura Boulevard, Warner Center, Central City West, Park Mile, Porter Ranch, Sherman Oaks-Reseda, Century City, San Vicente Scenic Corridor, **Mt. Washington**, Granada Hills, Mulholland Scenic Corridor, Pacific Palisades Village, Westwood Village etc. In many respects, **these plans advance the fundamental goals of the Framework Element** for focusing growth, increasing mobility, reducing air pollution, and establishing a higher quality built environment for the City's residents.

Adoption of the Framework Element does not supersede nor alter adopted specific plans. Adopted specific plans are consistent with the General Plan Framework Element." (Emphasis added.)

In its Land Use section, the Framework acknowledges the expectation that decision makers will follow specific plans in order to assure implementation of the paramount safety, environmental, infrastructure needs of the City.

“ISSUE ONE: DISTRIBUTION OF LAND USE

GOAL 3A

A physically balanced distribution of land uses that contributes towards and facilitates the City's long-term fiscal and economic viability, revitalization of economically depressed areas, conservation of existing residential neighborhoods, equitable distribution of public resources, conservation of natural resources, provision of adequate infrastructure and public services, **reduction of traffic congestion and improvement of air quality, enhancement of recreation and open space opportunities**, assurance of environmental justice and a healthful living environment, and achievement of the vision for a more liveable city.

Objective 3.1

Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors.

Policy 3.1.7 Allow for development in accordance with the policies, standards, and programs of specific plans in areas in which they have been adopted.

(Emphasis added.)

Thus, the City's General Plan Framework directs the City Planning Department to follow the specific plans in order to maintain consistency with the intent of the Framework. Failure to follow the plain language of a specific plan, including the Specific Plan in Mount Washington/Glassell Park, is a failure to proceed in accordance with the General Plan Framework's direction to only “[a]llow for development in accordance with . . . specific plans.”

The Framework also recognizes the importance of private land open space, particularly in communities like Mount Washington and Glassell Park where City decision makers are directed to apply development standards in favor of preservation of private open space to the maximum extent feasible:

Framework Policy 6.1.6 makes it the policy of the City to:

“Consider preservation of private land open space to the maximum extent feasible. In areas where open space values determine the character of the community, development should occur **with special consideration of these characteristics.”**

This Policy, adopted with the Framework on December 11, 1996, was implemented under Implementation Program Number 70 with revisions to applicable City zoning code provisions, including the BHO that, as outlined herein, imposed more restrictive development standards due to ongoing negative safety and environmental impacts in over crowded hillside areas:

“P 70 - **Formulate or modify appropriate ordinances**, including consideration of a mountain overlay zone, **to preserve private land with open space characteristics to the extent feasible**. Consider incorporating the following:

a. **Appropriate sections of the adopted Hillside, Oak Tree, Mountain Fire Protection and Slope Density ordinances;**

b. Provisions for wildlife corridors; watershed management and natural landscape preservation;

c. **Transportation Improvement and Mitigation Plans for hillside areas;**

d. **Development standards for new construction**, and

e. Provisions to facilitate land donations to non-profit organizations such as the Santa Monica Mountains Conservancy.

Responsibility: Department of City Planning” (Emphasis added.)

Thus, the Framework contemplated that the City Planning Department would lead an effort to further assess amendments to the zoning code in order to implement additional restrictions of building sizes and lot coverage in order to maximize the preservation of private open space. As discussed herein, this implementation process occurred and there is no evidence in the City’s records indicating any intent to exclude the Mount Washington/Glassell Park Specific Plan area from the protections afforded in the LAMC’s BHO to other hillside areas of the City.

Northeast Community Plan Policies and Programs

Los Angeles’s General Plan Land Use Element consists of 35 community plans and district plans that contain more specific policies expressing intent to protect sensitive hillside areas by restricting residential unit density and the intensity of development with density and floor area ratio restrictions.

The Northeast Community Plan specifically acknowledges the challenges of development in Mount Washington:

“Mount Washington is residential enclave located east of Cypress Park, north and west of Figueroa Street and Marmion Way, west of Avenue 50 and south of El Paso Drive. **It is characterized by steep canyons and narrow ridges, in which cabins began to be built near the end of the Nineteenth Century. The area has since been developed incrementally with single-family houses served by narrow, winding streets. In recent years, the threat of construction of a housing tract with numerous extremely large houses resulted in the enactment of a specific plan to regulate development to preserve more of the rustic ambience and viewsheds that have been major attributes of the community.** Mt. Washington residents are not served by adjacent or readily accessible commercial or institutional uses, except for an elementary school.” (Emphasis added.)

Under the land use policies of the Northeast Community Plan are the following policies implemented by proper application of the LAMC and Specific Plan:

“Objective 1-5 To limit the intensity and density of development in hillside areas.

Policies

1-5.1 Limit development according to the adequacy of the existing and assured street circulation system within the Plan Area and surrounding areas.

* * *

Program: Implementation of the Plan is, in part, based on continued application of the Citywide Hillside Ordinance and the Mount Washington/Glassell Park Specific Plan.

1-5.2 Ensure the availability of paved streets, adequate sewers, drainage facilities, fire protection services and facilities, and other emergency services and public utilities to support development in hillside areas.

Program: Decisionmakers should adopt findings which address the availability of these services and utilities as part of any decision relating to hillside residential development.

Program: Continue the implementation of the Citywide Hillside Ordinance.

1-5.3 Consider the steepness of the topography and the geologic stability in any proposal for development within the Plan area.

Program: The Plan Map retains restrictive land use designations and zones in hillside areas because of topography, geologic stability, and restricted access.

1-5.4 Require that any proposed development be designed to enhance and be compatible with adjacent development.

Program: Plan implementation is based, in part, on the continued application of the Mt. Washington/Glassell Park Specific Plan and the Citywide Hillside Ordinance.

The Fire Protection Section of the Northeast Community Plan expressly acknowledges that realistic fire protection mandates implementation of the development restrictions enacted into both the LAMC Hillside Ordinance and Specific Plan:

“FIRE PROTECTION GOAL

Objective 9-1 ADEQUATE COMMUNITY PROTECTION THROUGH A COMPREHENSIVE FIRE AND LIFE SAFETY PROGRAM.

**Ensure that fire facilities and protective services are
sufficient for the existing and future population and land
uses.**

Policies

9-1.1

Program: The Plan Map concentrates future multiple-family commercial, residential, and industrial development in areas served by major thoroughfares and designates hillside areas for low and very low density residential uses and open space.

* * *

Program: Continued implementation of the citywide Hillside Ordinance and the Mt. Washington/Glassell Park Specific Plan will help to minimize development in areas with narrow, winding streets. (Emphasis added.)

In the Circulation section of the Northeast Community Plan, the City expressly states that density and development in hillside areas must be restricted due to deficient infrastructure and fire fighting and emergency access challenges:

“CIRCULATION

* * *

“Residential density will also continue to be constrained for the foreseeable future in hillside areas served by steep substandard streets that make access by emergency vehicles difficult, especially when additionally constricted by on-street parking.” (Emphasis added.)

The steep, narrow, curving street transportation structure in hillside areas, in particular in Mount Washington and Glassell Park, where road widths and infrastructure do not meet the ability for fire and emergency vehicles to arrive at the emergency with appropriate response times, is particularly inadequate **and a growing public danger in a time of the rise of urban wildfire as climate change exacerbates deadly fire risks.**

In the Specific Plan area, and in particular in the vicinity of the Project, the street width can only accommodate one side of on-street parking and one lane of traffic. In order to pass each other on Crane Boulevard and countless other streets in the community, drivers must pull over into the parking lane to allow oncoming vehicles to pass. In recent years, as the City has processed increasing intensity of development, each new development on the parking

lane side of the street removes more space once available for on-street parking with access driveways where no street parking can occur any longer, and areas to pull over to allow ongoing traffic to pass becomes less and less available. Additionally, areas of the roadway where on-street parking is possible, are now filled with an unbroken line of parked vehicles decreasing the ability of drivers to pull over to allow oncoming traffic or emergency vehicles to pass.

While the Department of City Planning has been alerted to these growing safety concerns, its response has been to refuse to study or meaningfully mitigate the cumulative impacts of many houses during construction, and establish meaningful traffic “pullover” red zones that would feasibly prevent current traffic conflicts and bottlenecks, particularly along Crane Boulevard when the narrow, steep, and curved streets are leading to dangerous backups on the street as vehicles are unable to pull over to the parking side to allow uphill oncoming traffic pass. Some vehicles must back up 50 to 100 feet uphill to reach a place to pull into open parking lane. In some cases, verbal conflicts and horn honking now occur among drivers and the mass of construction vehicles moving on the street on any given day. As many residents can testify, the situation has particularly become more dangerous in recent years during the current construction boom.

Over the life of the Project, the Specific Plan’s direction to City Planning and decision makers to apply the most restrictive FAR calculation is consistent with and implements the multiple Northeast Community Plan Policies and Programs that acknowledge the need for restricted levels of development in steep hillside areas of the Community Plan Area. The Specific Plan’s direction to use the most restrictive FAR implements all of these policies is the critical point where City policy overrules the wishes and desires of real estate developers/owners to build whatever luxury housing they want.

The Specific Plan Findings

Even the Specific Plan itself sets forth factual findings consistent with the General Plan Framework and Northeast Community Plan that implements the City’s practical acknowledgement that intense development in hillside areas is not feasible or desirable for the safety of residents:

“WHEREAS, the Northeast Los Angeles Community Plan, a part of the Land Use Element of the General Plan of the City of Los Angeles, seeks to create an environment with diversity, balanced growth, identity, and historical continuity; to encourage the preservation and enhancement of the community’s varied and distinctive residential character; to preserve, maintain and improve existing, stable single-family residential neighborhoods; **and in hillside residential areas, to limit land use intensities and population densities to those which can be accommodated by the transportation system, public service facilities, utilities and topography;** and

WHEREAS, the Mount Washington and Glassell Park community is **characterized by distinctive hills and canyons; mature and native vegetation and wildlife habitats; natural open space and panoramic vistas; and pedestrian walking trails opportunities, all worthy of preservation;** and

WHEREAS, Mount Washington Drive and San Rafael Avenue provide opportunities for

scenic views of the City and the surrounding mountains and natural canyon vegetation; and

WHEREAS, some single-family residential development in recent years has been inconsistent in significant respects with the scale and character of the community's hillside terrain, rustic nature, architectural diversity; and

WHEREAS, many public hillside streets have narrow widths or do not meet present City design or dedication standards, thus creating adverse impacts on public safety, vehicular access, circulation and the availability of off-street parking; and

WHEREAS, some multi-family residential development in recent years has been distinguished by a scale and character that have impinged upon the privacy, light and ventilation, usable open space and visual quality for adjoining residential neighborhoods; and

WHEREAS, in order to assure that development proceeds in an orderly fashion and in conformance with the General Plan, it is necessary to adopt the following Specific Plan.” (Emphasis added.)

Thus, even the findings found just before Section 2 of the Specific Plan acknowledge that the Plan, must of necessity, limit the intensity of development in hillside areas of the Specific Plan area.

Relationship Between The Citywide Hillside Ordinances and Specific Plan

The City's original Citywide Hillside Ordinance regulated some aspects of development projects but not sufficiently to mitigate impacts of overdevelopment in the hills. The April 1993 adoption of the Mount Washington/Glassell Park Specific Plan, with its sliding FAR restrictions as the size of the lot increases, marked a significant advance in constraining out of scale, inappropriate development intensity in the Specific Plan area. At the time the Specific Plan was adopted, its FAR calculation, different and more inclusive than the more permissive floor area definition of the LAMC, helped reduce mansionization and loss of private open space in the Specific Plan area. It was successful and used by the City in developing similar plans in the City.

From 1993 to 2011, the City Planning Department properly applied Section 2, and almost all the time the Specific Plan's FAR calculation yielded a more restrictive FAR than the Citywide Hillside Ordinance. In 2010, the City enacted the first version of the Baseline Hillside Ordinance, which applied a slope band analysis that restricted the allowable FAR based upon steepness, but also granted significant exceptions that resulted in many houses eligible under the BHO for more FAR than that permitted by the Specific Plan's sliding restrictions based only on lot size. Thus, the original enactment of the BHO, which included a list of exceptions that did not include the Specific Plan, had little impact on the Section 2 comparison of FAR calculations.

That changed in 2017. In response to severe criticism that the exceptions and bonuses were being abused by the real estate development community to evade the intent of the BHO, the 2017 amendment eliminated many of the exceptions and bonus FAR provisions. As

amended, starting a few years ago, the BHO limits became tightened to the point that on sloped hillside lots, the slope band analysis of the BHO resulted in a FAR more restrictive than that of the Specific Plan. At that point, the City Planning Department began applying the BHO and Specific Plan inconsistently.

By way of example, projects that initially violated both the FAR restrictions of the BHO and the Specific Plan were approved under the less restrictive Specific Plan FAR calculation even though the City Planner knew or should have known the BHO FAR calculation was more restrictive. A project at 763 Museum Drive illustrates this ongoing pattern and practice problem and we have submitted relevant records for the Commission to examine. In that case, both an initial Specific Plan FAR calculation and a BHO slope analysis were performed.

However, the slope band analysis was incorrectly performed purporting to grant the greater FAR for the most steeply sloped cliff on the site and the least FAR to the small flat portion of the lot lying next to the street. The BHO slope analysis map submitted by the developer and signed off by a planner claimed the allowable FAR was 1693 square feet but had the math been correctly performed, the BHO allowed only 1,134.8 sq. ft. plus a 200 sq. ft. exemption for the garage for a total of 1,334.8 sf. The initial Specific Plan calculation shown on the original plans totaled 1,616 sf plus a 500 sf garage for a total of 2,116 sf. This design complied with neither the Specific Plan limit of 1,756.8 including the garage, nor the correct BHO FAR limit of 1,334.8 sq. ft. including the 200 sq. ft. garage exemption.

Incredibly this easily observed conflation of the calculation was nonetheless signed off by a City Planner. Ultimately, the developer submitted revised plans that reduced the size of the house to be at precisely 1,756 sq. ft. to comply with the less restrictive Specific Plan FAR limit, but City Planners simply pretended the BHO slope analysis in the project file did not exist. The project is on hold at the building permit stage because of the failure of the Planning Department to properly review the FAR. The Project is facially unlawful because it exceeds the FAR limits allowed by the BHO, and even the approved plans do not appear to be within the less restrictive Specific Plan FAR limit. But somehow it was approved by City Planning anyway.

The case at 763 Museum illustrates that in 2017 when that case was first submitted, the Planning Department started to comply with the BHO slope analysis mapping in order to compare FAR limits generated under the BHO and the Specific Plan. However, while 763 Museum was pending, and responding to political pressure from luxury real estate developers who wanted more FAR to increase their profits, the City Planning staff changed course without any notice to the community. Like at 763 Museum, City Planners began ignoring the BHO slope analysis FAR calculation, and instead, in a gross abuse of discretion, began only applying the Specific Plan FAR which since 2017 rarely generated an allowable FAR more restrictive. The decision of the Planning Department to ignore the plain language of Section 2 of the Specific Plan is an unlawful pattern and practice of the City Planning Department. After decades of General Plan Framework and Northeast Community Plan policies calling for implementation of the most restrictive FAR calculations within the very sensitive hillside areas of the Specific Plan, the Planning Department deliberately chose the opposite path: a defiance of the City's fundamental plans and a give away to new development projects proposed in the Specific Plan. The Planning Department would no longer apply the most restrictive FAR calculation in the Specific Plan area.

This pattern and practice is extremely harmful to the community. Now, the restrictions of the BHO are applied throughout the City and NOT in the Specific Plan. This has incentivized acquisition of Mount Washington and Glassell Park vacant lots by foreign investment trusts seeking to make fast profits with now larger developments allowed by the City Planning Department's unlawful turn away from complying with the City's own laws.

The 464-466 Crane Project Has Not Been Properly Analyzed Both Ways

Section 2 of the Specific Plan, entitled: "Relationship to the Other Provisions of the Los Angeles Municipal Code", begins with the general statement that the provisions of the LAMC will apply to a project developed within the Specific Plan area, unless otherwise directed by the Specific Plan.

"A. The regulations set forth in this Specific Plan are in addition to those set forth in the Los Angeles Municipal Code (LAMC), as amended, and do not convey any rights or privileges not otherwise granted under the provisions and procedures contained therein, except as specifically provided herein."

Thus, for 464-466 Crane the starting point is the LAMC, which contains the BHO regulations at Section 12.21 C.10.b. That law mandates the preparation of slope band analysis showing the calculation of allowable FAR under the LAMC.

If and only if the calculation generated under the slope band analysis required by LAMC is LESS RESTRICTIVE than the FAR calculation performed under the separate provisions of the Specific Plan, would the Specific Plan's FAR rules supercede the BHO's FAR allowance.

"Wherever this Specific Plan contains provisions which require more or less restrictive front yards, less restrictive height, more restrictive Floor Area Ratios, more restrictive landscaping requirements or other greater restrictions or limitations on development than would be required by the provisions contained in the LAMC Chapter I, the Specific Plan shall prevail and supersede the applicable provisions of the Code."

The City Council in adopting this plain language guiding which set of FAR calculations for City Planners to apply states the LAMC must be applied unless the FAR calculation under the Specific Plan is more restrictive. It is the most specific provision addressing the choice of development standard for FAR. Only if the Specific Plan allows less FAR, does the Specific Plan control the FAR of the building.

Section 6 of the Specific Plan sets out merely the method for calculating the FAR of a building under the Specific Plan so that the comparison set forth in Section 2 of the Specific Plan can be made:

"Section 6

A. Floor Area. Notwithstanding LAMC Section 12.21, **no building or structure shall exceed** the Floor Area Ratio based on the formula below:

1. For lots less than 5,000 square feet in size, the maximum Floor Area Ratio is 0.5:1 (0.50 times the lot area).
2. For lots greater than or equal to 5,000 square feet in size, but less than 10,000 square feet in size, the maximum Floor Area Ratio shall be determined by using the following equation: $0.50 - \{[(\text{Lot Area} - 5,000) \times 0.10] \div 5000\}$
3. For lots greater than or equal to 10,000 square feet in size, but less than 15,000 square feet in size, the maximum Floor Area Ratio shall be determined by using the following equation: $0.40 - \{[(\text{Lot Area} - 10,000) \times 0.08] \div 5000\}$
4. For lots greater than or equal to 15,000 square feet in size, but less than 20,000 square feet in size, the maximum Floor Area Ratio shall be determined by using the following equation: $0.32 - \{[(\text{Lot Area} - 15,000) \times 0.05] \div 5000\}$
5. For lots greater than or equal to 20,000 square feet in size, the maximum Floor Area Ratio is 0.27:1 (0.27 times the lot area)." (Emphasis added.)

Section 6 of the Specific Plan sets a not to exceed FAR limit which is a mathematical calculation based upon proper measurement of the proposed project plans. But Section 6 is not the end of the analytical road. The FAR limit of the Specific Plan must be compared to the FAR limit accurately calculated under the BHO's slope band analysis and only then can the most restrictive development standard be applied.

The Specific Plan and BHO FAR Calculations For 464-466 Crane

Based upon a review of the Project Plans and data sets of the City, we undertook a calculation of both the allowable FAR under the Specific Plan and the BHO.

Specific Plan Maximum FAR

Calculation of the Residential Floor Area for the Specific Plan is:

According to ZIMAS the area of the two lots is: 8,913.90 sq. ft. = 5,311.90 + 3,602.00.

Per the Specific Plan the Floor Area Ratio is: $.5 - \{[(\text{Lot Area} - 5,000) \times .10] \div 5,000\}$

Or: $.5 - \{[(8,913.90 - 5,000) \times .10] \div 5,000\} = .42$

And therefore, the maximum RFA under the specific plan is:

$.42 \times 8,913.90 = 3,744.83 \text{ sq. ft.}$

Baseline Hillside Ordinance Maximum FAR

Calculation of the Residential Floor Area (RFA) for 464-466 Crane Blvd per the Baseline Hillside Ordinance (BHO) LAMC Section 12.21 C.10.b – Maximum RFA.

The following analysis was performed using ARCGIS and City of Los Angeles area, slope, and

geographic data recorded in its ZIMAS, Navigate LA, and Geohub systems including the LARIAC 4-foot contours dataset. See the map and tables below.

The total maximum RFA under the BHO is: **2,988.60 sq. ft.** or 755 sq. ft. more restrictive than the Specific Plan. Per the Specific Plan language in Section 2 the controlling RFA for the proposed project is that calculated per the BHO. Under the BHO, the following limits apply based upon the slope bands of the lot:

Slope Band	Slope Band (%)	RFAR	RFA
1	0-14.99	0.45	-
2	15-29.99	0.45	-
3	30-44.99	0.40	217.01
4	45-59.99	0.35	921.18
5	60-99.99	0.30	1,650.42
6	100+	0.00	-
Total RFA from Slope analysis			2,788.60
Exempted Parking			200.00
Total RFA			2,988.60

We show in the below tables how we used the City's own data bases to derive this calculation.

RFAR and Slope Analysis						
Area Index	Contour	DelH	DelL	%Slope	Slope Band	RFAR
1	704	4	9.37	42.7	3	0.4
2	700	4	6.13	65.3	5	0.3
3	696	4	8	50.0	4	0.35
4	692	4	7	57.1	4	0.35
5	688	4	7.6	52.6	4	0.35
6	684	4	7.3	54.8	4	0.35
7	680	4	6.5	61.5	5	0.3
8	676	4	9.1	44.0	3	0.4
9	672	4	6.3	63.5	5	0.3

10	668	4	7.3	54.8	4	0.35
11	664	4	5.2	76.9	5	0.3
12	660	4	7	57.1	4	0.35
13	656	4	6.5	61.5	5	0.3
14	652	4	7.1	56.3	4	0.35
15	648	4	6.6	60.6	5	0.3
16	644	4	6.2	64.5	5	0.3
17	640	4	4.64	86.2	5	0.3
18	636	4	4.36	91.7	5	0.3
19	716	2	2	100.0	6	0
20	708	4	6.84	58.5	4	0.35
21	704	4	6.36	62.9	5	0.3
22	700	4	5.8	69.0	5	0.3
23	696	4	6.2	64.5	5	0.3
24	692	4	6.9	58.0	4	0.35
25	688	4	6.4	62.5	5	0.3
26	684	4	5.7	70.2	5	0.3
27	680	4	5.5	72.7	5	0.3
28	676	4	4.8	83.3	5	0.3
29	672	4	5.1	78.4	5	0.3
30	668	4	4.7	85.1	5	0.3
31	664	4	5.5	72.7	5	0.3
32	660	4	4	100.0	6	0
33	656	4	5.5	72.7	5	0.3
34	652	4	4.8	83.3	5	0.3
35	648	4	4.6	87.0	5	0.3
36	644	4	4.6	87.0	5	0.3
37	640	4	5	80.0	5	0.3

Area and RFA Analysis					
FID	Area	Area Index	Slope Band	RFAR	RFA
0	152.2	36	5	0.3	45.67
1	329.6	16	5	0.3	98.88
2	11.8	19	6	0	-
3	283.3	20	4	0.35	99.15
4	278.1	21	5	0.3	83.44
5	207.6	22	5	0.3	62.28
6	212.3	23	5	0.3	63.70
7	267.1	24	4	0.35	93.48
8	224.1	25	5	0.3	67.24
9	182.7	26	5	0.3	54.81
10	179.4	27	5	0.3	53.82

11	192.0	28	5	0.3	57.60
12	230.1	29	5	0.3	69.02
13	159.8	30	5	0.3	47.93
14	164.9	31	5	0.3	49.47
15	227.3	32	6	0	-
16	152.1	33	5	0.3	45.62
17	167.9	34	5	0.3	50.37
18	186.2	35	5	0.3	55.86
19	123.7	37	5	0.3	37.12
20	184.0	1	3	0.4	73.62
21	356.3	2	5	0.3	106.88
22	293.8	3	4	0.35	102.85
23	298.6	4	4	0.35	104.51
24	275.6	5	4	0.35	96.45
25	302.3	6	4	0.35	105.81
26	319.0	7	5	0.3	95.71
27	358.5	8	3	0.4	143.39
28	343.2	9	5	0.3	102.96
29	258.0	10	4	0.35	90.29
30	341.1	11	5	0.3	102.33
31	343.4	12	4	0.35	120.18
32	304.5	13	5	0.3	91.36
33	309.9	14	4	0.35	108.47
34	415.0	15	5	0.3	124.50
35	65.6	18	5	0.3	19.68
36	213.9	17	5	0.3	64.16
Total	8,914.9				2,788.60



While the above calculation is based upon 4 foot slope bands instead of 2 foot slope bands specified in LAMC, the Commission can see that under the Specific Plan, the maximum FAR allowed is consistent with what the applicant says: 3,744.83 sq. ft. However, using the City’s own publicly available data, we calculated a reasonably close illustration demonstrating that the Project under BHO is limited to not more than 2,988.60 sq. ft. Thus, while the proposed Project with 3,633 sq. ft. might fall within the maximum limit of FAR on the Specific Plan, it is significantly over the maximum BHO FAR of 2,988.60 by about 645 sq. ft. While we are not required to do the City Planning Department’s work for it, this illustration establishes substantial evidence in the record that the Project at 464-466 Crane as currently designed is significantly over the most restrictive FAR mandated by Section 2.

The City Planning staff has made conflicting statements about its “interpretation” of the LAMC and Specific Plan. No doubt in the staff report there will be an effort to justify only applying the Specific Plan’s FAR calculation to projects in the Specific Plan area, including the one at 464-466 Crane. We see this over and over the Planning Department treats developers, not the people of Los Angeles, as its “customers.” Capitulation to lobbying of wealthy developers is not a Policy or Program of the General Plan, but it has become a stealth “Program” in this administration.

However, the Planning Commission and City Council should keep in mind two determinative realities:

- The City Planning Director and his staff have no authority to take a pen and strike out the provisions of Section 2 as if they are not there. The staff is not the legislative body of the City. Only the City Council can amend the City's laws. The City Planning staff cannot declare it is merely "interpreting" the meaning of the Specific Plan when such interpretation would effectively write Section 2 mandates out of the law enacted by City Council. The City Planning staff and this Commission do not possess this authority. They have a duty to comply with the law, not defeat it. Thus, Planning staff and Planning Commissions are required to follow the plain language of Section 2.
- The City Planning staff, in any reasonable "interpretation" of the Specific Plan, is required to follow an interpretation that is consistent with and faithfully implements all of the Goals, Objectives, Policies and Implementation Programs of the General Plan Framework and the Northeast Community Plan listed above. There is an unbroken chain of consistent Policies and Program statements in the City's fundamental planning documents mandating application of the most restrictive FAR as expressly stated in Section 2 of the Specific Plan.

There is no reasonable interpretation of the Specific Plan's choice of FAR regulations that permits the City Planning Department, or this Commission, to declare that applying a less restrictive FAR in the Specific Plan area is consistent with the Specific Plan itself or with the General Plan. In fact, the Northeast Community Plan requires that in any discretionary decision, the decision maker is required to make a consistency finding with the Northeast Plan. The Director's Determination contains no general plan consistency finding. Indeed, to apply the less restrictive FAR limit is not consistent at all with the General Plan – the City cannot make a credible finding of consistency of this approval with the General Plan.

For all of these reasons, the Director's Approval of a Specific Plan Compliance Permit Determination for 464-466 Crane Boulevard (1) violated the law by refusing to analyze the FAR calculation under the LAMC's BHO, and (2) violated the law by approving a Project based only on the calculation of the Specific Plan FAR limit without any evidence supporting a conclusion that it was more restrictive than the FAR limit now provided in the LAMC's BHO.

These actions are a prejudicial failure to act in accordance with law. This appeal should be granted on this ground alone and remanded to the City Planning Department for conduct of analysis required by law.

II. The Apparent Exclusion of Certain Portions of the Building From the Floor Area of the Proposed Structure.

SUMMARY

A preliminary review of the project plans appears to show that certain areas of the structure have been excluded from the floor area calculation in violation of both the Specific Plan or the BHO. Thus, no matter which law is applied, the structure appears to be inconsistent with proper floor area calculations.

ANALYSIS

Even if the Specific Plan FAR maximum applied to this Project, which it does not based upon the above approximate calculations, the plans approved by the Director do not appear to include all required floor area under the Specific Plan definition in the FAR calculation.

The Specific Plan defines Floor Area as measured from the outside walls of the structure and including nearly everything that impacts the environment except uncovered outdoor decks:

“Floor Area: Notwithstanding LAMC Section 12.03, Floor Area is that areain square feet confined within the exterior walls of a building of a One-Family Project, including the area of stairways, shafts, covered automobile parking areas and basement storage areas, and excluding uncovered outdoor decks.”

The approved plans contain unmarked shafts and a huge mechanical room, all of which are not shown with Specific Plan FAR calculations. Because the plan set before the Commission fails to contain enough measurements and depictions of covered decks, there is no substantial evidence in the record that the house even complies with the FAR limit of the Specific Plan. The plans appear to not include areas that are countable in floor area calculations.

For all of these reasons, the Director’s Approval of a Specific Plan Compliance Permit Determination for 464-466 Crane Boulevard violated the law by failing to include in the FAR calculation all of the spaces appearing on the approved plans.

III. The Failure to Prepare An Environmental Assessment and At Least An MND Because The Project Has Unusual Circumstances Of Adverse Slope/Soil, Mapped State Habitat Of Special Concern, And Cumulative Safety Impacts Of Simultaneous Houses At The Same Time.

Summary

A categorical exemption cannot be used where there are unusual circumstances. The Director’s Determination skips mentioning of project site conditions that should have triggered preparation of an environmental assessment and preparation of at least a mitigated negative declaration as the proper environmental review document. The project site has had prior soils reports that show conditions adverse or extremely challenging for construction on the steeply sloped lot, with difficult bedrock conditions, and with 7 to 15 feet of loose soil lying on top of the bedrock.

This project was on hold for a period of time. The applicant was required by LADBS to conduct one extensive borehole on the site as part of the latest review. The community observed this unusual circumstance and the results of such an unusual review should have been publicly disclosed and analyzed in at least an MND to calm community concerns about a landslide or slope failure at this troublesome site. Only one borehole was done at the site because the applicant could not safely drill a second one due to the adverse slope conditions.

The Directors Determination failed to identify adjacent state mapped areas of special concern and study the impacts upon those areas.

The Directors Determination ignores previous community concerns raised about intense construction activity on up to 10 sites in just the 300 and 400 block of Crane Boulevard. The cumulative construction impacts of multiple sites under construction at the same time has not been analyzed at all and therefore the City has not shown the cumulative impacts of narrow and steep Crane Boulevard do not require a more detailed study of impacts and extraordinary project conditions to protect the health and safety of workers at the site and the surrounding residents – particular in a Very High Fire Hazard Severity Zone.

Analysis

The Project Compliance Permit Determination for the Specific Plan is a discretionary decision which is a project subject to the California Environmental Quality Act (“CEQA”). The City’s Project description in its Notice of Exemption fails to describe the whole of the action required in order to develop the Project at 464-466 Crane Boulevard. It is fundamental that to determine whether or not a categorical exemption can be applied to a project, a description of the whole of the actions the City will consider for approval and a reasonable description of environmental setting is a basic first step. That did not happen here.

Here is the entire project description: “The project proposes new construction of a three (3)-story, 3,633-square foot single-family dwelling, with a 533-square foot attached garage, on an 8,914.1–square foot vacant lot that is within the Mount Washington-Glassell Park Specific Plan.”

A failure to appropriately describe a project can result in a failure to analyze potential significant impacts associated with the whole project.

A More Complete Project Description is Required to Analyze Eligibility for Categorical Exemption.

Beyond the anodyne description of the City, the Project seeks the discretionary approval of a Specific Plan Project Compliance Permit and a number of other discretionary and ministerial approvals including a waiver of the Bureau of Engineering’s requirement to dedicate a 5-foot addition to Crane Boulevard along the front of the building site, and all permits necessary to remove lateral support soil of Crane Boulevard, and construct a retaining wall in 6 or more feet of incompetent soils lying to the immediate east of the public right of way and concrete roadway. According to the Soils and Geology Report of GeoSystems, the Project involves the construction of two bridges between the street and two garages included inside the house structure which will rest on a series of friction piles drilled many feet down into the hillside. Additionally, another bridge and large concrete planter structure appears to be proposed between the two garage bridges.

If the Project’s characteristics or setting requires an Environmental Assessment, CEQA Guidelines mandates that the City assess the entire project represented by not only the Specific Plan Project Compliance Permit but all of the other discretionary and ministerial permits as well. In other words, for the purposes of CEQA, to avoid unlawful piecemealing of the environmental review, the Project must be assessed as encompassing all of the work authorized by all of the permits the applicant needs to build the Project. CEQA Guidelines Section 15268 (d) imposes this requirement: “Where a project involves approval that

contains elements of both a ministerial action and a discretionary action, the project will be deemed to be discretionary and will be subject to the requirements of CEQA.” Thus, here where the applicant seeks a mixture of discretionary and ministerial permits in order to complete the whole project, all of the permits must be treated as part of the discretionary action. The failure of the City to include these other permits and what work on the environment they involve is a failure to describe the entire project as required by basic CEQA regulations. This type of project description is wholly missing from the proposed exemption prepared by the City.

Absence of a Description of the Environmental Setting Improperly Obscures Review of Several Critical Environmental Issues.

The subject two lots are not just located in a hillside area as the Notice of Exemption blandly states, they are uniquely situated at the crest of a particularly steep escarpment on Mount Washington. According to the Soils and Geology Report of Geosystems, the slope descends 210 feet in elevation to the roadway of Marmion Way at the foot of the escarpment. The subject site, based upon the topographical map, drops 71 feet over the 104 feet of the average downhill length of the lots. At this particular location, the entire length of the frontage is protected with a steel guardrail because just on the other side of the guardrail the hillside plunges downward at slopes so steep it is hard for humans to stand up.

As stated above, prior to the Director’s Approval the applicant was required to enter the lots and set up a drilling rig to drill down into the bedrock a testhole of 66 feet. (Actually, the drilling stopped at 66 feet because the bedrock became impenetrable which raises concerns whether blasting or ever more dangerous activities are required to sufficiently anchor the house to the escarpment.) The borehole was drilled at the far northwest corner of the two lots, the only location where there is a bit of flat dirt before the slope plunges downward. In order to physically place a drilling rig on the southern lot, excavation and temporary shoring of the hillside to construct a roadway would be necessary to investigate the bedrock underlying the other lot. Therefore, no borehole was undertaken at all on the lot at 464 Crane.

The City’s own criteria designate a slope such as this as an Extreme Slope. Moving construction drilling equipment onto the slope will likely involve temporary excavation and shoring to built a pathway out and down slope to the drilling locations, yet the Project description contains no explanation of how this extraordinary drilling operation will be carried out without an upset or debris rolling down the hillside onto Marmion Way. Additionally, if there will be drilling of friction piles at Crane Boulevard, there is no description how all of this work will be carried out without impacting the travel side of Crane Boulevard where all vehicles must pass at the frontage of the two lots.

The City civilly sanctioned the prior owners of these lots when they entered upon the lots and chopped down multiple protected black walnuts, and at least one significant tree under the regulations of the Specific Plan, a large California Pepper Tree. The owners were required to plant remedial trees, and due to their location at the far bottom of the lot, and lack of maintenance, it is unknown if they survived. The tree removals, contrary to the City’s Specific Plan application form, were not disclosed, and there is no substantial evidence that the impacts and degradation of the site by the prior owner have been mitigated. A construction ban was placed upon these lots and the project description fails to disclose this penalty, or whether it still operates on the property.

Based upon the foregoing, the City's one sentence "project description" fails to disclose all discretionary and ministerial approvals necessary to build the Project and the failure to describe the work associated with all of these permits is an unlawful piecemeal of the Project description. Additionally, the failure to describe the environmental setting of the proposed Project improperly obscures the health, safety, extraordinary noise, diesel and other construction impacts on the sensitive receptors that are within just a few feet of the excavation, grading, and friction pile drilling. Additionally, these loud and very disruptive processes, clearly required to drill 8 to 10 piles 50-70 foot lengths into competent bedrock will go on for extended periods of time disrupting the lives of the sensitive receptors. Such activities cannot be mitigated even partially with the City relying on the City's noise ordinance – a regulatory "control" measure mostly observed in the breach with no enforcement at construction sites.

A Proper Project Description Confirms The Project is Not Entitled to Categorical Exemption.

The City, based upon its one sentence project description, asserts that the Project qualifies for a Category 3 CEQA exemption because it is a single-family house. Generally, CEQA Guideline 15303 for New Construction of Small Structures might apply if this were (1) a flat lot, (2) not on a 210 foot escarpment, and (3) in the middle of a potential construction zone of up to 10 single family homes under construction in the 300-400 block of Crane Boulevard on one to steepest, narrowest, hair pin turned segments of roadway in Mount Washington.

There is substantial evidence that Guideline 15300.2 (a), (b) and (c) apply to require preparation of a of an Environmental Assessment form, and prepare at least a mitigated negative declaration, if not an EIR if any impacts like construction noise could simply not be mitigated beneath a properly disclosed threshold of significance.

Guideline 15300.2(a)

This guideline does not permit a Class 3 exemption for any project located adjacent to or in a specially mapped area of environmental concern.

The Project site has value as habitat for both Southern California Black Walnuts and Toyon. As shown below, the project site shares a boundary within a mapped biological resource area. These resource areas are shown in Page C-11 of the City's CEQA Thresholds Guide. (The Guide is available at <https://planning.lacity.org/eir/CrossroadsHwd/deir/files/references/A07.pdf>.)



The City may not use a Class 3 exemption when a project “may” impact on an environmental resource of critical concern. The mapped biological resource areas in the City’s Thresholds Guide constitute environmental resources of critical concern and the Project may have an impact on said resources.

Some of the environmental resources located within a biological resource area include sensitive species. Southern California Black Walnut trees are included in the City CEQA Thresholds Guide’s “Sensitive Species Compendium” as shown below. The status of this tree is listed as “4” – which means “Plants of limited distribution - a watch list.” A footnote describing this species category is included that states:

“Very few of the plants constituting List 4 meet the definitions of Section 1901, Chapter 10 (Native Plant Protection Act) or Sections 2062 and 2067 (California Endangered Species Act) of the California Department of Fish and Game Code, and few, if any, are eligible for listing. Nevertheless, many of them are significant locally, and the DFG recommends that List 4 plants be evaluated for consideration during preparation of environmental documents relating to CEQA. This may be particularly appropriate for the type locality of a List 4 plant, for populations at the periphery of a species’ range or in areas where the taxon is especially uncommon or has sustained heavy losses, or for populations exhibiting unusual morphology or occurring on unusual substrates.”

Markup of Sensitive Species Compendium for L.A. CEQA Thresholds Guide

C. Biological Resources

Exhibit C-7, continued

SENSITIVE SPECIES COMPENDIUM - CITY OF LOS ANGELES

SCIENTIFIC NAME	COMMON NAME	STATUS	ZONE *	HABITAT
Plants (Con't)				
<i>Deinandra minthornii</i> (<i>Hemizonia parryi australis</i>)	southern tarplant	1B	Unknown	ET, GL, VP
<i>Dichondra occidentalis</i>	western dichondra	4	4	CH,OW,CS, GL
<i>Dithyrea maritima</i>	beach spectaclerpod	ST, 1B	4	CD,CS
<i>Dodecahema leptoceras</i>	slender-horned spineflower	SE, FE, 1B	1	AF,CH
<i>Dudleya b. blochmaniae</i>			3	CS,CB,CH, GL
<i>Dudleya cymosa marcescens</i>		1B	3	CH
<i>Dudleya cymosa ovatifolia</i>			3,4	CH,CS
<i>Dudleya multicaulis</i>			2	CH,CS,GL
<i>Dudleya virens</i>			4	CH,CS
<i>Erysimum insulare suffrutescens</i>	suffrutescent wallflower	4	unknown	CB,CD,CS
<i>Fremontodendron mexicanum</i>	Mexican flannelbush	SR, FE, 1B	1,2,3	MF,CH,OW
<i>Galium angustifolium gabrielense</i>	San Antonio Canyon bedstraw	4	1	MF
<i>Galium cliftonsmithii</i>	Santa Barbara bedstraw	4	2,4	OW
<i>Galium johnstonii</i>	Johnston's bedstraw	4	unknown	MF
<i>Goodmania luteola</i>	golden goodmania	4	Unknown	DW,PL,GL
<i>Helianthus nuttallii parishii</i>	Los Angeles sunflower	1A	3	CM,FM
<i>Heuchera abramsii</i>	Abram's alumroot	4	Unknown	MF
<i>Heuchera elegans</i>	urn-flowered alumroot		Unknown	MF
<i>Hulsea vestita gabrielensis</i>	San Gabriel Mtns. sunflower	4	1	MF
<i>Juglans c. v. californica</i>	So. Cal. black walnut	4	1,2,3	CH,OW,AF
<i>Juncus acutus leopoldii</i>	southwestern spiny rush	4	4	CD,CM
<i>Juncus duranii</i>	Duran's rush	4	Unknown	MF
<i>Lasthenia glabrata coulteri</i>	Coulter's goldfields	1B	Unknown	CM,PL,VP
<i>Lepechinia fragrans</i>	fragrant pitcher sage	4	3	CH
<i>Lilium humboldtii ocellatum</i>	ocellated Humboldt lily	4	1,2,3	CH,OW,CO
<i>Linanthus orcuttii</i>	Orcutt's linanthus	1B	Unknown	CH,MF
<i>Lupinus elatus</i>	silky lupine	4	Unknown	MF
<i>Lupinus excubitus v. johnstonii</i>	interior bush lupine	4	Unknown	MF
<i>Lupinus peirsonii</i>	Peirson's lupine	1B	Unknown	CH,CS,RW
<i>Malacothamnus davidsonii</i>	Davidson's bush mallow	1B	1,3	CS,RW
<i>Microseris douglasii v. platycarpha</i>	small-flowered microseris	4	Unknown	OW,CS,GL
<i>Monardella cinerea</i>	gray monardella	4	Unknown	MF

The Southern California Black Walnut is a sensitive species with a Class 4 status

Refer to Exhibit C-1

City of Los Angeles
2006

L.A. CEQA Thresholds Guide
Page C-34

A marked-up screenshot of the Sensitive Species Compendium Key Chart from the Thresholds Guide is shown below:

Exhibit C-7, continued

SENSITIVE SPECIES COMPENDIUM - CITY OF LOS ANGELES

KEY (continued)

California Native Plant Society (CNPS)	
1A	Plants presumed extinct in California ³
1B	Plants that are rare, threatened, or endangered in California or elsewhere ³
2	Plants that are rare, threatened, or endangered in California, but more common elsewhere ³
3	Plants about which more information is needed - a review list ⁴
4	Plants of limited distribution - a watch list ⁵
Habitat Code Designations - California Natural Diversity Database (CNDD)	
AF	Alluvial Fan Sage Scrub
BW	Brackish Water
CB	Coastal Bluff Scrub
CD	Coastal Dunes
CH	Chaparral
CL	Coastal Lagoon
<p>³ All of the plants constituting Lists 1A, 1B, and 2 meet the definitions of Section 1901, Chapter 10 (Native Plant Protection Act) or Sections 2062 and 2067 (California Endangered Species Act) of the California Department of Fish and Game Code, and are eligible for listing. According to the DFG, if the taxa on List 1A are rediscovered, they should be fully considered during preparation of environmental documents relating to CEQA. List 1B and 2 plants should be fully considered during preparation of environmental documents relating to CEQA.</p> <p>⁴ Some of the plants constituting List 3 meet the definitions of Section 1901, Chapter 10 (Native Plant Protection Act) or Sections 2062 and 2067 (California Endangered Species Act) of the California Department of Fish and Game Code, and are eligible for listing. The DFG recommends that List 3 plants be evaluated for consideration during preparation of environmental documents relating to CEQA.</p> <p>⁵ Very few of the plants constituting List 4 meet the definitions of Section 1901, Chapter 10 (Native Plant Protection Act) or Sections 2062 and 2067 (California Endangered Species Act) of the California Department of Fish and Game Code, and few, if any, are eligible for listing. Nevertheless, many of them are significant locally, and the DFG recommends that List 4 plants be evaluated for consideration during preparation of environmental documents relating to CEQA. This may be particularly appropriate for the type locality of a List 4 plant, for populations at the periphery of a species' range or in areas where the taxon is especially uncommon or has sustained heavy losses, or for populations exhibiting unusual morphology or occurring on unusual substrates.</p>	

The Southern California Black Walnut is a "plant of limited distribution" that "should be evaluated under CEQA."

Based on the threat to this native tree, in 2006 the City adopted Ordinance 177404 to amend its Protected Tree Ordinance. The Southern California Black Walnut was added to the list of protected trees and their removal was prohibited without the issuance of a tree removal permit and a determination from the Board of Public Works that removal was "necessary" in order to allow for "reasonable development."

Notably, the City Planning Commission made the following finding when it recommended approval to the City Council for the amended Protected Tree Ordinance:

In accordance with Charter Section 556, the proposed ordinance (Appendix A) is in substantial conformance with the purposes, intent, and provisions of the General Plan. It implements Policy 3 of Section 6: Endangered Species of the Conservation Element⁴ of the

General Plan by *revising regulations concerning endangered species*; and Policy 4 of Section 10s: Habitats of the Conservation Element of the General Plan by creating legislation that encourages and facilitates protection of local native plant and animal habitats. It also implements the California Environmental Quality Act by designating *Juglans californica* var. *californica* as a protected species, consistent with the recommendations of the California Native Plant Society (6th. Inventory of Endangered Species, RED Code 4-4-4) that this “locally significant” species be “evaluated for consideration during the preparation of environmental documents relating to CEQA.

The City Council adopted the Planning Commission’s findings. Policy 3 of Section 6: Endangered Species of the Conservation Element of the General Plan states:

Policy 3: continue to support legislation that encourages and facilitates protection of endangered, threatened, sensitive and rare species and their habitats and habitat corridors.

Policy 4 of the Habitats portion of the Conservation Element of the General Plan states:

Policy 4: continue to support legislation that encourages and facilitates protection of local native plant and animal habitats.

The Conservation Element clearly lays out the rationale for regulation and protection: “Without protection of habitats suitable for species propagation, entire species of native plants and animals gradually will decline or become extinct. A couple of hundred plants and animals that live in Los Angeles habitats are listed on the federal and/or state endangered, threatened or species of special concern lists. Within the Santa Monica Mountains National Recreation Area alone 26 plants and animals are classified as rare, threatened or endangered and 58 more have been placed on the list of species of special concern by the National Park Service. Within the city more than 180 plant and animal species are listed by the Environmental Affairs Department for the city as a whole.” The Conservation Element is available at: <https://planning.lacity.org/cwd/gnlpln/consvelt.pdf> It appears that the original source document incorrectly states the section number where the “Habitats” portion of the Conservation Element is found. The “Habitats” section is located in Section 12 (not Section 10)

The City’s official CEQA Thresholds Guide states: A project would normally have a significant impact on biological resources if it could result in:

- The loss of individuals, or the reduction of existing habitat, of a state or federal listed endangered, threatened, rare, protected, or candidate species, or a Species of Special Concern or federally listed critical habitat;
- The loss of individuals or the reduction of existing habitat of a **locally designated species** or a reduction in a locally designated natural habitat or plant community; (emphasis added)
- . . .

It is clear that this is a parallel to the definition of a “sensitive biological resource” found in that same document: For the purposes of the Thresholds Guide, a sensitive biological resource is defined as follows:

- A plant or animal that is currently listed by a state or federal agency(ies) as endangered, threatened, rare, protected, sensitive or a Species of Special Concern or federally listed critical habitat;
- A plant or animal that is currently listed by a state or federal agency(ies) as a candidate species or proposed for state or federal listing; or
- A locally designated or recognized species or habitat.

The quoted statement from the CEQA Thresholds Guide above, in combination with the definition of a sensitive biological resource and the requirement that the description of the environmental setting include a “statement of the potential for existing sensitive resources, based upon review of Exhibit C-7” make it clear that California Black Walnut trees are a sensitive resource in the City of Los Angeles.⁶ The presence of this sensitive species⁷ is an unusual circumstance with the potential to result in biological resource impacts.

Guideline 15300.2(b)

Cumulative impacts of extremely equipment heavy construction activity that will significantly contribute to construction noise, diesel, and construction traffic blockage should all the individual projects the City has approved or requested to approve go to construction at about the same period will place public safety at risk. The justification for the Categorical Exemption claims that there is no construction in the vicinity of the Project site. That may have been true when the Exemption was drafted but it is no longer true. As the Crane Boulevard Safety Coalition has stated in the record for the project next door at 462 Crane, cumulative major construction projects are destined to negatively impact the community under the City’s current lack of oversight. See pictures of the construction materials at 462 Crane where drilling and foundation work continues.

The City relies upon an environmental study on cumulative traffic impact, but it has not disclosed or distributed this cumulative impact study for the rigors of public comment via the negative declaration, mitigated negative declaration or EIR public comment process. The City asserts: “trust the developer’s consultant report in the file that we showed to no one.” That is not the way that CEQA works.

The fact that the City and developer decided to prepare an environmental study at all to support the bogus categorical exemption claim is substantial evidence that the report should have been part of a comprehensive negative declaration or EIR public comment process, not some secret back pocket environmental study justifying an improper Categorical Exemption claim. Thus the City has the process backwards: One does not prepare a series of environmental studies of discrete topics as a basis to claim exemption from CEQA. This was a failure to proceed in accordance with the CEQA statute and guidelines.

Guideline 15300.2(c)

A categorical exemption may not be used to avoid environmental review if the project description reveals unusual circumstances that the Project may have a significant impact.

The piecemealing of the discretionary and ministerial permits from the Project description means that the entire Notice Exemption evaluation failed to assess the full scope of work needed to build the Project, and whether all of the scope of work qualifies for exemption. Additionally, proposing to perch a single-family house on friction piles drilled into an Extreme Slope as defined by the City itself, and building bridges from Crane Boulevard street infrastructure over to the house structure merits a full and careful environmental review.

Despite the City claiming that the construction of this house will be no different from others in the vicinity, that is simply not true. None of the existing homes surrounding the Project site are constructed this way. All are poured concrete foundations on grade, anchored to bedrock in accordance with whatever the construction standards were at the time of construction. By drilling essentially 60 foot levers into the Extreme Sloped bedrock, there has been no opportunity of the community to review and comment on the construction plan and assure justified concerns that the weight of the entire house will not adversely impact the bedding planes of the bedrock that underlie Crane Boulevard or nearby homes.

Members of the community have a right to see a methodical and objective evaluation of the actual project placed in its extremely challenging and problematic environmental setting. The Soils and Geology Reports, materials the Planners are holding in their files, and readily available, are substantial evidence in the record before the City that these unusual and very concerning circumstances merit preparation of an Environmental Assessment and conduct of a public comment process on the project concept, potential impacts, and imposition of legally enforceable mitigation measures to protect public health and safety.

IV. The Improper Use of Regulatory Control Measures When It Cannot Be Shown In The Record That There Will Not Be Significant Noise, Grading, And Safety Impacts.

Summary

The City's pattern and practice of merely listing regulatory control measures without demonstrating with substantial evidence that they in fact at this particular project site will not leave potential significant impacts unmitigated is contrary to law.

Analysis

The mere existence of certain laws that a project may have to comply with does not mean that a particular environmental impact of the project has been ipso facto mitigated beneath the threshold of significance. It requires analysis of substantial evidence in the record that application of a particular law will reduce impacts of this particular Project beneath the threshold of significance for each environmental issue.

Additionally, a Regulatory Control Measure (RCM) itself is not a threshold of significance. In other words, the fact that a Project will comply with a law or regulation does not automatically mean that impacts have been reduced or eliminated beneath a threshold of significance.

Nonetheless, the City Planning Department in recent years has developed a boilerplate list of

Regulatory Control Measure that the City state may be applied and enforced on an individual project. Again, this is not how CEQA works. The City cannot say “maybe” certain laws and regulations will apply to the project to mitigate the impacts beneath the reasonable levels of significance. The City has to do the work. It has to articulate the threshold of significance from its handbook on thresholds, or otherwise as set by law, analyze the how and to what extent the expected project impacts will be mitigated. The City is also required to supplement the RCMs with project conditions to further mitigate the Project impacts. If all impacts can be mitigated beneath the articulated thresholds of significance, a mitigated negative declaration is permissible. If not, an EIR is required.

That is the process when a proper project description shows possible significant impacts when an Environmental Assessment is required because a Project is not exempt. Because this Project is clearly shown subject to unusual and dangerous site construction and maintenance conditions, it does not qualify for a categorical exemption as discussed herein.

But even if there was a serious exemption question, the City is not permitted by CEQA, as it has done here, to simply cite the existence of some list of RCMs, and assert without citation to the record and analysis how each of the RCMs applies to this Project, and how each addresses a particular environmental topic. Again, the City has to do the work, and it has not done so. The City attached to the Director’s Determination a boilerplate list of RCMs that are commonly applied, without informing the public that which of the RCMs are in fact applicable, how they are applied to a threshold of significance, and how the RCMs “solve” the Location, Cumulative Impacts, and Unusual Circumstances of the Project at hand.

Having failed to even try to do this, waving a list of RCMs and claiming they are a legitimate basis to conclude an exemption is applicable is a failure to proceed in accordance with law.

V. The Use of a Tree Report That Appears To Fail To Study The History Of Tree Removals From the Project Site And Account For Their Replacement.

Summary

The Specific Plan and City’s application requires analysis of the history of tree removals at a project site. This was not done in this case even though a record of unlawful tree removals is readily available to City Planners. The removal of trees from the site since the enactment date of the Specific Plan is required to be addressed, and the failure to do so is an abuse of the Director’s discretion.

Analysis

In 2005, the previous owner to the two lots removed a number of native Black walnut trees from the 466 Crane Blvd. lot without permits and in violation of the City’s native tree ordinance and the Specific Plan. Local residence asked the City to investigate and the City determined that the trees had been removed in violation of the native tree ordinance (and because of the size of the trees likely the Specific Plan as well) and an enforcement action was taken that included replacing the removed trees. This record is still available to the City and the current owners as indicated on in Building and Safety online information system.

[Back to LADBS](#)

[All Services](#)

466 N CRANE BLVD

Date Received: 5/27/2005
Description: MISCELLANEOUS COMPLAINTS
Inspector: HENRY OJEDA
Status: CLOSED

Order Information

Order Number	Order Type	Effective Date	Issued By	Phone
0	ORDER TO COMPLY	5/27/2005	HENRY OJEDA	

Code Violation Information

Violation	Date in Compliance
Removal of native and/or significant tree without the required Project Permit per The Mount Washington/Glassell Park Specific Plan. Arrange for inspection before commencing any further work.	11/6/2006

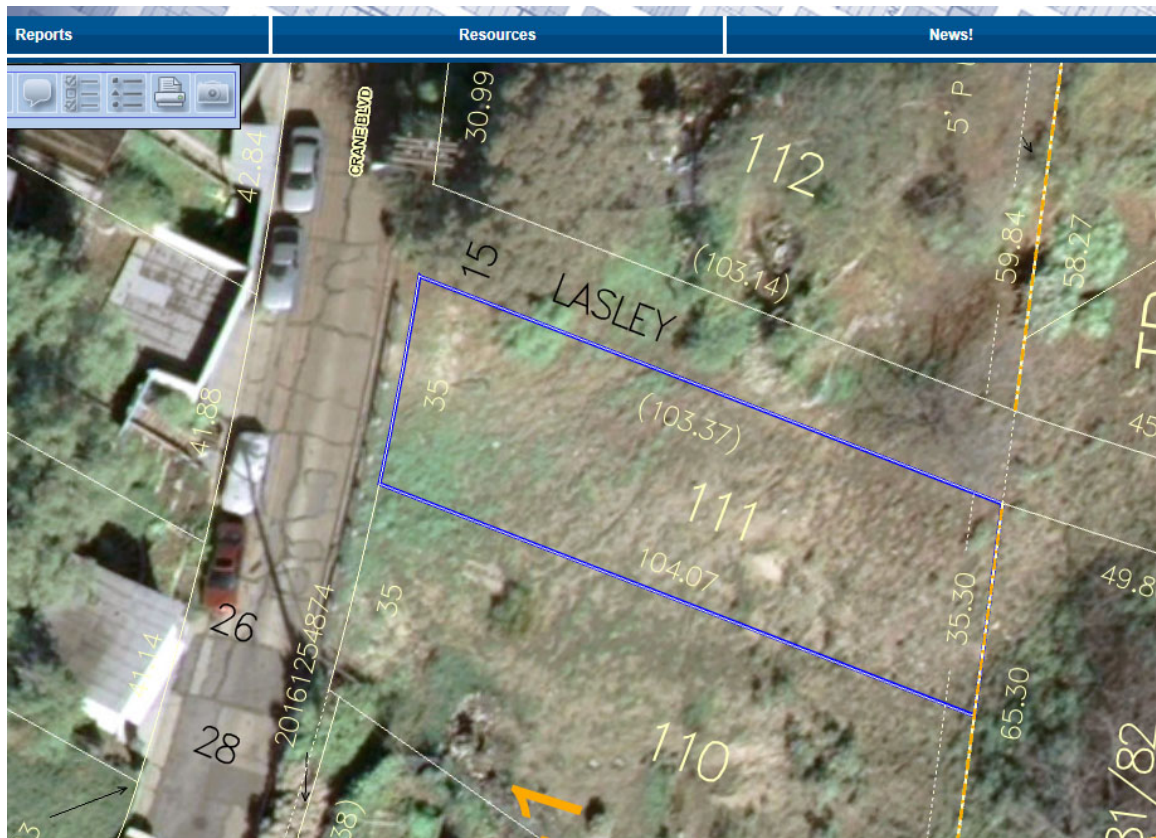
While neighbors witnessed replacement trees being planted (at the lower part of the lot), they also witnessed no watering or establishment of the replacement trees. The replacements were never properly established and died within the first year. The City enforcement action required, as the LADBS documentation above shows, that the owner was to arrange for further inspection before any further work was to commence. The current tree report before you fails to disclose this history and to account for the failure of the required replacement trees to become established.

As a result, you should require a new tree report that accounts for this past history and that recommends how the current owner intends to cure the violation and meet the requirements of the enforcement.

In reviewing the records for these lots on ZIMAS, one can visually see the evidence of the trees existence prior to 2005. Here is the ZIMAS ortho image from 2001 showing over half the lot covered by trees.



And here is the lot in 2006 showing no trees (similar inspection on ZIMAS shows no trees up to 2017).



VI. The Decision's Inclusion Of Language Creating A Vague Fire Safety Regulation Exception To The Requirements Of The Specific Plan That Does Not Exist.

Summary

On page 3, the Director included language that purports of function as an override of the Specific Plan's native tree, shrub and landscaping requirements. This provision is inconsistent with the City Council's enactment of the Specific Plan and is a failure to comply with requirements, including potentially excusing performance of legal requirements at the building permit or inspection stage of the project.

Analysis

Condition 6 c states: "Fire Safety. The landscaping and preservation, relocation, and removal of Native and Significant Trees shall not require any planting in violation of applicable fire safety regulations."

The City brush clearance ordinance and fire code for an area that is in a Very High Fire Hazard Severity Zones (VHFHSZ), such as these lots, requires vegetation to be trimmed and maintained in a specific manner, see <https://www.lafd.org/fire-prevention/brush/brush-clearance-requirements>. The requirements include trimming grasses and native brush

The Specific Plan on the other hand requires in Section 8 that "Each replacement tree planted on a slope shall be a minimum of 15 gallons in size and shall be surrounded by Native Plants according to xeriscape and landform planting specifications."

The landscape plan for the project shows a number replacement native trees (for the ones noted in the tree report for removal, but not the ones removed in 2005 and never properly replaced) and other native plants. The plan appears to meet the fire code requirements for a VHFHSZ but not the Specific Plan requirement on surrounding the replacement trees with native plants as per the City's landscape ordinance. The density of native plants is low to very low for this landscape and appear to be driven by Condition 6 c to the degree that that landscape architect has weighed the potentially conflicting requirements: the Specific Plan on one hand and the LAFD code on the other.

Condition 6 c is being used to trump the requirements of the Specific Plan. But the Director does not have the authority to re-write a City Ordinance such as the Specific Plan requirements. At a minimum the degree to which the Fire Code and the Specific Plan have been determined by the City to be in tension would constitute an unusual situation and merit further analysis in an MND.

However, in our view, the two codes (Fire and Specific Plan as written need not be (or are not) in conflict. But rather the landscape architect and City planners appear to believe they are (or might be) and hence have proposed and approved a landscape plan that clearly meets the Fire Code but not the Specific Plan. Condition 6 c should be removed as a condition (after all it is entirely superfluous and merely states that the project must conform to the law) and a new landscape plan should be required that implements the Specific Plan landscape requirements.

VII. The Complete Absence From the Director's Decision Of Reference To The History Of Soil Reports And The Conditions Imposed By The City In The Geology Approval Letter.

Summary

It is the City's practice to require preparation of soils reports and in approving such reports, the City exercises discretion in determination of project conditions to provide for the safety in construction and over the project's useful life. The failure of the Director's Determination to identify the soils reports and project conditions appears to be a tactic to avoid expressly imposing project conditions for a project subject to CEQA. The Director has a legal duty under CEQA to study the safety of grading and construction methods, particularly on such a steep and geologically troubled lot. Thus, it appears the Director has avoided mentioning the geology approval conditions because to do so would be an admission that an environmental assessment was required and at a minimum, a mitigated negative declaration was required to address the serious construction and safety challenges at this site.

Analysis

This seventh ground for appeal was initially identified and focused on the City's review of the Soils and Geology reports prepared for the project site (GeoSystems November 2020 and SubSurface Design November 2005) as a glaring violation of CEQA by avoiding any mention of either of these reports in the Director's Determination. Copies of these two reports are placed into the record before the Commission.

Both of these reports recommend that the City impose conditions that are more stringent than building codes or other laws. Such conditions apply the expertise of the geology and engineering firm to the particular soil and geologic conditions found at the Project site. The City, after review of the report, routinely issues, as it did here, a Soils and Geology Approval letter in which the City generally adopts the report's recommended project conditions.

Project conditions that are more stringent than building codes or other laws and regulations are not RCMs. They are the application of discretion to the facts of the particular case. They are conditions imposed to address environmental harms found on the CEQA Checklist, and as such, in adopting the recommendations of the GeoSystems Report dated November 3, 2020, the City imposed many environmental conditions. But this has the CEQA process backwards.

A lead agency cannot process a Notice of Exemption of a Project from CEQA, and then purport to impose numerous discretionary environmental conditions on the project. If a project has potential impacts so significant that the soils and geology firm had to recommend custom project conditions to assure a safe project, such mitigation measures are required by CEQA to be imposed through the circulation of the proposed mitigation measures for public review and comment, and after close of comment, incorporation of such project conditions into a legally binding project approval with supporting environmental clearance.

We also observe that the applicant saw fit to prepare other environmental studies that are lying in a file at City Hall but never circulated in an appropriate environmental document for

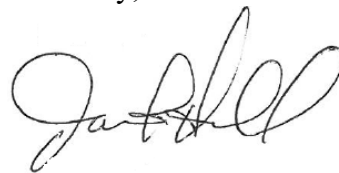
public comment. These other studies include: a traffic study by Jano Baghdanian of JB Associates that concluded the Project would work “without unnecessary delays and will coordinate schedules and parking with any developers in the surrounding area”; a Construction Traffic Management Plan where the Notice of Exemption states: “The proposed project will be subject to the conditions detailed in the Project’s Construction Traffic Management Plan, included in the case file, which was reviewed and stamped- approved by LADOT on March 11, 2021”; a tree report by Arsen Margossian with recommended project conditions to require a 4:1 replacement ratio for the removal of one black walnut tree on the denuded slope.

The fact that the City or applicant contracted for the preparation of all of these reports in an effort to document that potential environmental impacts are mitigated to less than significance is only proof of one thing: an Environmental Assessment should have been performed, these reports should have been attached and circulated in support of a negative declaration, mitigated negative declaration, or EIR.

The City’s conduct is completely off the rails. It cannot short circuit the CEQA review process by performing studies on multiple potential significant impacts, tuck the reports into its file without circulated them for review and public comment, and then say with the project conditions in these reports the Project really truly must be exempt. The opposite is true. The Project is subject to Environmental Assessment to determine what level of environmental review will be necessary to investigate the potential impacts and whether they can all be mitigated beneath the level of significance.

Thus, the Director’s imposition of undisclosed project conditions in various reports not mentioned to the public in the Director’s Determination or, in the case of the geology reports, in the Notice of Exemption, is a failure to proceed in accordance with law. No categorical exemption is established. An Environmental Assessment must be performed.

Sincerely,

A handwritten signature in black ink, appearing to read "Jamie T. Hall", with a stylized, cursive script.

Jamie T. Hall

**Mark Kenyon
505 W Avenue 44
Los Angeles, CA 90065**

To whom it may concern:

I request that the materials and documents that are found at:

https://www.dropbox.com/sh/9si79z9yiffzz79/AAD_cfqVE8-bF15rqmZwl7Xga?dl=0

Be entered into the record for the proposed project at 464 & 466 Crane Blvd. (DIR-2020-427-SPP-1A and ENV-2020-428-CE).

The link contains reference materials and documents referred to (or that will be referred to in testimony) by myself and others before the City, its Departments, Commissions, and Council. This material includes:

Copies of City Ordinances and guidelines relating to the Baseline Hillside Ordinance.

Copies of City documents and public comment of two related projects: 763 Museum and a 2018 project on Rainbow Avenue.

Copies of documents related to the 2005 tree removal found in the City records to 466 Crane Blvd. including ortho images from ZIMAS.

Thank you,



Mark Kenyon



Planning APC East LA <apceastla@lacity.org>

Request for materials to be added to the record for DIR-2020-427-SPP-1A and ENV-2020-428-CE

Mark Kenyon <mark.b.kenyon@gmail.com>
To: Planning APC East LA <apceastla@lacity.org>
Cc: Jamie Hall <jamie.hall@channellawgroup.com>

Tue, Jul 6, 2021 at 11:54 AM

To whom it may concern,

I would like to request that the materials and documents that are found at:

https://www.dropbox.com/sh/9si79z9yiffzz79/AAD_cfqVE8-bF15rqmZwI7Xga?dl=0

Be entered into the record for the proposed project at 464 & 466 Crane Blvd. (DIR-2020-427-SPP-1A and ENV-2020-428-CE).

I am attaching this request below. If there is another method for me to accomplish this, please let me know. I believe sending a dropbox link is the preferred method and Planning indicates that you are the right person to make this request to.

thank you,

Mark Kenyon

Exhibits Request.pdf
123K