

## GENERAL INFORMATION ABOUT THE CONTENTS OF THIS FILE


Submissions by the public in compliance with the Commission Rules and Operating Procedures (ROPs), Rule 4.3, are distributed to the Commission and uploaded online. Please note that “compliance” means that the submission complies with deadline, delivery method (hard copy and/or electronic) AND the number of copies. Please review the Commission ROPs to ensure that you meet the submission requirements. The ROPs can be accessed at <http://planning.lacity.org>, by selecting “Commissions & Hearings” and selecting the specific Commission.

All compliant submissions may be accessed as follows:

- **“Initial Submissions”**: Compliant submissions received no later than by 4:00 p.m. Thursday of the week prior to the meeting, which are not integrated by reference or exhibit in the Staff Report.
- **“Secondary Submissions”**: Compliant submissions received after the Initial Submission deadline up to 24-hours prior to the Commission meeting are contained in this file and bookmarked by the case number.
- **“Day of Hearing Submissions”**: Compliant submissions after the Secondary Submission deadline up to and including the day of the Commission meeting will be uploaded to this file within two business days after the Commission meeting.

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.


# 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.

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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.





Planning APC East LA &lt;apceastla@lacity.org&gt;

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## Appeal For Case Number: ZA-2023-904-ZAD-HCA - 1943 Escarpa

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**Elizabeth Optholt** <liz@wsdci.com>

Mon, Jun 16, 2025 at 4:06 PM

To: Monique Acosta &lt;monique.acosta@lacity.org&gt;

Cc: Planning APC East LA &lt;apceastla@lacity.org&gt;, Jake Malott &lt;jake@wsdci.com&gt;, John Warner &lt;john@wsdci.com&gt;

Hi Monique,

Please see the initial submission attached and the attachments as referenced in the initial submission.

Please note due to file size, some are shared as google links. Can you confirm this is acceptable to share with the Commissioners?

Thank you,  
Elizabeth

12. Biologist Report (1).pdf



13. Urban Forestry Approved Protected Tree Rep...



15. Approved Construction Traffic Management P...



17. LANDSCAPE PLAN (1).pdf



18. STAMPED JRF (1).pdf

[Quoted text hidden]

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### 3 attachments

**1943 ESCARPA - ZA-2023-904-ZAD-HCA-1A - APPLICANT INITIAL SUBMISSION.pdf**  
553K**COUNCIL FILE - ROAD WIDENING PROCESS REFORM AND SUPPORT LETTERS.pdf**  
22341K**4. Eagle Rock Neighborhood Council Approval Letter (1).pdf**  
149K

## APPLICATIONS



## BIOLOGIST'S STATEMENT OF BIOLOGICAL RESOURCES

The California Environmental Quality Act (CEQA) directs public agencies to assess and disclose the environmental effects of the projects it approves. In determining whether a proposed project is subject to CEQA, the City of Los Angeles is required to consider any potentially adverse impacts the project may have on biological resources. Failure by a project applicant to disclose known biological resources on the project site may result in a violation of CEQA.

**Date of Site Visit:** October 3, 2023

**Project Address or APN(s)<sup>1</sup>:** 1943 Escarpa Drive (APN: 5685021005)

*Does the project site contain certain known biological resources, and if so, will the project require biological analysis by a qualified biologist? (Follow the instructions for each respective answer.)*

☒ **Yes.** The project site contains one or more of the following biological resources: (Check all that apply)

☐ Water Resources, including but not limited to, streams, wetlands, or other permanent / seasonal water bodies

☒ Protected Trees and/or Shrubs, or certain trees within the Coastal Zone (See Appendix A)

☒ California Natural Diversity Database (CNDDDB) records of sensitive and special status species within the appropriate United States Geological Survey (USGS) quadrangle and/or within a 0.25-mile radius of the project site

☐ Other: (Describe below)

☐ **No.** The project site does not contain any of the above biological resources.

*If No, sign and return the form (plus Appendix B attachments) to the appropriate department within the City of Los Angeles at the time of filing for permits/entitlements.*

<sup>1</sup> Include the entire site, not just the development footprint.

*If Yes, will the project remove or possibly create a substantial effect on any of the above marked biological resources?*

- ☐ **Yes.** The project will require biological resources analysis (Biological Resources Report by a Qualified Biologist. (See Appendix A)

Please describe which of the above biological resources may be affected by the project:

- ☒ **No<sup>2</sup>.** The project site will not remove or possibly create a substantial effect on any of the above biological resources.

Please describe how the project will not remove or possibly create a substantial effect on the biological resources:

*The Project Site, while containing a number of protected trees and shrubs, is in an otherwise long-developed residential neighborhood. The single protected tree impact has already been established and will be mitigated on the Project Site. The understory of the Project Site is comprised predominantly of non-natives kept short for fuel modification. Overall, the Project Site has minimal habitat value for wildlife with the exception of many bird species, which will continue to use the landscape post-construction.*

*If No, sign and return the form (plus Appendix B attachments) to the appropriate department within the City of Los Angeles at the time of filing for permits/entitlements.*

**Name of Lead Biologist**

Marcus C. England

**Lead Biologist Signature**



**Date** Marcus C. England

**Names of Additional Biologists**

N/A

**Company Name  
& Contact Information**

England|Ecology, LLC

1704 Winmar Dr., Los Angeles, CA 90065

marcus@mcengland.com

<sup>2</sup> Projects may instead submit the Owner's Declaration of Biological Resources (CP-3612) if the project will not remove any vegetation (including trees) nor affect any water resources.

### Owner's Declaration

I own the property located at <sup>w.</sup> 1943 Escarpa Dr., Los Angeles CA. I have read the above "Notice to Owner." I acknowledge and understand that should the City determine that the project site contains any of the above biological resources, the City may require biological resources analysis by a qualified biologist prior to completing the CEQA analysis. I certify that the project site does not contain any of the above biological resources to the best of my knowledge.

Name of the Owner (Print) Adam Walker

Owner Signature [Signature]

Date 10/31/23

### Notary Acknowledgment

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California  
County of Los Angeles

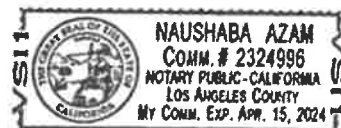
On 10-31-2023 before me, NAUSHABA AZAM, NOTARY PUBLIC  
(insert name and title of the officer)

Personally appeared ADAM WALKER, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the \_\_\_\_\_ person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature Naushaba Azam (Seal)



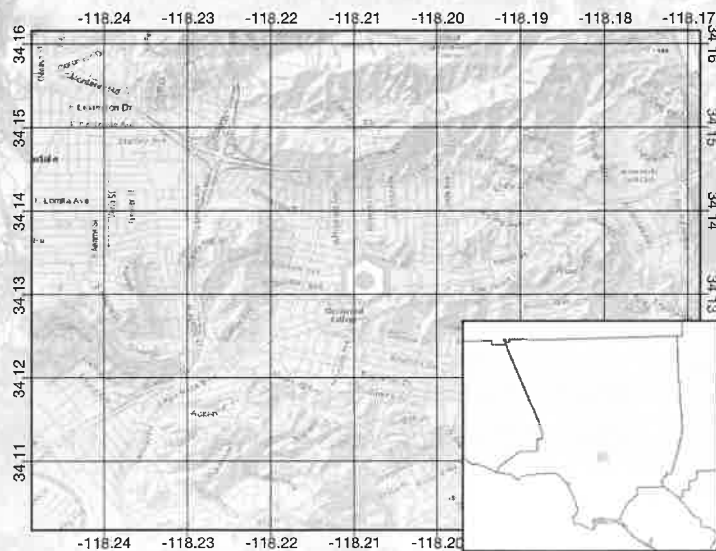
## Statement of Biological Resources

### 1943 Escarpa Drive

This database-generated report provides additional context to the conclusions summarized in the Biologist's Statement of Biological Resources form CP-3613. Provision of any of this content to planning is completely optional. This report was generated on October 4, 2023 using QGIS 3.32.

### Project Site Location

The Project is proposed construction on approximately 0.1 acres of land located at 1943 Escarpa Drive in the community of Eagle Rock in the City of Los Angeles, Los Angeles County, California. It is not located within an existing approved Specific Plan Area. On the Public Land Survey System, the Project Site is located primarily within the San Rafael Land Grant of the US Geological Survey's 7.5-minute Pasadena quadrangle. The nearest open space in the California Protected Areas Database (CPAD) is Yosemite Rec. Ctr. managed by the Los Angeles Department of Recreation and Parks, City of. It is located approximately 0.01 miles to the northeast. The nearest easement in the California Conservation Easement Database is located approximately 5.16 miles to the northwest.



### Survey Summary

England|Ecology principal biologist Marcus C. England conducted a reconnaissance-level biological survey on the Project Site on October 3, 2023 from 0835 to 0920h. Weather conditions were mild and appropriate for such a survey to be conducted with a temperature of 60°F, clear skies, and calm winds.

During the survey, England|Ecology documented the presence of 9 plant taxa and 17 wildlife taxa. The list of taxa observed are provided in the attached Floral & Faunal Compendium. Photographs depicting site conditions during the survey are provided in the attached Photo Log.

Form CP-3613 requires consideration of CNDDDB records within a quarter mile of the Project Site. For 1943 Escarpa Drive, the following CNDDDB records are located within a quarter mile: bank swallow (*Riparia riparia*), southern tarplant (*Centromadia parryi* ssp. *australis*), Parish's gooseberry (*Ribes divaricatum* var. *parishii*), southwestern willow flycatcher (*Empidonax traillii* *extimus*), American peregrine falcon (*Falco peregrinus* *anatum*), least Bell's vireo (*Vireo bellii* *pusillus*), Crotch bumble bee (*Bombus crotchii*), Southern California legless lizard (*Anniella stebbinsi*).

While a number of bird species were detected during the site visit (not all of which were directly on-site), this would remain true post-construction as all detected species use wooded residential areas extensively. While native plants such as Coast Live Oak, Laurel Sumac, and Elderberry were observed, they are interspersed with many non-natives and do not qualify as a classifiable Manual of California Vegetation alliance, and do not have any significant value as habitat for special status species. None of the taxa recorded within a quarter mile of the Project Site in the CNDDDB would be expected to occur.

# Floral and Faunal Compendia

1943 Escarpa Drive

This database-generated report summarizes the plant and wildlife taxa detected during the survey conducted on October 3, 2023 by England|Ecology. Documented during the survey was the presence of 9 plant taxa and 17 wildlife taxa, the latter including 0 amphibian, 0 reptile, 16 bird, and 1 mammal detections.

The data presented here were collected in the field using the QField app on an iPhone 14. After fieldwork was completed, data were synced to QGIS desktop. All taxonomy and nomenclature follows NatureServe. The reference taxonomy from NatureServe was last updated in August 2023. This report was generated using QGIS 3.32.



Flora

Group	Common Name	Scientific Name	Abundance	Phenology	Notes
Dicots	Laurel Sumac	Malosma laurina	Uncommon	Active Growth	—
Dicots	Prickly Lettuce	Lactuca serriola	Uncommon	Senescent	—
Dicots	Pride-of-Madeira	Echium fastuosum	Uncommon	Senescent	—
Dicots	Common Elderberry	Sambucus nigra	Uncommon	Flowering	—
Dicots	Petty Spurge	Euphorbia peplus	Common	Active Growth	—
Dicots	California Live Oak	Quercus agrifolia	Common	Active Growth	—
Dicots	Creeping Woodsorrel	Oxalis corniculata	Uncommon	Senescent	—
Monocots	Golden Bamboo	Phyllostachys aurea	Uncommon	Active Growth	—
Other	Other	Other	Common	Active Growth	Crassula ovata



## Fauna

Group	Common Name	Scientific Name	Count	Type	Notes
Birds	Red-crowned Parrot	<i>Amazona viridigenalis</i>	4	Observed	—
Birds	Anna's Hummingbird	<i>Calypte anna</i>	1	Heard Only	—
Birds	Allen's Hummingbird	<i>Selasphorus sasin</i>	1	Heard Only	—
Birds	Nuttall's Woodpecker	<i>Dryobates nuttallii</i>	1	Heard Only	—
Birds	Northern Flicker	<i>Colaptes auratus</i>	1	Heard Only	—
Birds	Black Phoebe	<i>Sayornis nigricans</i>	1	Heard Only	—
Birds	California Scrub Jay	<i>Aphelocoma californica</i>	2	Observed	—
Birds	Common Raven	<i>Corvus corax</i>	2	Fly-over	—
Birds	Oak Titmouse	<i>Baeolophus inornatus</i>	2	Observed	—
Birds	White-breasted Nuthatch	<i>Sitta carolinensis</i>	1	Heard Only	—
Birds	Bewick's Wren	<i>Thryomanes bewickii</i>	1	Observed	—
Birds	Ruby-crowned Kinglet	<i>Corthylio calendula</i>	1	Heard Only	—
Birds	Yellow-rumped Warbler	<i>Setophaga coronata</i>	1	Heard Only	—
Birds	Black-throated Gray Warbler	<i>Setophaga nigrescens</i>	2	Observed	—
Birds	House Finch	<i>Haemorhous mexicanus</i>	10	Observed	—
Birds	Lesser Goldfinch	<i>Spinus psaltria</i>	1	Heard Only	—
Mammals	Botta's Pocket Gopher	<i>Thomomys bottae</i>	1	Sign	—





# Photo Log

1943 Escarpa Drive

This database-generated report presents a visual depiction of site conditions during the survey conducted on October 3, 2023 by England|Ecology. The data presented here were collected in the field using the QField app-on an iPhone 14. After fieldwork was completed, data were synced to QGIS desktop. The map below presents an overview of the photo locations in this report, with each photo shown on the ensuing pages. This report was generated using QGIS 3.32.



Photo Point 149



**Photo Direction**  
North

**Photo Description**  
View downslope of Project Site from  
Escarpa Drive.



Photo Point 151



**Photo Direction**  
South

**Photo Description**  
View from near the bottom of the property looking uphill.





Photo Point 152



**Photo Direction**  
West

**Photo Description**  
View of at street level from east side  
of property.



## APPLICATIONS



### BIOLOGIST'S STATEMENT OF BIOLOGICAL RESOURCES

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**Date of Site Visit:** October 3, 2023

**Project Address or APN(s)<sup>1</sup>:** 1943 Escarpa Drive (APN: 5685021005)

*Does the project site contain certain known biological resources, and if so, will the project require biological analysis by a qualified biologist? (Follow the instructions for each respective answer.)*

☒ **Yes.** The project site contains one or more of the following biological resources: (Check all that apply)

☐ Water Resources, including but not limited to, streams, wetlands, or other permanent / seasonal water bodies

☒ Protected Trees and/or Shrubs, or certain trees within the Coastal Zone (See Appendix A)

☒ California Natural Diversity Database (CNDDDB) records of sensitive and special status species within the appropriate United States Geological Survey (USGS) quadrangle and/or within a 0.25-mile radius of the project site

☐ Other: (Describe below)

☐ **No.** The project site does not contain any of the above biological resources.

*If No, sign and return the form (plus Appendix B attachments) to the appropriate department within the City of Los Angeles at the time of filing for permits/entitlements.*

<sup>1</sup> Include the entire site, not just the development footprint.

*If Yes, will the project remove or possibly create a substantial effect on any of the above marked biological resources?*

- ☐ **Yes.** The project will require biological resources analysis (Biological Resources Report by a Qualified Biologist. (See Appendix A)

Please describe which of the above biological resources may be affected by the project:

- ☒ **No<sup>2</sup>.** The project site will not remove or possibly create a substantial effect on any of the above biological resources.

Please describe how the project will not remove or possibly create a substantial effect on the biological resources:

*The Project Site, while containing a number of protected trees and shrubs, is in an otherwise long-developed residential neighborhood. The single protected tree impact has already been established and will be mitigated on the Project Site. The understory of the Project Site is comprised predominantly of non-natives kept short for fuel modification. Overall, the Project Site has minimal habitat value for wildlife with the exception of many bird species, which will continue to use the landscape post-construction.*

*If No, sign and return the form (plus Appendix B attachments) to the appropriate department within the City of Los Angeles at the time of filing for permits/entitlements.*

**Name of Lead Biologist**

Marcus C. England

**Lead Biologist Signature**



**Date** Marcus C. England

**Names of Additional Biologists**

N/A

**Company Name  
& Contact Information**

England|Ecology, LLC

1704 Winmar Dr., Los Angeles, CA 90065

marcus@mcengland.com

<sup>2</sup> Projects may instead submit the Owner's Declaration of Biological Resources (CP-3612) if the project will not remove any vegetation (including trees) nor affect any water resources.

**Owner's Declaration**

I own the property located at \_\_\_\_\_. I have read the above "Notice to Owner." I acknowledge and understand that should the City determine that the project site contains any of the above biological resources, the City may require biological resources analysis by a qualified biologist prior to completing the CEQA analysis. I certify that the project site does not contain any of the above biological resources to the best of my knowledge.

Name of the Owner (Print) \_\_\_\_\_

Owner Signature \_\_\_\_\_

Date \_\_\_\_\_

**Notary Acknowledgment**

*A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.*

State of California  
County of Los Angeles

On \_\_\_\_\_ before me, \_\_\_\_\_  
*(insert name and title of the officer)*

Personally appeared \_\_\_\_\_, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the \_\_\_\_\_ person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature \_\_\_\_\_ (Seal)

## APPENDIX A - REFERENCES

**Qualified Biologist.** A person with the appropriate education, training, and experience to conduct biological surveys, monitor Project activities that have the potential to affect biological resources, provide construction worker education programs related to the protection of biological resources, and supervise or perform other tasks related to biological resources; possesses a Bachelor of Science degree or Bachelor of Arts degree in biology, ecology, or a related environmental science; has at least five years of professional experience that requires knowledge of natural history, habitat affinities, and identification of flora and fauna species, and relevant local, state and federal laws and regulations governing the protection of biological resources; and meets the California Department of Fish and Wildlife (CDFW) qualifications for botanical field surveyors.

### Protected Trees & Shrubs

- Oak, including valley oak (*Quercus lobota*) and coast live oak (*Quercus agrifolia*), or any other tree of the oak genus indigenous to California but excluding the California scrub oak (*Quercus berberidifolia*)
- Southern California black walnut (*Juglans californica*)
- Western sycamore (*Platanus racemosa*)
- California bay (*Umbellularia californica*)
- Mexican elderberry (*Sambucus mexicana*)
- Toyon (*Heteromeles arbutifolia*)

### Monarch Butterfly Overwintering Trees (only applicable within the Coastal Zone)

- Monterey cypress (*Cupressus macrocarpa*)
- Monterey pine (*Pinus radiata*)
- Coast redwood (*Sequoia sempervirens*)
- Coast live oak (*Quercus agrifolia*)
- Douglas-fir (*Pseudotsuga menziesii*)
- Western sycamore (*Platanus racemosa*)
- Bishop pine (*Pinus muricata*)
- Any Eucalyptus species

## APPENDIX B - REQUIRED DOCUMENTS

- Site Plan
- Tree Disclosure Statement
- Biologist Proof of Qualifications





**Arsen Margossian, MS**, Certified Consulting Arborist (#WE-7233A)  
Member, American Society of Consulting Arborists (ASCA)  
Member, International Society of Arboriculture (ISA)  
ASCA Academy Graduate (2007)  
ISA Tree Risk Assessment Qualified (TRAQ)  
California Licensed Pest Control Adviser (#71429) & Forestry Applicator (#121525)  
California Licensed Contractor (#874409)  
3512 Rosemary Ave., Glendale, CA 91208  
818 957 7175, 818 957 1490 fax, 818 669 6469 mobile, [arsenm@pacbell.net](mailto:arsenm@pacbell.net)

July 26, 2024

### **ARBORIST LETTER**

Re: 1943 W. Escarpa Dr., Los Angeles, CA 90041  
APN: 5685-021-005

This letter is to certify that I, Arsen Margossian, Certified Arborist and Licensed Pest Control Adviser, visited the above referenced vacant land on this day, July 26, 2024.

I had prepared a Protected Tree Report (PTR) for this vacant land, dated November 28, 2022.

In it, I had confirmed the presence on site of eight California Live oak (*Quercus agrifolia*) trees, one Mexican Elderberry (*Sambucus mexicana*) native shrub, and two non-native Aleppo Pine (*Pinus halepensis*) trees.

All eleven trees are still on site and their condition can be characterized as identical as noted in the PTR. Also, the Tree Protection Zone (TPZ) fence is in place for all the trees.

Below are photographs from the site.

If I can be of further assistance, do not hesitate to contact me.

Very Truly Yours,

Arsen Margossian

**REVIEWED**  
**BY** 8/28/24  
Bryan Ramirez, St. Tree Superintendent  
Urban Forestry Division  
Reviewing Tree Report Only  
Review of report does not  
indicate UFD approval for  
any tree removal

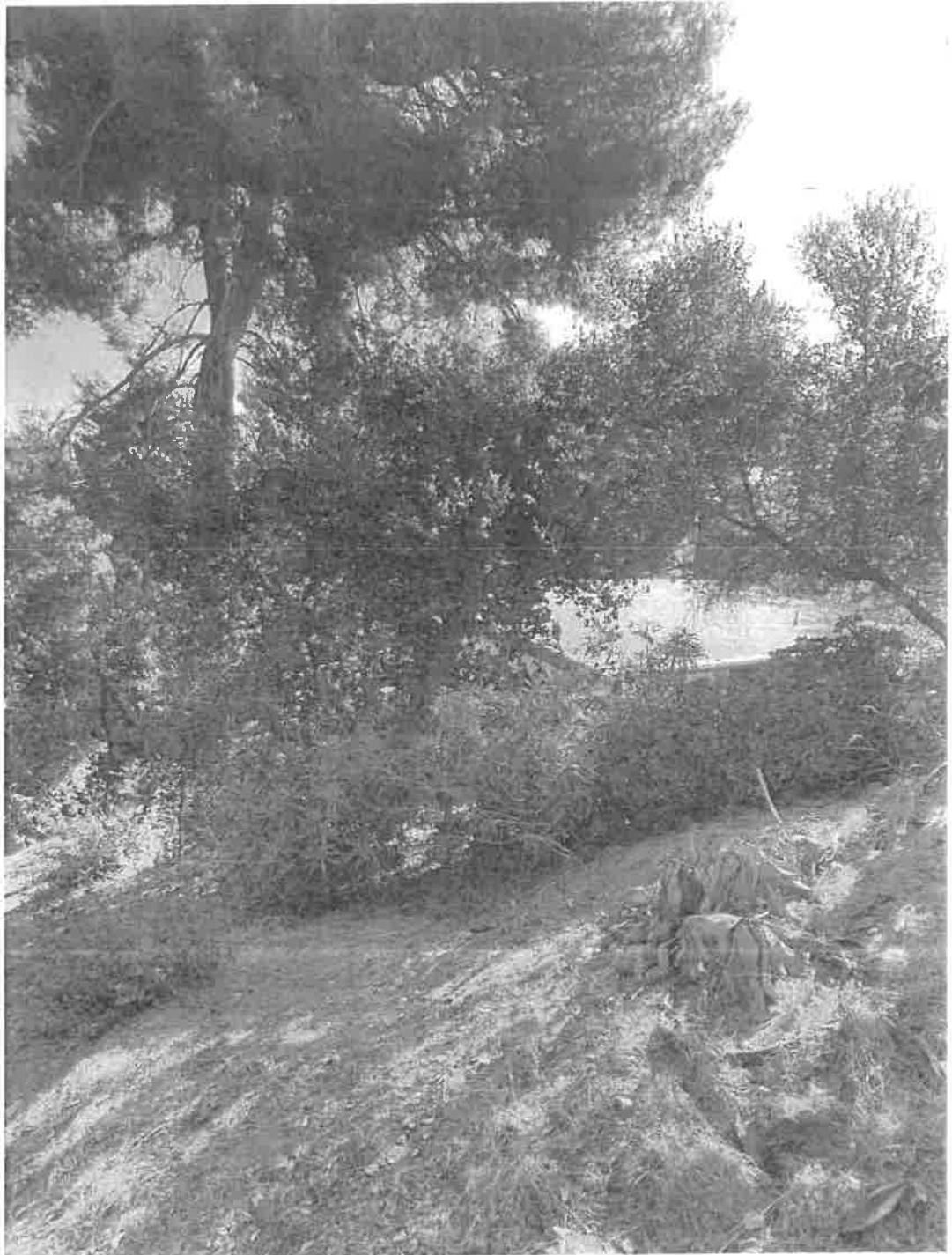
Continued...



**Trees #1 and #2.**

(This and the following photographs were shot on July 26, 2024.)

Continued...



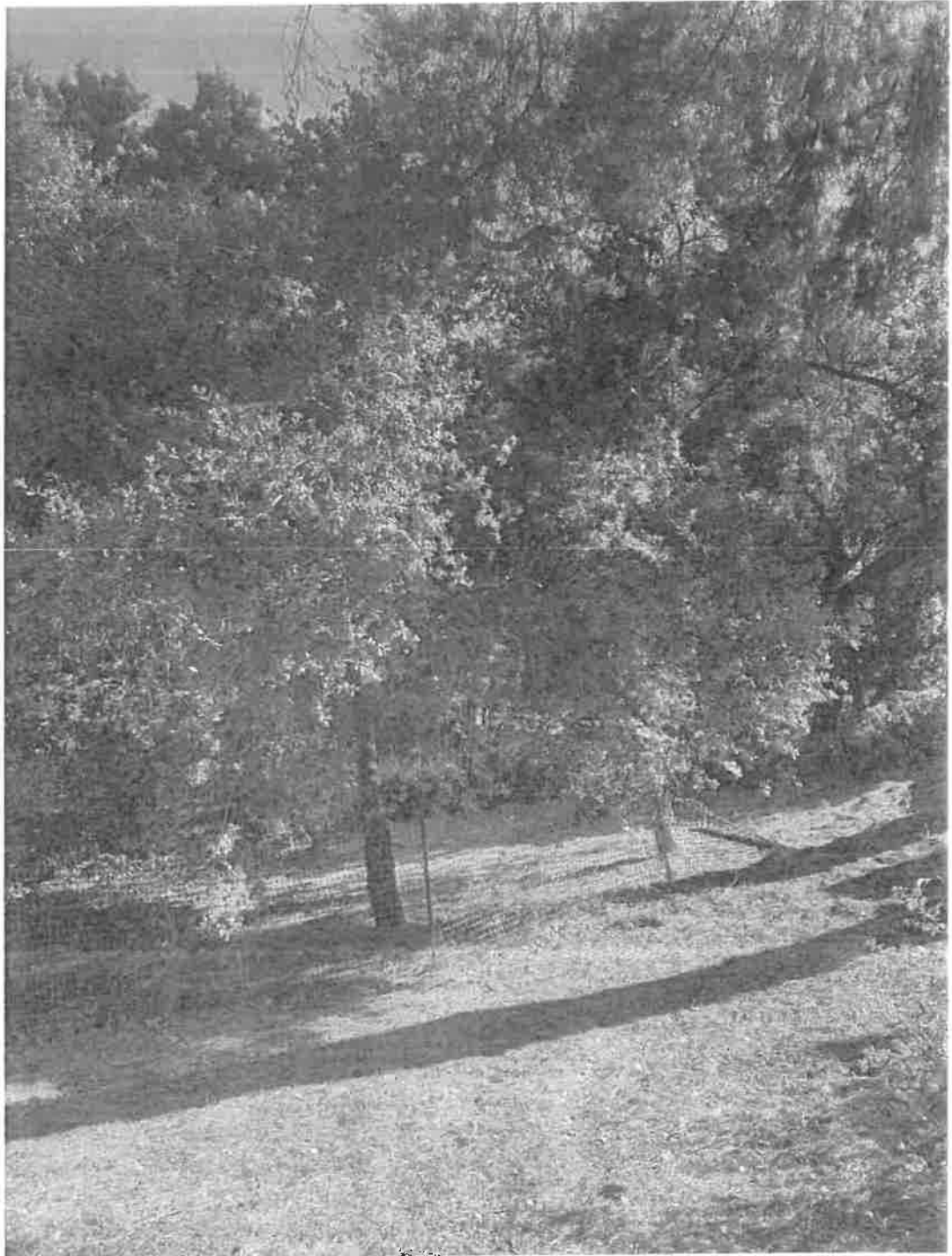
**Tree #3.**

Continued...



**Trees #4 and #5.**

Continued...



**Trees #6 and #7.**

Continued...



**Trees #8 and #9.**

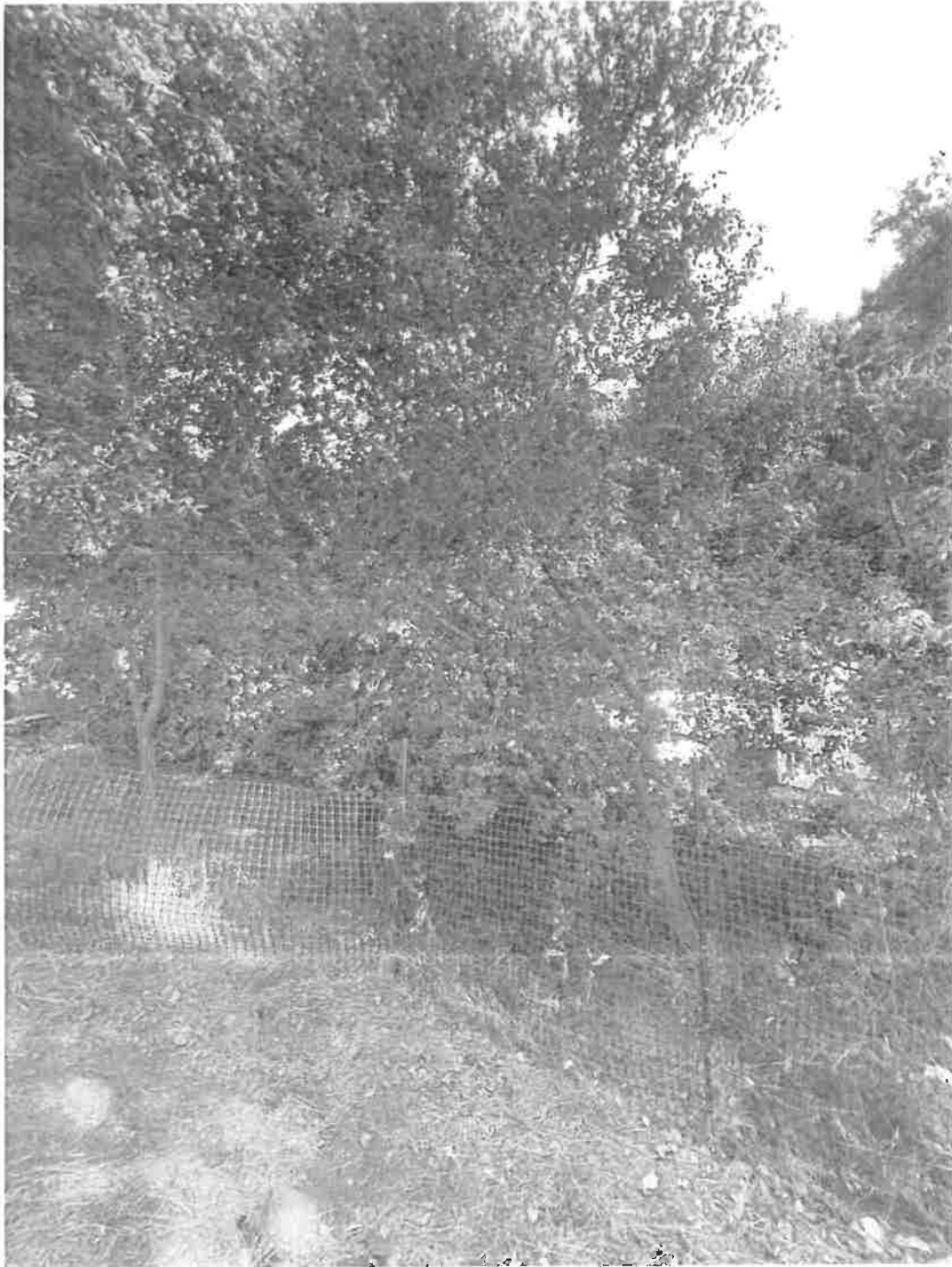
Continued...





**Tree #10.**

Continued...



**Tree #11 and Off-Site Tree #1.**



**PROTECTED TREE REPORT  
FOR  
LAND DEVELOPMENT  
AT**

**1943 WEST ESCARPA DRIVE  
LOS ANGELES, CA 90041**

**(APN: 5685-021-005)**

Prepared for:

**Shushan Barsegyan**  
1943 W. Escarpa Dr  
Los Angeles, CA 90041  
818 203 1753  
shushanb@gmail.com

November 28, 2022

Prepared by:

**Arsen Margossian, MSc, Consulting Arborist**  
**Bardez Landscape Services, Inc.**  
International Society of Arboriculture (ISA) Certified Arborist # WE-7233A  
Member, American Society of Consulting Arborists (ASCA)  
ASCA Academy Graduate (2007)  
ISA Tree Risk Assessment Qualified (CTRA 2013, TRAQ)  
California Licensed Pest Control Adviser #071429  
California Licensed Forestry Pesticide Applicator #121525  
3512 Rosemary Avenue  
Glendale, CA 91208  
818 669 6469  
[arsenm@pacbell.net](mailto:arsenm@pacbell.net)

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## **SUMMARY**

I was contacted by Ms. Shushan Barsegyan, to prepare a Protected Tree Report (PTR), for a vacant lot, located at 1943 W. Escarpa Dr., in Los Angeles, California.

The reason for the PTR is to assess the impact of the proposed construction of a single-family dwelling to any protected tree or shrub on the vacant lot and their immediate vicinity.

As observed, there are eight City of Los Angeles protected native trees and one protected native shrub.

And based on the prepared design, to be able to develop the land, one of the native protected trees, located centrally, is in conflict and should be removed. Mitigation trees can be planted on site. Two of the remaining trees will have some of their branches cut back, to provide clearance for the proposed structure. The remaining trees and the shrub should not be impacted.

All the retained trees and shrub must be protected.

## **INTRODUCTION**

### **Background**

Ms. Shushan Barsegyan, owner of a vacant land located at 1943 W. Escarpa Dr., in Los Angeles, CA, 90041, inquired if I could prepare a Protected Tree Report (PTR) for her land development project.

Apparently, the prior owner of the vacant land, had had a tree report prepared by Cy Carlberg, dated March 17, 2007. Ms. Barsegyan was in possession of that report, and a copy was forwarded to me. The report confirms the presence of seven native oak trees and two mature pine trees.

Ms. Barsegyan requested that I prepare a new PTR and survey the property for the presence and assessment of the protected trees and shrubs, and the impact of the proposed construction on them.

After discussing my fees, I agreed to prepare the PTR.

### **Assignment**

I agreed to perform the following:

- Survey the property for the presence of City of Los Angeles protected trees and shrubs.
- Inspect and evaluate the protected trees and shrubs.
- 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 November 21, 2022.

This arborist report was performed entirely at ground level. The inspection and evaluation of the trees and shrubs 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 trees or property in question may not arise in the future.

### **Purpose and Use of the Report**

Ms. Shushan Barsegyan indicated that a plan has been prepared to build her single-family dwelling on her vacant land. And because of the presence of City of Los Angeles protected trees and shrubs on site, a Protected Tree Report (PTR) is to be submitted to the Division of Urban Forestry of the City of Los Angeles.

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

This report is intended for the exclusive use of Ms. Barsegyan and her representatives. Upon submission, this report will become their property and its use will be at their discretion.

### **OBSERVATIONS**

#### **General Site Observations**

The property is a vacant land, located at 1943 W. Escarpa Dr., in the City of Los Angeles, County of Los Angeles, California, 90041.

The Assessor's Parcel Number (APN) is: **5685-021-005**.

It is Lot 5 of Tract TR 4655 in an R1-1 single-family residential zoning area. The lot is in the Eagle Rock neighborhood council area of the City of Los Angeles.

Easiest access to the lot is from the Ventura (134) Freeway, off from Figueroa St. exit, or from the Glendale (2) Freeway, off from York Blvd. exit.

The nearest cross-street is Campus Rd.

The lot is located on a steep hill in the south to north direction, with almost 50 feet grade difference between the highest point along the street and the lowest point at the bottom of the hill.

All the abutting properties have already been developed.

According to the architectural drawings, the lot has a total area of 5,760.0 sq. ft. and the proposed two-story dwelling will have a floor area of 2,255 sq. ft., including the garage.

As observed and surveyed, there are various trees and shrubs on site and some are protected. There are also **stumps** of protected oak trees, which have been cut down long time ago. As indicated above, an earlier tree report prepared in 2007 for the former owners, confirms presence of only seven oak trees; therefore, these oak trees have been cut down before 2007 and long before Ms. Barsegyan has purchased the vacant land.

I took photographs of the trees, shrubs and the site (**Appendix III**), took measurements and used the surveyor's and architect's plans for the location of the trees and shrubs.

The measured **canopy** of the protected trees and shrub is drawn to scale on the Site Plan (**Appendix IV**).

A Lufkin diameter tape and Drescher Caliper were used to measure the trunk diameter of the trees and shrubs, and a DEWALT measuring tape was used for other measurements. Tree height was estimated. Trees #2 to #9 had already been tagged back in 2007. I should mention that the trees with tag #4 and #5 are pine trees and are not indigenous protected ones. The tag was missing on Tree #1, so I installed a new one. I also confirmed the presence on site of a protected shrub and another young oak tree. I installed tags #10 and #11 on them respectively. There are other protected indigenous trees on the abutting properties, two of which, because of their proximity, are included in this report. No protected shrubs were observed on the abutting properties, close to the property lines.

#### **Tree Evaluation.**

As specified by Section 17.02 of City of Los Angeles Ordinance No. 186873, Protected Tree is "Any of the following Southern California indigenous species, which measures four inches or more cumulative diameter, four and one-half feet above the ground level at the base of the tree (**DBH**, Diameter at Breast Height, or at 54 inches from grade.): a) Indigenous Oak tree excluding the Scrub Oak, b) Southern California Black Walnut, c) Western Sycamore and d) California Bay, and Protected Shrub is Mexican Elderberry and Toyon.

According to this Ordinance, there are on site eight California Live oak (*Quercus agrifolia*) protected trees, and one Mexican Elderberry (*Sambucus mexicana*) protected shrub. All these trees and shrubs are naturally occurring, because they are the dominant native species found in the area. Also, other non-protected species trees and shrubs are found on site, such as bamboo, laurel sumac, jade, and others; these were not included in the tree survey. Diameter of the trees is expressed as DBH. Physical characteristics and health evaluation of the trees and shrub are summarized in the Tree Survey (**Appendix I**).

### **Tree # 1**

This is a mature California Live oak (*Quercus agrifolia*) tree, located at about 15 feet from the edge of the asphalt pavement.

It has a single erect trunk, with a DBH of 25 inches.

A main stem that apparently extended toward the street has been cut to the trunk long time ago. Extending upward to a height of about 20 feet, it divides to two main stems; one continues upward, and the other toward the street. The tree has good structure, with alternating main **scaffold branches**, that extend to distances of 10 to 25 feet into various directions.

The longest canopy spread is of 50 feet, in the east-west directions.

The crown height is about 35 feet.

The tree has some **deadwood** in the **crown**, and **dieback** of branch tips is present in a good section of the crown.

**Buttress roots** are not visible, most probably due to soil erosion around the trunk base over the years.

This tree has good **vigor** and on a scale of 0 to 5, the **condition rating** of this tree is 4 (Good.)

As indicated, the tree is centrally located not far from the street, and as designed, it is within the footprint of additional parking. Furthermore, its roots and crown will be significantly impacted by the foundations and the future house. It should be removed.

### **Tree # 2**

Another mature California Live oak (*Quercus agrifolia*) tree, located on the northwest side of Tree #1, or downslope from it. It is close to the west property line.

The single trunk divides to two stems at about three feet above grade, and they respectively have 12 and 19 inches DBH. The cumulative DBH is 31 inches.

Most of the crown of this tree is away from the south side, and branches extend up to 20 feet distances from the trunk base. The longest canopy spread is of 38 feet, in the east-west directions.

The crown height is about 30 feet.

There are no structural defects on this tree, and no disease symptoms are observed.

This tree is in average vigor and on a scale of 0 to 5, the condition rating of this tree is 3 (Average.)

This tree will be at about six feet from the west side of the proposed house. Although the **pile** foundations will not be much of a concern for this tree, but a good section of its east side crown will have to be cut back, to provide clearance for the house.

### **Tree #3**

A younger California Live oak (*Quercus agrifolia*) tree, located opposite side of Tree #2, and very close to the east property line.

It has a single north-east leaning trunk, that has a DBH of 14 inches.

A good section of the crown of this tree is toward the east side, over the house on the abutting property. Branches extend from five to 20 feet away from the trunk base, and the longest canopy spread is of 30 feet, in the east-west directions.

The crown height is about 16 feet.

Buttress roots are visible on this tree. No decay or disease symptoms are observed on this tree.

This tree is in average vigor and on a scale of 0 to 5, the condition rating of this tree is 3 (Average.)

This tree also like the previous tree will be at about six feet from the east side of the proposed house. Although the pile foundations also will not be much of a concern for this tree, but a small section of its west side crown will have to be cut back, to provide clearance for the house.

### **Trees #4 and #5**

These two trees are mature Aleppo pine (*Pinus halepensis*) trees, located downhill from Tree #3, and also close to the east property line.

They are not indigenous and not protected.

Their characteristics are included in the Tree Survey, and they will both be preserved.

### **Trees #6 and #7**

These two California Live oak (*Quercus agrifolia*) trees are located toward the northwest side of Trees #4 and #5, or downslope from them.

Tree #6 has a DBH of seven inches, and Tree #7 has a DBH of 7.5 inches.

They both have uneven crowns, with respective height of 15 and 12 feet.

Tree #6 has substantial decay on its main trunk, with missing bark and damage from boring beetles.

On a scale of 0 to 5, Tree #6 has a condition rating of 1 (Poor), and Tree #7 has a condition rating of 3 (Average).

They both are far from the footprint of the house, although the second story balcony extends over small section of their drip line. They both should not be impacted; however, they should be protected.



### **Trees #8 and #9**

These two California Live oak (*Quercus agrifolia*) trees are located in the far northeast corner of the lot, or at the lowest right-hand-side corner.

Tree #8 is a mature tree, with a DBH of 20 inches, while Tree #9 has a DBH of 11.5 inches.

They both have unevenly-spread crowns, mostly toward the north side, or away from the two mature pine trees.

Tree #8 has an approximate crown height of 35 feet, and Tree #9 has a height of 30 feet.

On a 0 to 5 scale, the condition rating for both is 3 (Average).

Both trees are quite far from any anticipated construction activity and should not be impacted; however, they both should also be protected.

### **Tree #10**

This is a Mexican Elderberry (*Sambucus Mexicana*), an indigenous protected native shrub, located toward the west side of Tree #8. It wasn't included in the inventory of trees done in 2007.

Originally this shrub had more stems, but they have been cut down most probably because they were dead and/or infested with insects. Boring insect damage is seen on the cut surfaces.

At present, there is a stem with 2.5 inches DBH, which is completely dead, and there are two live stems, each with 1.5 inches DBH.

This is a **deciduous** plant, so almost very little **foliage** was seen on the two live stems. The overall height is 8 feet, and the crown is away from the north side.

On a scale of 0 to 5, Tree #10 has a condition rating of 1 (Poor).

This is far from the construction footprint, and no encroachment is expected, but it should be protected.

### **Tree #11**

This California Live oak (*Quercus agrifolia*) tree also was not included in the inventory of 2007, most probably because it was very small then.

It is located to the west of Tree #6. The main trunk divides to two at about four feet over grade. They respectively have 3.25 and 5.25 inches DBH, or a cumulative DBH of 8.5 inches.

The height of the tree is about 18 feet, and the longest canopy spread is of 15 feet, in the northwest to southeast directions.

Overall, it is in good health, and no structural defects or disease symptoms are observed on this tree. On a scale of 0 to 5, the condition rating of this tree is 4 (Good.)

As to impact from construction, this tree is in identical condition as Trees #6 and #7. It is the second story balcony that extends over a section of its crown. This tree should not be impacted, but it should be protected.

### **Off-Site Trees**

There are two California Live oak (*Quercus agrifolia*) trees visible on the abutting property toward the west side, at 1947 Escarpa Dr.

Off-Site Tree #1 is a small tree, with 3.5 inches DBH, and is located on the west side of Tree #11. This tree should be protected, because it is not far from the proposed house footprint.

Off-Site Tree #2 is further downhill, and I did not have access to measure its trunk. This tree has a major scaffold branch that extends by about 20 feet over the far northwest corner of the property. This tree is very far and should not be impacted. Both trees' characteristics are included in the Tree Survey.

### **CONSTRUCTION IMPACT**

As discussed above, Tree #1 has to be removed, because it is centrally located; its crown extends over a good portion of the land where a house can be placed. It is not possible to develop the land without its removal.

The other two trees that will be impacted, are Trees #2 and #3. Both trees' crown must be reduced to provide clearance to the proposed house. These two trees are healthy trees, and they will soon compensate for the lost crown volume.

All the remaining trees should not be impacted.

### **MITIGATION FOR THE REMOVED TREE**

The development of this vacant land, as designed, will only be possible with the removal of Tree #1.

For the removal of this tree, the City of Los Angeles Tree Ordinance mandates mitigation on a four to one basis; therefore, four new California Live oak (*Quercus agrifolia*) 24" box size trees must be planted on site. The Division of Urban Forestry will confirm their size.

### ***TREE PRESERVATION PLAN***

All the retained trees should be protected during the entire construction period. The following guidelines should be implemented for the preserved trees and shrub:

- **Tree Protection Zone (TPZ):** Before construction begins and during its entire duration, a Tree Protection Zone (TPZ) should be established as far possible away from the trunk of the trees, as illustrated on the Site Plan (**Appendix IV**). Chain link fencing or plastic orange netting must be erected along the perimeter of the protection zone to prevent access. A "WARNING - Tree Protection Zone" sign should be displayed on the fence (See Site Plan for location of the TPZ fencing.)
- **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.
- **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:** Unless unavoidable, the tree should not be pruned until all construction is completed. All pruning shall be done under the direction of an ISA Certified Arborist and using ISA guidelines.

**Root Pruning:** Any further 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 the remaining construction period, an ISA Certified Arborist shall inspect the tree 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 tree 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**

This Protected Tree Report will be reviewed by the Division of Urban Forestry of the Bureau of Street Services of City of Los Angeles Department of Public Works. The Division will determine for the mitigation of the protected indigenous oak tree that will be removed.

## Protected Tree Report

1943 W. Escarpa Dr., Los Angeles, CA

November 28, 2022

## Appendix I

1943 W. ESCARPA DRIVE, LOS ANGELES, CA 90041									
ARSEN MARGOSSIAN, CONSULTING ARBORIST (WE-7233A), 818 669 6469, ARSENIM@PACBELL.NET, NOVEMBER 28, 2022									
# OF TREES	TREE TAG #	SPECIES	DESIGNATION	DIAMETER (DBH)	HEIGHT	SPREAD	CONDITION RATING	IMPACT	STATUS
1	1	California Live Oak ( <i>Quercus agrifolia</i> )	Native Tree	25"	35'	50'	4	Additional Parking / House Foundations	Remove
2	2	California Live Oak ( <i>Quercus agrifolia</i> )	Native Tree	31" (12" & 19")	30'	38'	3	Crown Reduction	Impacted/ Retain/Protect
3	3	California Live Oak ( <i>Quercus agrifolia</i> )	Native Tree	14"	16'	30'	3	Crown Reduction	Impacted/ Retain/Protect
4	4	Aleppo Pine ( <i>Pinus halepensis</i> )	Non-Native Tree	25"	60'	40'	2	No Impact	Not Impacted/ Retain
5	5	Aleppo Pine ( <i>Pinus halepensis</i> )	Non-Native Tree	33"	60'	45'	3	No Impact	Not Impacted/ Retain
6	6	California Live Oak ( <i>Quercus agrifolia</i> )	Native Tree	7"	15'	18'	1	No Impact	Not Impacted/ Retain/Protect
7	7	California Live Oak ( <i>Quercus agrifolia</i> )	Native Tree	7.5"	12'	20'	3	No Impact	Not Impacted/ Retain/Protect
8	8	California Live Oak ( <i>Quercus agrifolia</i> )	Native Tree	20"	35'	43'	3	No Impact	Not Impacted/ Retain/Protect
9	9	California Live Oak ( <i>Quercus agrifolia</i> )	Native Tree	11.5"	30'	20'	3	No Impact	Not Impacted/ Retain/Protect
10	10	Mexican Elderberry ( <i>Sambucus mexicana</i> )	Native Shrub	5.5" (2x1.5" & 2.5")	8'	8'	1	No Impact	Not Impacted/ Retain/Protect
11	11	California Live Oak ( <i>Quercus agrifolia</i> )	Native Tree	8.5" (3.25" & 5.25")	18'	15'	4	No Impact	Not Impacted/ Retain/Protect
12	Off-Site #1	California Live Oak ( <i>Quercus agrifolia</i> )	Native Tree	3.5"	15'	12'	4	No Impact	Not Impacted/ Retain/Protect
13	Off-Site #2	California Live Oak ( <i>Quercus agrifolia</i> )	Native Tree	16" (Est.)	20'	20' INSIDE PROPERTY	N/A	No Impact	Not Impacted/ Retain/Protect

TREE CONDITION: 0=DEAD, 1=POOR, 2=FAIR, 3=AVERAGE, 4=GOOD, 5=EXCELLENT

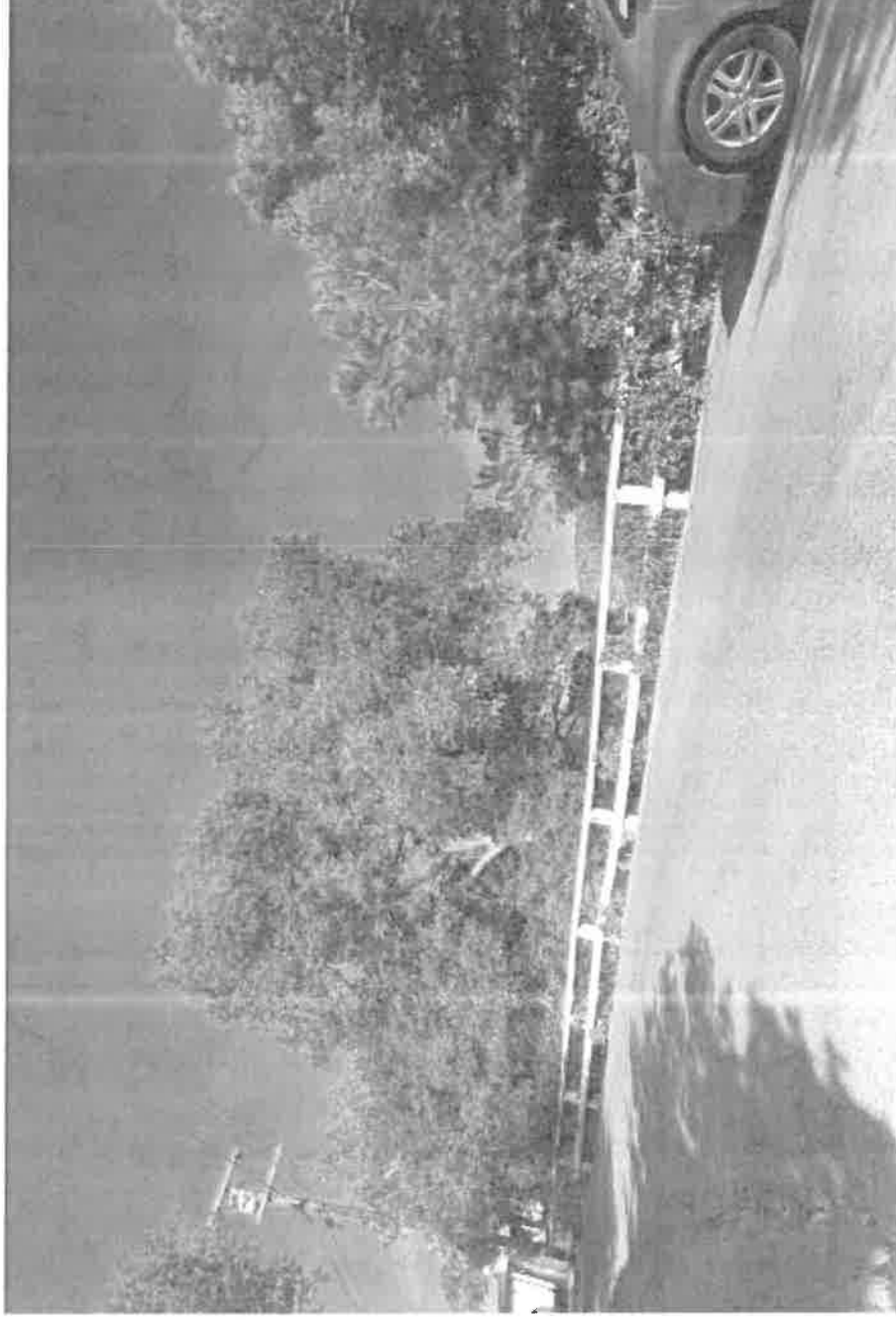
Appendix II

SURVEY OF TREES TO REMOVE									
1943 W. ESCARPA DRIVE, LOS ANGELES, CA 90041									
ARSEN MARGOSSIAN, CONSULTING ARBORIST (WE-7233A), 818 669 6469, ARSEN.M@PACBELL.NET, NOVEMBER 28, 2022									
# OF TREES	TREE TAG #	SPECIES	DESIGNATION	DIAMETER (DBH)	HEIGHT	SPREAD	CONDITION RATING	IMPACT	STATUS
1	1	California Live Oak ( <i>Quercus agrifolia</i> )	Native Tree	25"	35'	50'	4	Additional Parking / House Foundations	Remove
TREE CONDITION: 0=DEAD , 1=POOR, 2=FAIR, 3=AVERAGE, 4=GOOD, 5=EXCELLENT									

**Appendix III  
PHOTOGRAPHS**



**ZIMAS View of the property.**

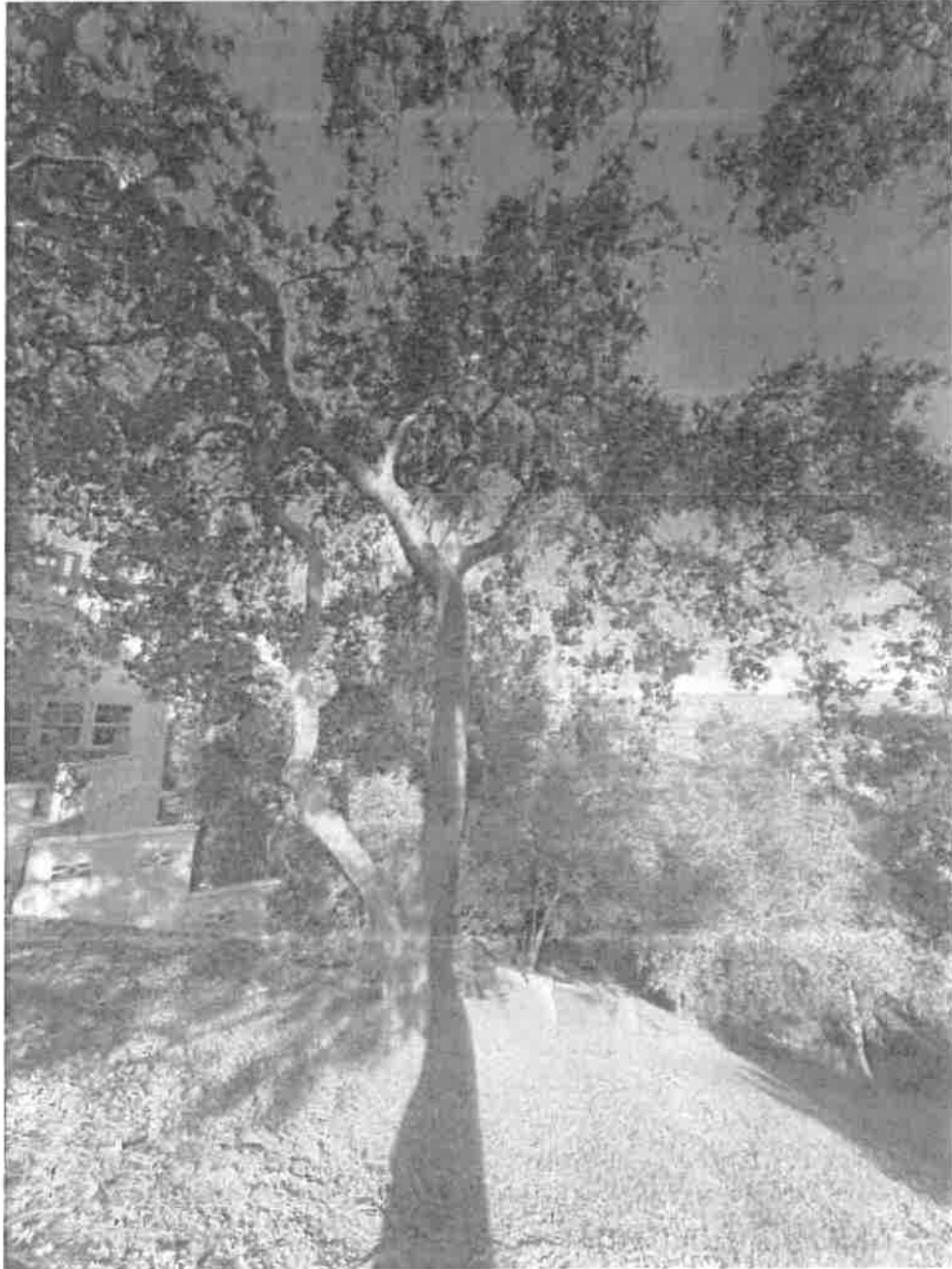


**The view of the lot frontage from the street.**  
(This and the following photographs were taken on November 21, 2022.)





**Tree #1.**



**Tree #2.**



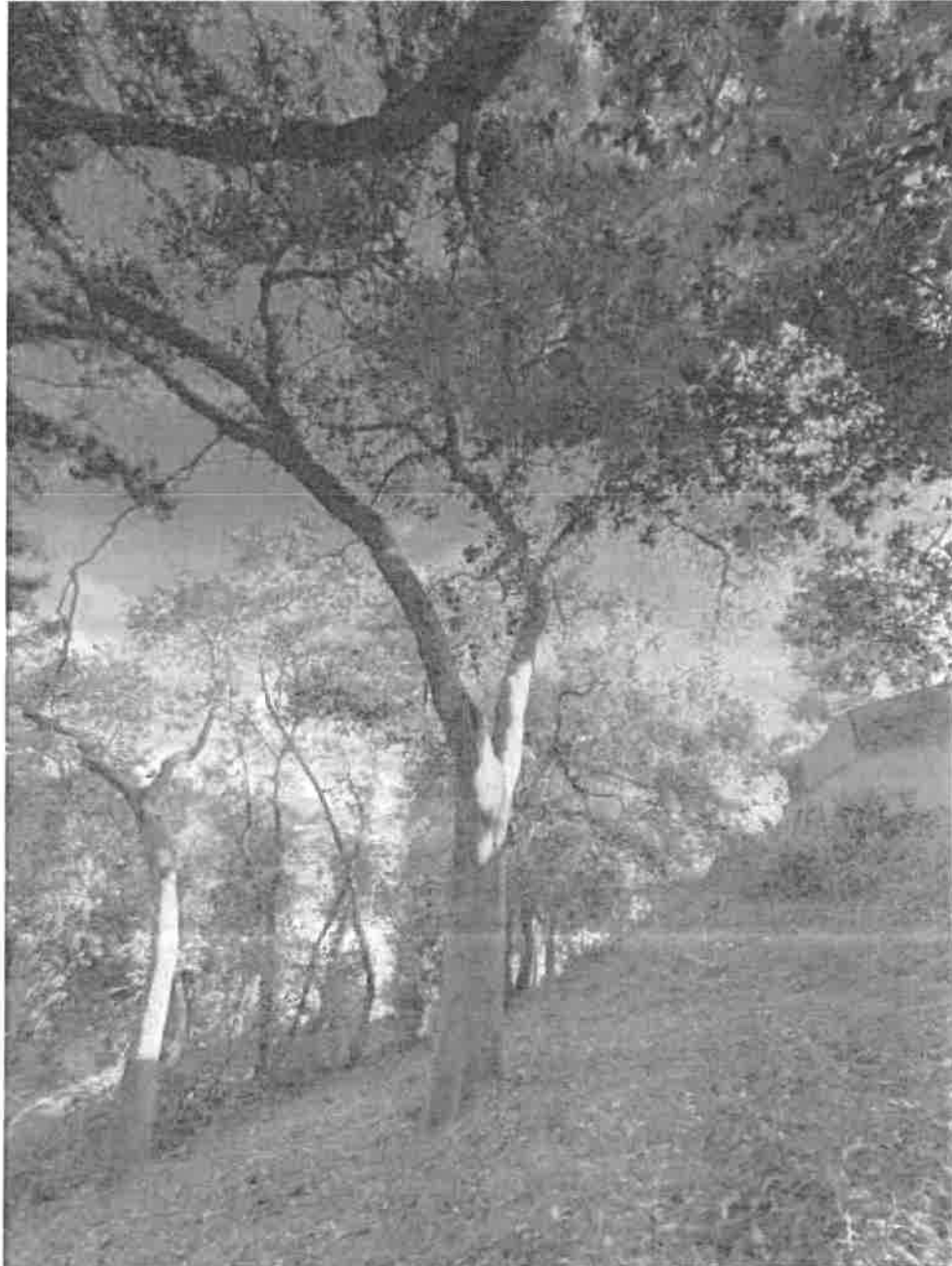
**Tree #3.**



**Trees #4 and #5.**

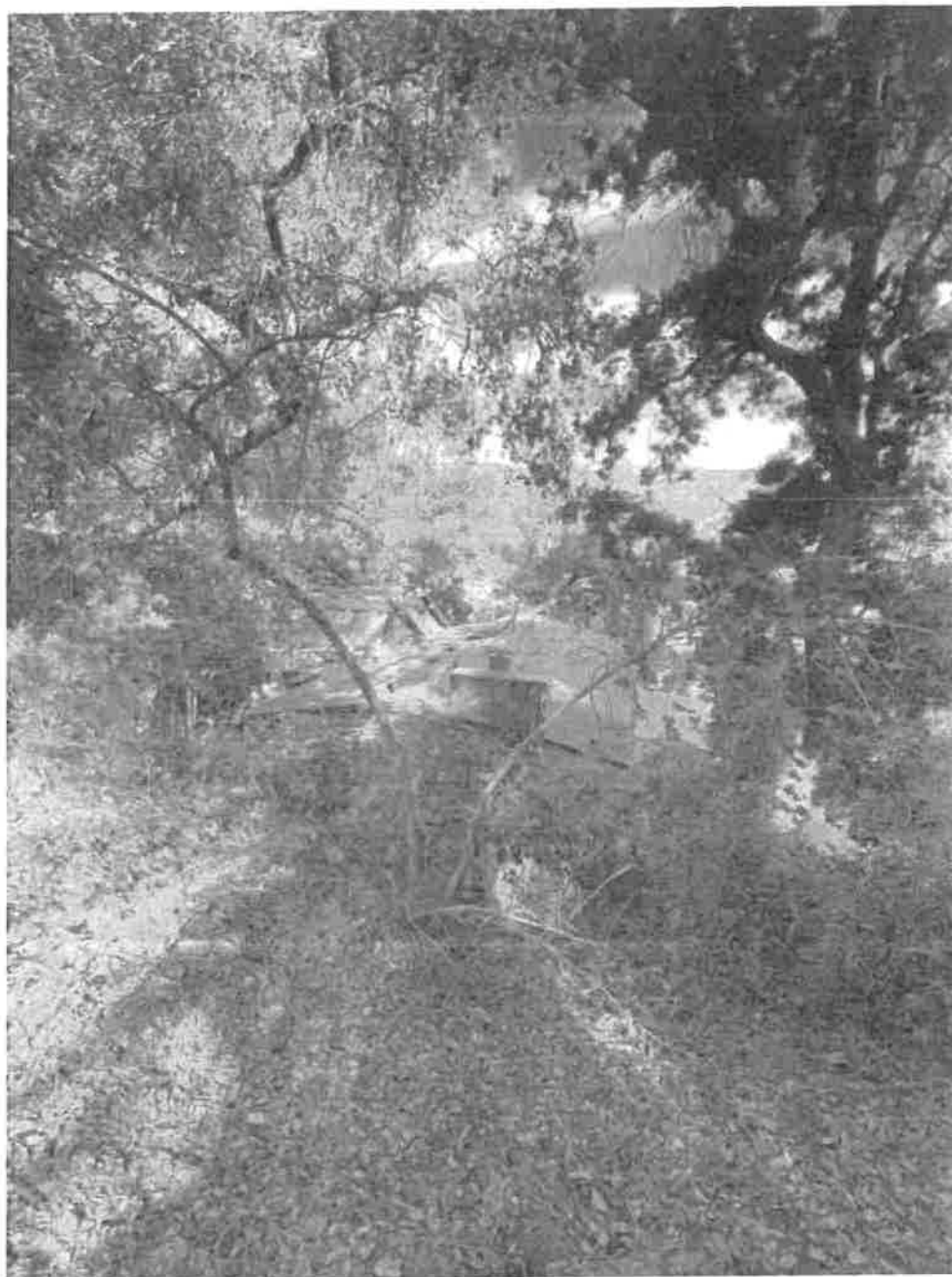


**Trees #6 and #7.**



**Trees #8 and #9.**





**Tree #10.**



**Tree #11.**





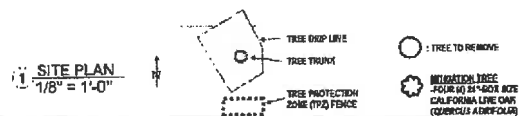
**Off-Site Tree #1.**



**Main branch of Off-Site Tree #2 over the property.**

November 28, 2022

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## Glossary

<b>Bark</b>	Protective covering over branches and stem that arises from cork cambium; the outermost layer.
<b>Buttress Root</b>	Roots at the base of the trunk; trunk flare.
<b>Canopy</b>	Parts of the tree above the trunk that includes the leaves and branches.
<b>Condition Rating</b>	The condition of a tree expressed as percentage of ideal for that species.
<b>Crown</b>	The above ground portion of the tree that includes the branches and the leaves.
<b>Deadwood</b>	Dead branches remaining attached within the canopy of the tree.
<b>Decay</b>	The process by which sound wood is decomposed by the action of wood-destroying fungi and other microorganisms, resulting in softening, progressive loss of strength and weight, and often changes in texture and color.
<b>Deciduous</b>	Perennial plant that loses all its leaves at one time during the year.
<b>Diameter at Breast Height (DBH)</b>	Basic measure of tree girth usually at 4.5 feet above ground level.
<b>Dieback</b>	Condition in which the ends of branches are dying.
<b>Drip Line</b>	Perimeter of the area under a tree delineated by the crown.
<b>Foliage</b>	The leaves in the canopy of the tree.
<b>Pile</b>	A long slender column usually of timber, steel, or reinforced concrete driven into the ground to carry a vertical load
<b>Scaffold Branch</b>	The permanent or structural branches of a tree.
<b>Stump</b>	That part of a felled or broken tree left in the ground.
<b>Vigor</b>	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 shrubs, 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 and shrubs 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 trees and shrubs or property in question may not arise in the future.

### **Certification of Performance**

I, Arsen Margossian, certify:

- That I have personally inspected the trees and shrubs, and the 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 Limits 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 am an ISA Certified Arborist (#WE-7233A), I hold ISA Tree Risk Assessment Qualification (TRAQ), am California Licensed Pest Control Advisor (#71429) and California Licensed Forestry Pesticide Applicator (#121525). I also am a graduate of ASCA Academy (2007).

I further certify that I am a member in good standing of the American Society of Consulting Arborists (ASCA) and International Society of Arboriculture (ISA).

Signed: 

Date: November 28, 2022

## Copies of Licenses



### The International Society of Arboriculture

Hereby Announces That

*Arsen Margossian*

Has Earned the Credential

#### ISA Certified Arborist®

By successfully meeting ISA Certified Arborist certification requirements through demonstrated attainment of relevant competencies as supported by the ISA Credentialing Council

*Cathy Pollman*  
Cathy Pollman  
CEO & Executive Director

5 March 2005

30 June 2023

#A-7235A

Issue Date

Expiration Date

Certification Number



### The International Society of Arboriculture

Hereby Announces That

*Arsen Margossian*

Has Earned the Credential

#### ISA Tree Risk Assessment Qualification®

By successfully meeting ISA Tree Risk Assessment Qualification certification requirements through demonstrated attainment of relevant competencies as supported by the ISA Credentialing Council

*Cathy Pollman*  
Cathy Pollman  
CEO & Executive Director

1 February 2013

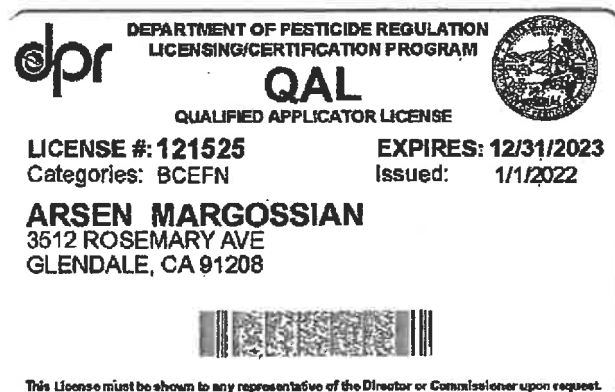
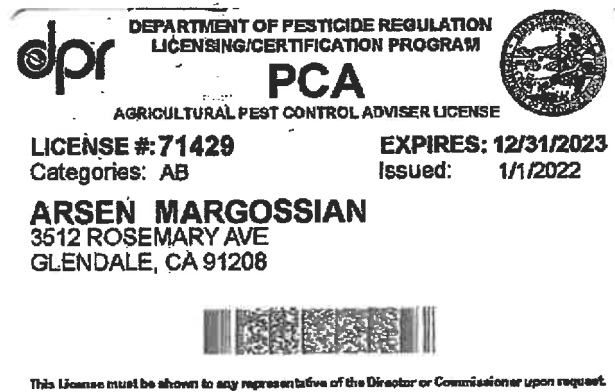
31 December 2026

Issue Date

Expiration Date



**Copies of Licenses**





## REFERRAL FORM



### URBAN FORESTRY REFERRAL – PILOT PROGRAM

This form shall be required for any project:

- ☐ Located within the Mt. Washington/Glassell Park Specific Plan, or
- ☐ For an SB 9 Urban Lot Split or Preliminary Parcel Map within the Valley geography, or
- ☐ Other projects as determined by City Planning,

if there are any protected trees or protected shrubs on the project site and/or or any trees within the adjacent public right-of-way that may be impacted or removed as a result of the project (e.g., any changes to the building footprint, including construction, demolition, or grading).

If required, the applicant shall complete the following **PRIOR TO FILING AN APPLICATION:**

1. Complete the Tree Disclosure Statement (CP-4067).
2. Prepare a Tree Report in accordance with the Tree Report Template (CP-4068). If using an existing Tree Report, it must be prepared within 12 months of submission.
3. Submit the Urban Forestry Referral Form (Referral Form), Tree Disclosure Statement, and Tree Report to the Customer Service Request Portal for Urban Forestry Division Clearances. An Angeleno Account will be required.

The completed Referral Form signed by Urban Forestry staff shall be submitted with case filing materials.

THIS SECTION TO BE COMPLETED BY THE APPLICANT

**Project Site Address:** 1943 W. Escarpa Drive

#### **Description of Proposed Project:**

New 2222 square foot, two story single family dwelling with a 473 sf garage. Project is located on a substandard limited hillside street with a width of less than 20 feet.

Project includes removal of one protected tree. Permit is being reviewed by Urban Forestry as of 5/16/23.

THIS SECTION TO BE COMPLETED BY CITY STAFF ONLY

URBAN FORESTRY PRELIMINARY EVALUATION

Protected Trees and Protected Shrubs

- ☒ **Ready to File.** No changes required at this time.
- ☐ **Ready to File with Modifications.** See attached **Tree Protection Plan** (if applicable, include any Notices to Comply [NTCs]).
- ☐ **Not Ready to File.** See Urban Forestry Comments below. Note that filing with this box checked will result in delays in case processing.

Trees within the Public Right-of-Way

- ☒ **Ready to File.** No changes required at this time.
- ☐ **Ready to File with Modifications.** See attached **Tree Protection Plan** (if applicable, include any NTCs or Street Tree Notices [STNs]).
- ☐ **Not Ready to File.** See Urban Forestry Comments below. Note that filing with this box checked will result in delays in case processing.

Urban Forestry Comments

Urban Forestry Staff Signature: \_\_\_\_\_



Print Name: **Albert Vera**

Review Date: **6/21/23**

- ☐ Additional Documents Attached
- ☐ Additional Consultation required by:
  - ☐ Bureau of Engineering
  - ☐ Department of Transportation

**PROTECTED TREE REPORT  
FOR  
LAND DEVELOPMENT  
AT**

**1943 WEST ESCARPA DRIVE  
LOS ANGELES, CA 90041**

**(APN: 5685-021-005)**

*APR 19 U  
For SR*

**REVIEWED  
BY** *6/21/27*

*[Signature]*

Bryan Ramirez, St. Tree Superintendent  
Urban Forestry Division  
Reviewing Tree Report Only  
Review of report does not  
indicate UFD approval for  
any tree removal

Prepared for:

**Shushan Barsegyan**  
1943 W. Escarpa Dr  
Los Angeles, CA 90041  
818 203 1753  
shushanb@gmail.com

November 28, 2022

Prepared by:

**Arsen Margossian, MSc, Consulting Arborist**  
**Bardez Landscape Services, Inc.**  
International Society of Arboriculture (ISA) Certified Arborist # WE-7233A  
Member, American Society of Consulting Arborists (ASCA)  
ASCA Academy Graduate (2007)  
ISA Tree Risk Assessment Qualified (CTRA 2013, TRAQ)  
California Licensed Pest Control Adviser #071429  
California Licensed Forestry Pesticide Applicator #121525  
3512 Rosemary Avenue  
Glendale, CA 91208  
818 669 6469  
[arsenm@pacbell.net](mailto:arsenm@pacbell.net)

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## **SUMMARY**

I was contacted by Ms. Shushan Barsegyan, to prepare a Protected Tree Report (PTR), for a vacant lot, located at 1943 W. Escarpa Dr., in Los Angeles, California.

The reason for the PTR is to assess the impact of the proposed construction of a single-family dwelling to any protected tree or shrub on the vacant lot and their immediate vicinity.

As observed, there are eight City of Los Angeles protected native trees and one protected native shrub.

And based on the prepared design, to be able to develop the land, one of the native protected trees, located centrally, is in conflict and should be removed. Mitigation trees can be planted on site. Two of the remaining trees will have some of their branches cut back, to provide clearance for the proposed structure. The remaining trees and the shrub should not be impacted.

All the retained trees and shrub must be protected.

## **INTRODUCTION**

### **Background**

Ms. Shushan Barsegyan, owner of a vacant land located at 1943 W. Escarpa Dr., in Los Angeles, CA, 90041, inquired if I could prepare a Protected Tree Report (PTR) for her land development project.

Apparently, the prior owner of the vacant land, had had a tree report prepared by Cy Carlberg, dated March 17, 2007. Ms. Barsegyan was in possession of that report, and a copy was forwarded to me. The report confirms the presence of seven native oak trees and two mature pine trees.

Ms. Barsegyan requested that I prepare a new PTR and survey the property for the presence and assessment of the protected trees and shrubs, and the impact of the proposed construction on them.

After discussing my fees, I agreed to prepare the PTR.

### **Assignment**

I agreed to perform the following:

- Survey the property for the presence of City of Los Angeles protected trees and shrubs.
- Inspect and evaluate the protected trees and shrubs.
- 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 November 21, 2022.

This arborist report was performed entirely at ground level. The inspection and evaluation of the trees and shrubs 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 trees or property in question may not arise in the future.

### **Purpose and Use of the Report**

Ms. Shushan Barsegyan indicated that a plan has been prepared to build her single-family dwelling on her vacant land. And because of the presence of City of Los Angeles protected trees and shrubs on site, a Protected Tree Report (PTR) is to be submitted to the Division of Urban Forestry of the City of Los Angeles.

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

This report is intended for the exclusive use of Ms. Barsegyan and her representatives. Upon submission, this report will become their property and its use will be at their discretion.

### **OBSERVATIONS**

#### **General Site Observations**

The property is a vacant land, located at 1943 W. Escarpa Dr., in the City of Los Angeles, County of Los Angeles, California, 90041.

The Assessor's Parcel Number (APN) is: **5685-021-005**.

It is Lot 5 of Tract TR 4655 in an R1-1 single-family residential zoning area. The lot is in the Eagle Rock neighborhood council area of the City of Los Angeles.

Easiest access to the lot is from the Ventura (134) Freeway, off from Figueroa St. exit, or from the Glendale (2) Freeway, off from York Blvd. exit.

The nearest cross-street is Campus Rd.

The lot is located on a steep hill in the south to north direction, with almost 50 feet grade difference between the highest point along the street and the lowest point at the bottom of the hill.

All the abutting properties have already been developed.

According to the architectural drawings, the lot has a total area of 5,760.0 sq. ft. and the proposed two-story dwelling will have a floor area of 2,255 sq. ft., including the garage.

As observed and surveyed, there are various trees and shrubs on site and some are protected. There are also **stumps** of protected oak trees, which have been cut down long time ago. As indicated above, an earlier tree report prepared in 2007 for the former owners, confirms presence of only seven oak trees; therefore, these oak trees have been cut down before 2007 and long before Ms. Barsegyan has purchased the vacant land.

I took photographs of the trees, shrubs and the site (**Appendix III**), took measurements and used the surveyor's and architect's plans for the location of the trees and shrubs.

The measured **canopy** of the protected trees and shrub is drawn to scale on the Site Plan (**Appendix IV**).

A Lufkin diameter tape and Drescher Caliper were used to measure the trunk diameter of the trees and shrubs, and a DEWALT measuring tape was used for other measurements. Tree height was estimated. Trees #2 to #9 had already been tagged back in 2007. I should mention that the trees with tag #4 and #5 are pine trees and are not indigenous protected ones. The tag was missing on Tree #1, so I installed a new one. I also confirmed the presence on site of a protected shrub and another young oak tree. I installed tags #10 and #11 on them respectively. There are other protected indigenous trees on the abutting properties, two of which, because of their proximity, are included in this report. No protected shrubs were observed on the abutting properties, close to the property lines.

#### **Tree Evaluation.**

As specified by Section 17.02 of City of Los Angeles Ordinance No. 186873, Protected Tree is "Any of the following Southern California indigenous species, which measures four inches or more cumulative diameter, four and one-half feet above the ground level at the base of the tree (**DBH**, Diameter at Breast Height, or at 54 inches from grade.): a) Indigenous Oak tree excluding the Scrub Oak, b) Southern California Black Walnut, c) Western Sycamore and d) California Bay, and Protected Shrub is Mexican Elderberry and Toyon.

According to this Ordinance, there are on site eight California Live oak (*Quercus agrifolia*) protected trees, and one Mexican Elderberry (*Sambucus mexicana*) protected shrub. All these trees and shrubs are naturally occurring, because they are the dominant native species found in the area. Also, other non-protected species trees and shrubs are found on site, such as bamboo, laurel sumac, jade, and others; these were not included in the tree survey. Diameter of the trees is expressed as DBH. Physical characteristics and health evaluation of the trees and shrub are summarized in the Tree Survey (**Appendix I**).



### **Tree # 1**

This is a mature California Live oak (*Quercus agrifolia*) tree, located at about 15 feet from the edge of the asphalt pavement.

It has a single erect trunk, with a DBH of 25 inches.

A main stem that apparently extended toward the street has been cut to the trunk long time ago. Extending upward to a height of about 20 feet, it divides to two main stems; one continues upward, and the other toward the street. The tree has good structure, with alternating main **scaffold branches**, that extend to distances of 10 to 25 feet into various directions.

The longest canopy spread is of 50 feet, in the east-west directions.

The crown height is about 35 feet.

The tree has some **deadwood** in the **crown**, and **dieback** of branch tips is present in a good section of the crown.

**Buttress roots** are not visible, most probably due to soil erosion around the trunk base over the years.

This tree has good **vigor** and on a scale of 0 to 5, the **condition rating** of this tree is 4 (Good.)

As indicated, the tree is centrally located not far from the street, and as designed, it is within the footprint of additional parking. Furthermore, its roots and crown will be significantly impacted by the foundations and the future house. It should be removed.

### **Tree # 2**

Another mature California Live oak (*Quercus agrifolia*) tree, located on the northwest side of Tree #1, or downslope from it. It is close to the west property line.

The single trunk divides to two stems at about three feet above grade, and they respectively have 12 and 19 inches DBH. The cumulative DBH is 31 inches.

Most of the crown of this tree is away from the south side, and branches extend up to 20 feet distances from the trunk base. The longest canopy spread is of 38 feet, in the east-west directions.

The crown height is about 30 feet.

There are no structural defects on this tree, and no disease symptoms are observed.

This tree is in average vigor and on a scale of 0 to 5, the condition rating of this tree is 3 (Average.)

This tree will be at about six feet from the west side of the proposed house. Although the **pile** foundations will not be much of a concern for this tree, but a good section of its east side crown will have to be cut back, to provide clearance for the house.

### **Tree #3**

A younger California Live oak (*Quercus agrifolia*) tree, located opposite side of Tree #2, and very close to the east property line.

It has a single north-east leaning trunk, that has a DBH of 14 inches.

A good section of the crown of this tree is toward the east side, over the house on the abutting property. Branches extend from five to 20 feet away from the trunk base, and the longest canopy spread is of 30 feet, in the east-west directions.

The crown height is about 16 feet.

Buttress roots are visible on this tree. No **decay** or disease symptoms are observed on this tree.

This tree is in average vigor and on a scale of 0 to 5, the condition rating of this tree is 3 (Average.)

This tree also like the previous tree will be at about six feet from the east side of the proposed house. Although the pile foundations also will not be much of a concern for this tree, but a small section of its west side crown will have to be cut back, to provide clearance for the house.

### **Trees #4 and #5**

These two trees are mature Aleppo pine (*Pinus halepensis*) trees, located downhill from Tree #3, and also close to the east property line.

They are not indigenous and not protected.

Their characteristics are included in the Tree Survey, and they will both be preserved.

### **Trees #6 and #7**

These two California Live oak (*Quercus agrifolia*) trees are located toward the northwest side of Trees #4 and #5, or downslope from them.

Tree #6 has a DBH of seven inches, and Tree #7 has a DBH of 7.5 inches.

They both have uneven crowns, with respective height of 15 and 12 feet.

Tree #6 has substantial decay on its main trunk, with missing **bark** and damage from boring beetles.

On a scale of 0 to 5, Tree #6 has a condition rating of 1 (Poor), and Tree #7 has a condition rating of 3 (Average).

They both are far from the footprint of the house, although the second story balcony extends over small section of their **drip line**. They both should not be impacted; however, they should be protected.

### **Trees #8 and #9**

These two California Live oak (*Quercus agrifolia*) trees are located in the far northeast corner of the lot, or at the lowest right-hand-side corner.

Tree #8 is a mature tree, with a DBH of 20 inches, while Tree #9 has a DBH of 11.5 inches.

They both have unevenly-spread crowns, mostly toward the north side, or away from the two mature pine trees.

Tree #8 has an approximate crown height of 35 feet, and Tree #9 has a height of 30 feet.

On a 0 to 5 scale, the condition rating for both is 3 (Average).

Both trees are quite far from any anticipated construction activity and should not be impacted; however, they both should also be protected.

### **Tree #10**

This is a Mexican Elderberry (*Sambucus Mexicana*), an indigenous protected native shrub, located toward the west side of Tree #8. It wasn't included in the inventory of trees done in 2007.

Originally this shrub had more stems, but they have been cut down most probably because they were dead and/or infested with insects. Boring insect damage is seen on the cut surfaces.

At present, there is a stem with 2.5 inches DBH, which is completely dead, and there are two live stems, each with 1.5 inches DBH.

This is a **deciduous** plant, so almost very little **foliage** was seen on the two live stems. The overall height is 8 feet, and the crown is away from the north side.

On a scale of 0 to 5, Tree #10 has a condition rating of 1 (Poor).

This is far from the construction footprint, and no encroachment is expected, but it should be protected.

### **Tree #11**

This California Live oak (*Quercus agrifolia*) tree also was not included in the inventory of 2007, most probably because it was very small then.

It is located to the west of Tree #6. The main trunk divides to two at about four feet over grade. They respectively have 3.25 and 5.25 inches DBH, or a cumulative DBH of 8.5 inches.

The height of the tree is about 18 feet, and the longest canopy spread is of 15 feet, in the northwest to southeast directions.

Overall, it is in good health, and no structural defects or disease symptoms are observed on this tree. On a scale of 0 to 5, the condition rating of this tree is 4 (Good.)

As to impact from construction, this tree is in identical condition as Trees #6 and #7. It is the second story balcony that extends over a section of its crown. This tree should not be impacted, but it should be protected.

### **Off-Site Trees**

There are two California Live oak (*Quercus agrifolia*) trees visible on the abutting property toward the west side, at 1947 Escarpa Dr.

Off-Site Tree #1 is a small tree, with 3.5 inches DBH, and is located on the west side of Tree #11. This tree should be protected, because it is not far from the proposed house footprint.

Off-Site Tree #2 is further downhill, and I did not have access to measure its trunk. This tree has a major scaffold branch that extends by about 20 feet over the far northwest corner of the property. This tree is very far and should not be impacted. Both trees' characteristics are included in the Tree Survey.

### **CONSTRUCTION IMPACT**

As discussed above, Tree #1 has to be removed, because it is centrally located; its crown extends over a good portion of the land where a house can be placed. It is not possible to develop the land without its removal.

The other two trees that will be impacted, are Trees #2 and #3. Both trees' crown must be reduced to provide clearance to the proposed house. These two trees are healthy trees, and they will soon compensate for the lost crown volume.

All the remaining trees should not be impacted.

### **MITIGATION FOR THE REMOVED TREE**

The development of this vacant land, as designed, will only be possible with the removal of Tree #1.

For the removal of this tree, the City of Los Angeles Tree Ordinance mandates mitigation on a four to one basis; therefore, four new California Live oak (*Quercus agrifolia*) 24" box size trees must be planted on site. The Division of Urban Forestry will confirm their size.

### ***TREE PRESERVATION PLAN***

All the retained trees should be protected during the entire construction period. The following guidelines should be implemented for the preserved trees and shrub:

- **Tree Protection Zone (TPZ):** Before construction begins and during its entire duration, a Tree Protection Zone (TPZ) should be established as far possible away from the trunk of the trees, as illustrated on the Site Plan (**Appendix IV**). Chain link fencing or plastic orange netting must be erected along the perimeter of the protection zone to prevent access. A "WARNING - Tree Protection Zone" sign should be displayed on the fence (See Site Plan for location of the TPZ fencing.)
- **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.
- **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:** Unless unavoidable, the tree should not be pruned until all construction is completed. All pruning shall be done under the direction of an ISA Certified Arborist and using ISA guidelines.

**Root Pruning:** Any further 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 the remaining construction period, an ISA Certified Arborist shall inspect the tree 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 tree 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**

This Protected Tree Report will be reviewed by the Division of Urban Forestry of the Bureau of Street Services of City of Los Angeles Department of Public Works. The Division will determine for the mitigation of the protected indigenous oak tree that will be removed.

### Appendix I

#### TREE SURVEY

TREE SURVEY									
1943 W. ESCARPA DRIVE, LOS ANGELES, CA 90041									
ARSEN MARGOSSIAN, CONSULTING ARBORIST (WE-7233A), 818 669 6469, ARSENIM@PACBELL.NET, NOVEMBER 28, 2022									
# OF TREES	TREE TAG #	SPECIES	DESIGNATION	DIAMETER (DBH)	HEIGHT	SPREAD	CONDITION RATING	IMPACT	STATUS
1	1	California Live Oak ( <i>Quercus agrifolia</i> )	Native Tree	25"	35'	50'	4	Additional Parking / House Foundations	Remove
2	2	California Live Oak ( <i>Quercus agrifolia</i> )	Native Tree	31" (12" & 19")	30'	38'	3	Crown Reduction	Impacted/ Retain/Protect
3	3	California Live Oak ( <i>Quercus agrifolia</i> )	Native Tree	14"	16'	30'	3	Crown Reduction	Impacted/ Retain/Protect
4	4	Aleppo Pine ( <i>Pinus halepensis</i> )	Non-Native Tree	25"	60'	40'	2	No Impact	Not Impacted/ Retain
5	5	Aleppo Pine ( <i>Pinus halepensis</i> )	Non-Native Tree	33"	60'	45'	3	No Impact	Not Impacted/ Retain
6	6	California Live Oak ( <i>Quercus agrifolia</i> )	Native Tree	7"	15'	18'	1	No Impact	Not Impacted/ Retain/Protect
7	7	California Live Oak ( <i>Quercus agrifolia</i> )	Native Tree	7.5"	12'	20'	3	No Impact	Not Impacted/ Retain/Protect
8	8	California Live Oak ( <i>Quercus agrifolia</i> )	Native Tree	20"	35'	43'	3	No Impact	Not Impacted/ Retain/Protect
9	9	California Live Oak ( <i>Quercus agrifolia</i> )	Native Tree	11.5"	30'	20'	3	No Impact	Not Impacted/ Retain/Protect
10	10	Mexican Elderberry ( <i>Sambucus mexicana</i> )	Native Shrub	5.5" (2x1.5" & 2.5")	8'	8'	1	No Impact	Not Impacted/ Retain/Protect
11	11	California Live Oak ( <i>Quercus agrifolia</i> )	Native Tree	8.5" (3.25" & 5.25")	18'	15'	4	No Impact	Not Impacted/ Retain/Protect
12	Off-Site #1	California Live Oak ( <i>Quercus agrifolia</i> )	Native Tree	3.5"	15'	12'	4	No Impact	Not Impacted/ Retain/Protect
13	Off-Site #2	California Live Oak ( <i>Quercus agrifolia</i> )	Native Tree	16" (Est.)	20'	20' INSIDE PROPERTY	N/A	No Impact	Not Impacted/ Retain/Protect
TREE CONDITION: 0=DEAD, 1=POOR, 2=FAIR, 3=AVERAGE, 4=GOOD, 5=EXCELLENT									

## Appendix II

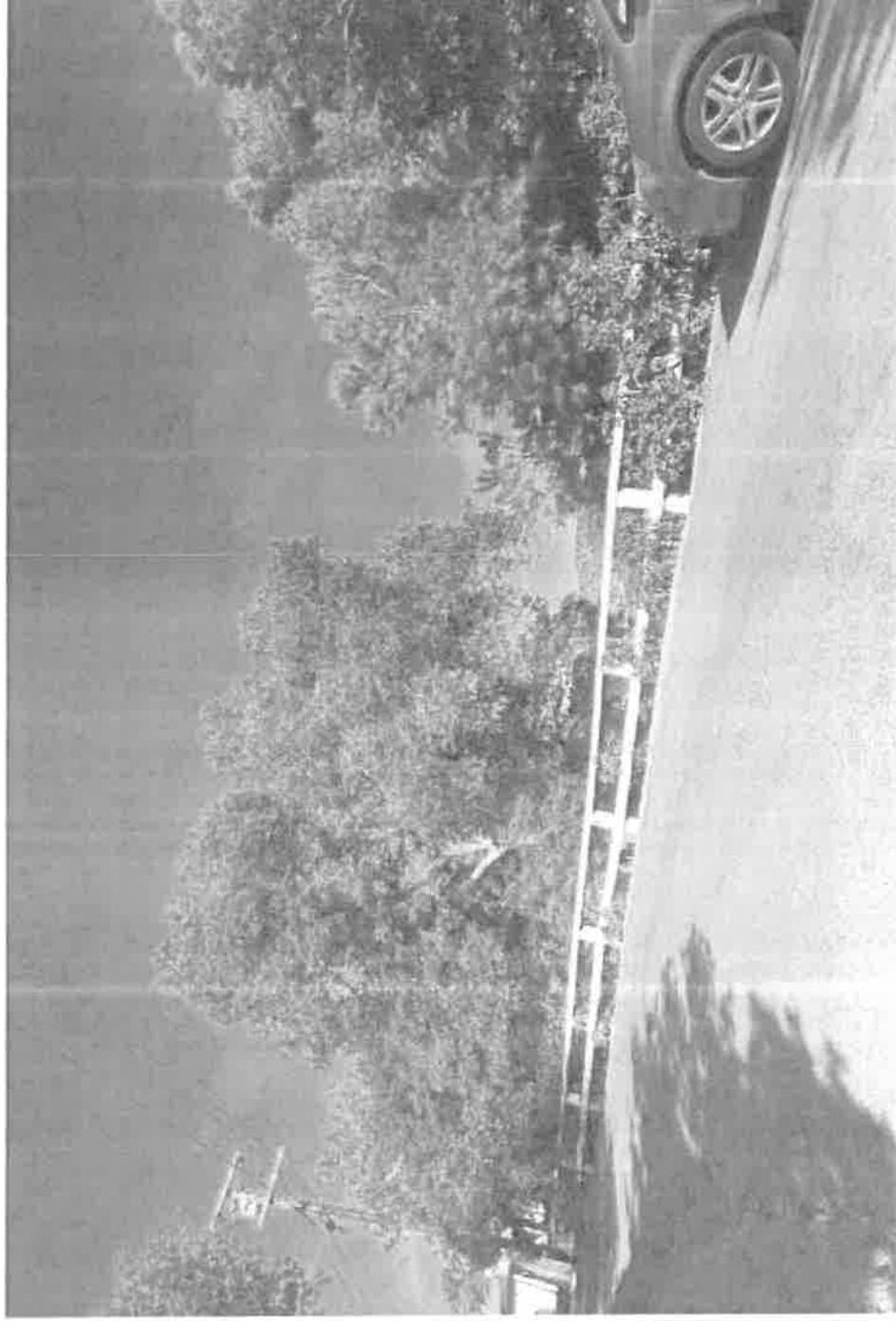
SURVEY OF TREES TO REMOVE									
1943 W. ESCARPA DRIVE, LOS ANGELES, CA 90041									
ARSEN MARGOSSIAN, CONSULTING ARBORIST (WE-7233A), 818 669 6469, ARSENM@PACBELL.NET, NOVEMBER 28, 2022									
# OF TREES	TREE TAG #	SPECIES	DESIGNATION	DIAMETER (DBH)	HEIGHT	SPREAD	CONDITION RATING	IMPACT	STATUS
1	1	California Live Oak ( <i>Quercus agrifolia</i> )	Native Tree	25"	35'	50'	4	Additional Parking / House Foundations	Remove
TREE CONDITION: 0=DEAD, 1=POOR, 2=FAIR, 3=AVERAGE, 4=GOOD, 5=EXCELLENT									



## Appendix III PHOTOGRAPHS



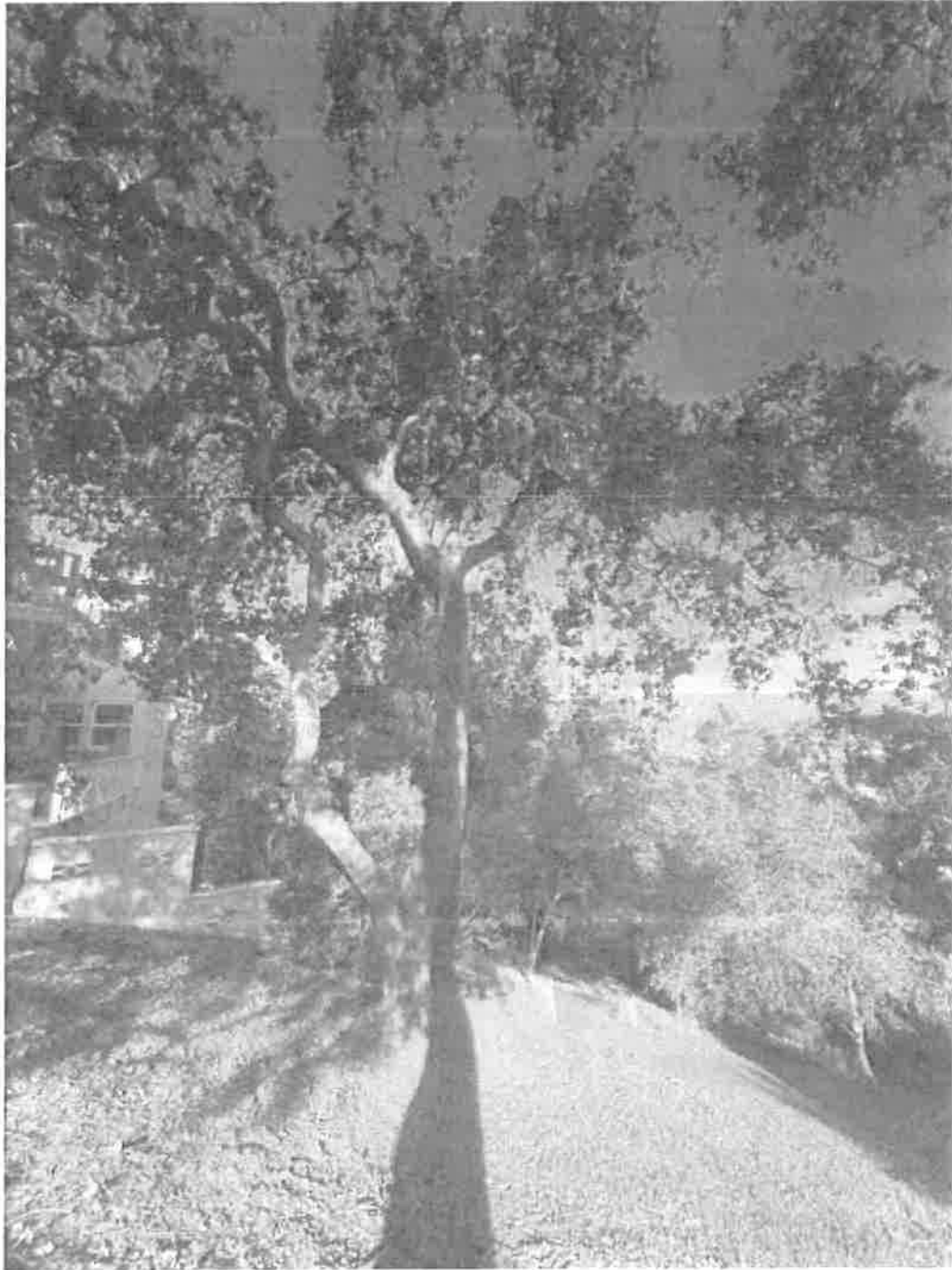
**ZIMAS View of the property.**



**The view of the lot frontage from the street.**  
(This and the following photographs were taken on November 21, 2022.)



**Tree #1.**



**Tree #2.**



**Tree #3.**

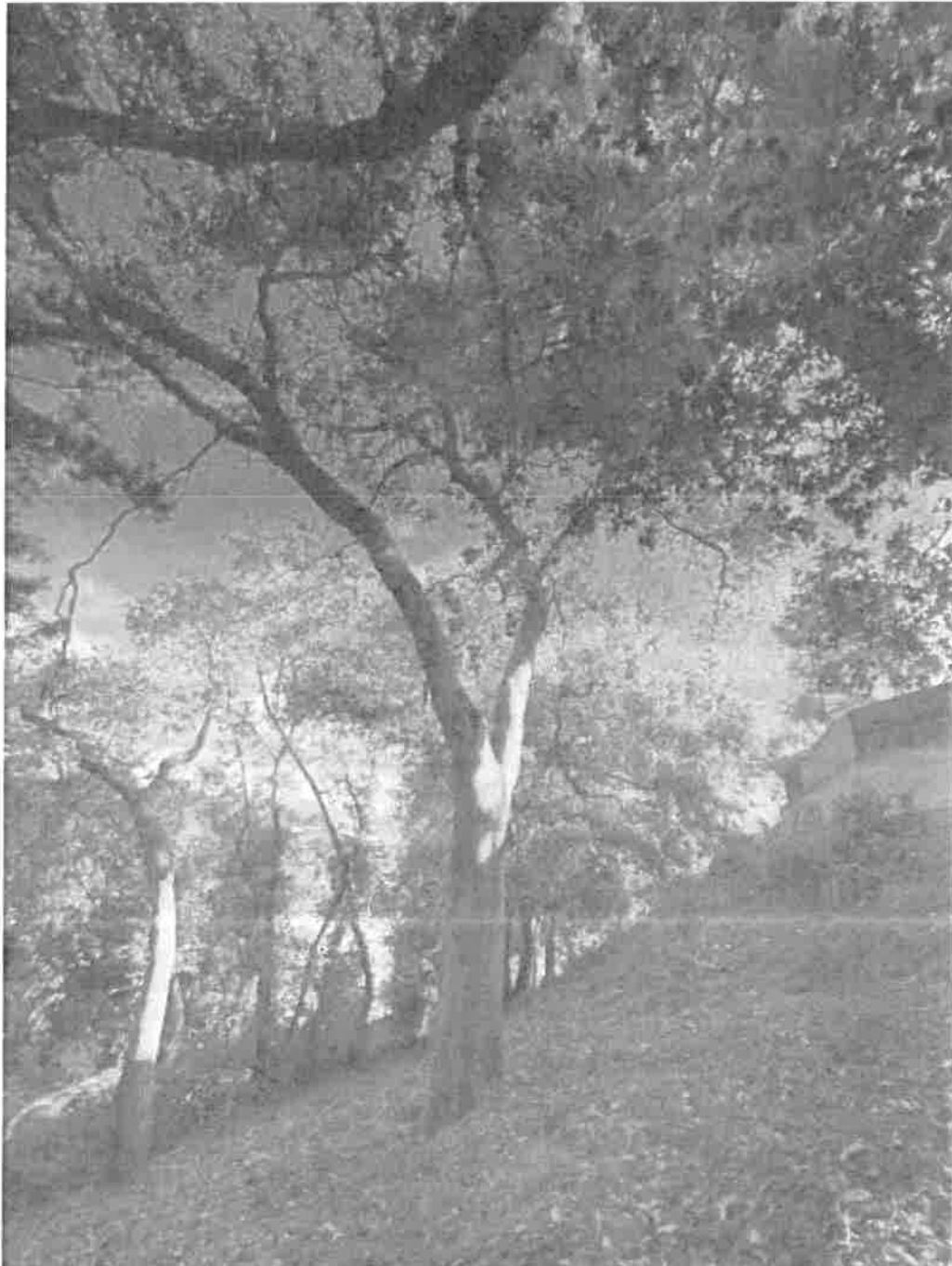


**Trees #4 and #5.**





**Trees #6 and #7.**



**Trees #8 and #9.**





**Tree #10.**



**Tree #11.**

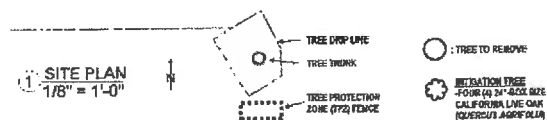
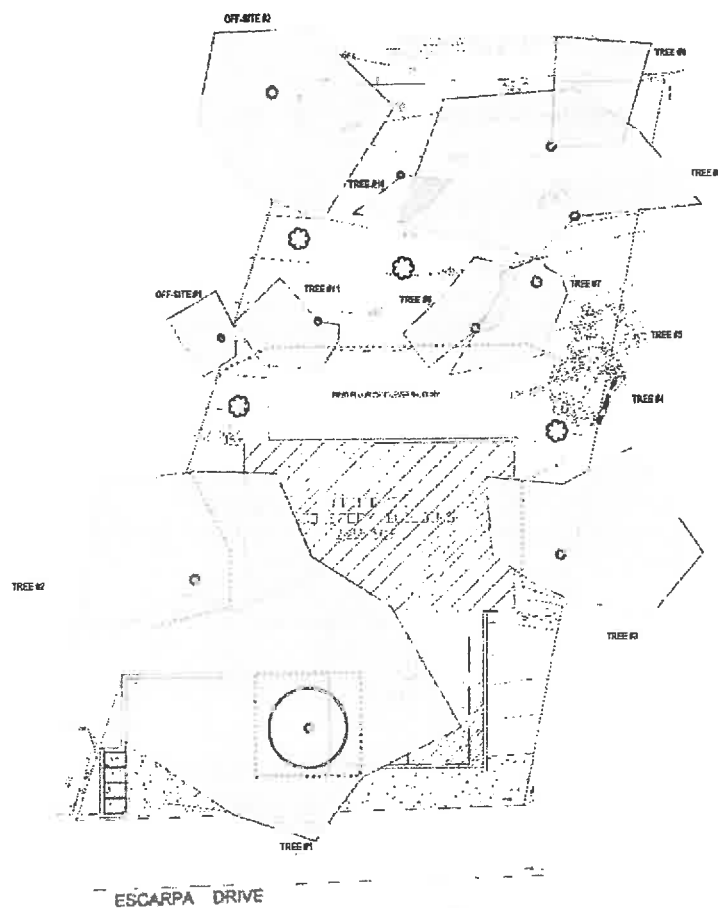


**Off-Site Tree #1.**



**Main branch of Off-Site Tree #2 over the property.**

**Appendix IV**  
**SITE PLAN**  
(See Architectural Drawing in Back Pocket.)



## Glossary

<b>Bark</b>	Protective covering over branches and stem that arises from cork cambium; the outermost layer.
<b>Buttress Root</b>	Roots at the base of the trunk; trunk flare.
<b>Canopy</b>	Parts of the tree above the trunk that includes the leaves and branches.
<b>Condition Rating</b>	The condition of a tree expressed as percentage of ideal for that species.
<b>Crown</b>	The above ground portion of the tree that includes the branches and the leaves.
<b>Deadwood</b>	Dead branches remaining attached within the canopy of the tree.
<b>Decay</b>	The process by which sound wood is decomposed by the action of wood-destroying fungi and other microorganisms, resulting in softening, progressive loss of strength and weight, and often changes in texture and color.
<b>Deciduous</b>	Perennial plant that loses all its leaves at one time during the year.
<b>Diameter at Breast Height (DBH)</b>	Basic measure of tree girth usually at 4.5 feet above ground level.
<b>Dieback</b>	Condition in which the ends of branches are dying.
<b>Drip Line</b>	Perimeter of the area under a tree delineated by the crown.
<b>Foliage</b>	The leaves in the canopy of the tree.
<b>Pile</b>	A long slender column usually of timber, steel, or reinforced concrete driven into the ground to carry a vertical load
<b>Scaffold Branch</b>	The permanent or structural branches of a tree.
<b>Stump</b>	That part of a felled or broken tree left in the ground.
<b>Vigor</b>	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 shrubs, 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 and shrubs 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 trees and shrubs or property in question may not arise in the future.

### **Certification of Performance**

I, Arsen Margossian, certify:

- That I have personally inspected the trees and shrubs, and the 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 Limits 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 am an ISA Certified Arborist (#WE-7233A), I hold ISA Tree Risk Assessment Qualification (TRAQ), am California Licensed Pest Control Advisor (#71429) and California Licensed Forestry Pesticide Applicator (#121525). I also am a graduate of ASCA Academy (2007).

I further certify that I am a member in good standing of the American Society of Consulting Arborists (ASCA) and International Society of Arboriculture (ISA).

Signed: 

Date: November 28, 2022



## Copies of Licenses



### The International Society of Arboriculture

Hereby Announces That

*Arsen Margossian*

Has Earned the Credential

### ISA Certified Arborist ®

By successfully meeting ISA Certified Arborist certification requirements through demonstrated attainment of relevant competencies as supported by the ISA Credentialing Council

*Cathy Peltzman*

Cathy Peltzman  
CEO & Executive Director

5 March 2005

30 June 2023

W67233A

Issue Date

Expiration Date

Certification Number



### The International Society of Arboriculture

Hereby Announces That

*Arsen Margossian*

Has Earned the Credential

### ISA Tree Risk Assessment Qualification®

By successfully meeting ISA Tree Risk Assessment Qualification certification requirements through demonstrated attainment of relevant competencies as supported by the ISA Credentialing Council

*Cathy Peltzman*

Cathy Peltzman  
CEO & Executive Director

1 February 2013

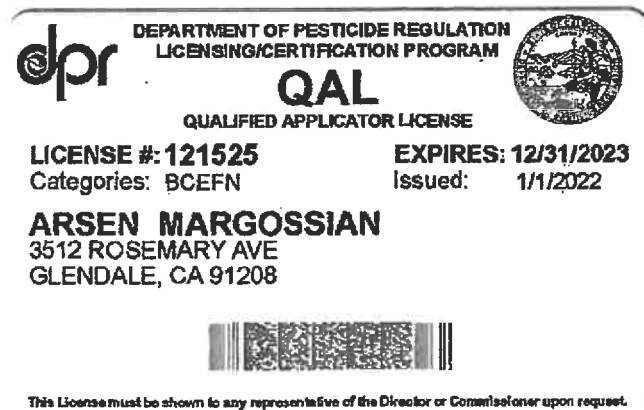
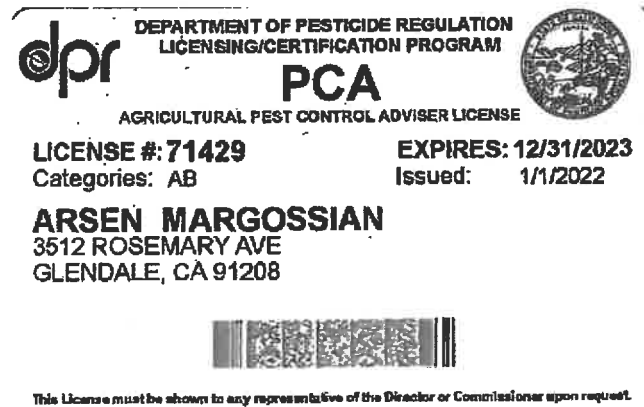
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Issue Date

Expiration Date

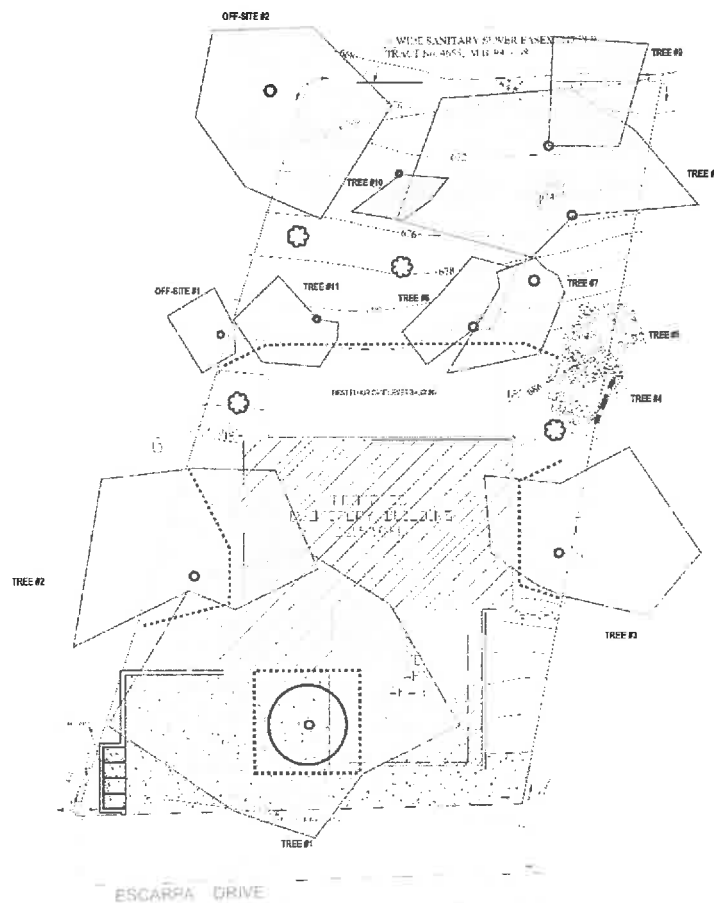


**Copies of Licenses**





**Appendix IV**  
**SITE PLAN**  
(See Architectural Drawing in Back Pocket.)



# 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 the construction traffic management plan to be followed by Gegam Burnazyan and Ara Amyan (the owners) as well as the General Contractors, and Subcontractors, in connection with the construction of the New Single Family Dwelling at 1943 W Escarpa Dr., Eagle Rock, CA 90041 . The Project location is shown in Figure 1.

## Project Description

This proposed project is the construction of a 2,222 square foot 2 story single family dwelling, with a 473 square foot attached 2 car garage on a 5,760 square foot vacant lot. The lot fronts Escarpa Dr., a substandard limited hillside street, with a width of less than 24 feet.

## Statement of Purpose

The purpose of this plan is to ensure the timely completion of the Project while coordinating schedules, access, and parking with the construction team and other developers within the affected area. It aims to minimize potential impacts on the surrounding neighbors. The Plan will be implemented throughout all phases 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 within 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 Liaison Office

The Developer shall appoint a Construction Liaison Officer (CLO) to respond to inquiries or concerns of surrounding residents as well as the general public. The CLO may be an employee or representative of either the General Contractor or Developer.

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 (818) 247-2036 and shall be conspicuously posted at the construction site.

The CLO shall notify the Developer if the CLO is notified of any construction activities that potentially violate this Plan or any of the construction related conditions of approval.

## Construction Phasing

The Project is relatively minimal in scope; the construction of a 2,222 SF single family dwelling will be continuous and will take place in two stages. Once mobilized, the construction barricades (Fencing) will 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 on-site.

- **Phase One** will start with clearing the site, light grading for worker parking and mobilization. This will be followed by shoring, excavation, foundation work, and constructing retaining walls and building structures. Framing will be completed, and parking and staging will shift to the 1943 Escarpa Drive project site once the front site is cleared and graded.
- **Phase Two** will include utility connections, building enclosure, interior finishes, and completion of hardscape and landscaping.

## Barricades

All construction barriers will be kept in compliance with City regulations, ensuring they remain visually appealing throughout the duration of the construction.

Signs will be displayed along the fencing, indicating that unauthorized postings are not allowed. The General Contractor will assign personnel to conduct daily inspections to ensure no unapproved materials are attached to any temporary barriers or walkways. Any graffiti found on the barricades will be removed or covered as soon as the General Contractor is made aware of it.

## Construction Site Security

The Developer will utilize all appropriate security measures, including but not limited to lighting, fencing and locks at all entrances as required to maintain safety in and around the construction site.

## Emergency Access

Emergency access to the project and adjacent areas shall be kept clear and unobstructed during all phases of construction. At no time shall staged vehicles or construction vehicles impede roadway access by residents or emergency vehicles.

The nearest hospital emergency room is Adventist Health Glendale located at 1509 Wilson Terrace, Glendale, CA 91206 as shown in [Figure 2](#) and the nearest fire station is Fire Station 55 at 4455 York Blvd, Eagle Rock, CA 90041 as shown in [Figure 3](#).

## Very High Fire Hazard Severity Zone

In line with Section 57.322.1.1 of the Los Angeles Municipal Code (LAMC), the project shall adhere to LAFD brush clearance regulations and will ensure the site and its surroundings are maintained to reduce potential fire hazards caused by debris, overgrown vegetation, or other flammable materials. Additionally, all grading and hauling activities will be suspended during periods of high winds or Red Flag warnings, as identified by the Los Angeles Fire Department. The Owner and General Contractor will work in coordination with Fire Station 55 to uphold fire safety measures and mitigate any fire risks throughout construction. The proximity of Fire Station 55 to the project site is shown in [Figure 3](#).

## CONSTRUCTION CIRCULATION

### Street Access and Parking

Escarpa Drive is a narrow, looping hillside street, accessed only from Campus Drive, north of the Occidental College campus. Parking on Escarpa Drive is restricted to one side of the street only. During the initial grading phase, which includes driveway preparation, project vehicles (employee and construction vehicles, no more than 3) will park on the permitted side of the street. Once grading is complete, the project's vehicles will use the driveway for parking to minimize disruption to local traffic. To reduce impact on the neighborhood, shuttle services will be offered to employees in case on-site parking is not available.

### Traffic Control Measures

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 implemented as necessary to maintain safe and effective circulation around the project site. These procedures may include:

- Safety features (warning & regulatory signs, channelizing devices like cones or other delineators, guard rails, barriers, changeable message signs, etc.)
- Flagger control
- Temporary parking restrictions
- Reduction in the construction duration
- Minimize the time that construction vehicles are parked in the public right-of-way
- Detours
- Sidewalk and street lighting needs
- Designing for appropriate vehicular speeds and sight lines
- Employee staging (off-site parking) and shuttles
- On-site parking
- Coordination with other construction sites in the area
- Consideration of additional measures in Very High Fire Severity Hazard Zones

All traffic control measures will adhere to the latest standards outlined in the **California Manual on Uniform Traffic Control Devices (CALTRANS)** and the **Work Area Traffic Control Handbook (American Public Works Association)**

The general contractor will be responsible for ensuring that all required traffic control devices are properly installed and maintained throughout the construction period. Any missing or damaged signs will be replaced in accordance with **LADOT** specifications. The contractor will also coordinate with local authorities, as needed, to ensure traffic management aligns with city regulations and public safety standards.

## Truck Access and Staging

For construction trucks traveling to and from 1943 W Escarpa Dr. via the Glendale Freeway (CA-2), the proposed route is shown in [Figure 4](#), [Figure 5](#) and detailed below, ensuring ease of access while minimizing the impact on residential and hillside streets.

### From Glendale Freeway (CA-2) to 1943 W Escarpa Dr.:

1. Head south on **CA-2 S**.
2. Take exit **15B** for **York Blvd**.
3. Turn **left** onto **York Blvd**.
4. Turn **right** onto **W Avenue 43**.
5. Turn **left** onto **N Eagle Rock Blvd**.
6. Turn **right** onto **Westdale Ave**.
7. Slight **left** onto **Campus Rd**.
8. Slight **left** onto **Escarpa Dr** and proceed to the construction site at 1943 W Escarpa Dr.



### **Returning to Glendale Freeway (CA-2):**

1. Head **south** on **Escarpa Dr.**
2. Slight **right** onto **Campus Rd.**
3. Slight **right** onto **Westdale Ave.**
4. Turn **left** onto **N Eagle Rock Blvd.**
5. Turn **right** onto **W Avenue 43.**
6. Turn **left** onto **York Blvd.**
7. Turn **right** onto **Delevan Dr.**
8. Continue onto **Wawona St.**
9. Turn **left** onto **CA-2 N.**

When needed, flagmen equipped with communication devices will be stationed to coordinate haul truck activities, especially when entering or exiting public streets.

If oversized or overweight loads are involved, the necessary permits will be secured from the Los Angeles Department of Public Works, Bureau of Street Services (and Caltrans if the loads are traveling on state highways). These loads will be managed in accordance with the conditions and timing outlined in the permits."

### **Construction Truck Hours**

As much as possible, the arrival and departure of construction trucks will be scheduled outside of afternoon peak commute hours, or minimized when such scheduling isn't feasible. To reduce traffic during weekday afternoon peak periods, construction vehicle trips will be planned for the first eight hours of the allowed construction period (7:00 AM to 4:00 PM) on weekdays. However, in accordance with LAMC 13.20.D.6, if the project involves hauling 1,000 cubic yards or more of material, haul trips will be limited to the hours between 9:00 AM and 3:00 PM, Monday through Friday. Unless authorized by a special permit from the relevant City agency, hauling is prohibited on Sundays 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 streets for protracted periods for time to ensure that trucks are not impeding public traffic flow on the surrounding public streets while waiting to enter the Project site.

### **Construction Employee Parking**

The General Contractor shall be responsible for providing employee parking throughout the construction period. All construction employee parking will occur in the designated project parking area (Figure 6). However, due to the limited availability of viable off-street parking, employees will be encouraged to carpool to reduce on-street parking and ensure that only essential vehicles (2 - 3 vehicles max.) are parked in the highlighted area (Figure 5) during Phase 1, when the front portion of the lot is being prepared for project parking. If necessary, an off-site parking arrangement will be considered.

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

- **Phase One** will start with clearing the site, light grading for worker parking, and mobilization. This will be followed by shoring, excavation, foundation work, and constructing retaining walls and building structures. Framing will be completed, and parking and staging will shift to the 1943 Escarpa Drive project site once the front of the site is cleared and graded.
- **Phase Two** will include utility connections, building enclosure, interior finishes, and completion of hardscape and landscaping.

The General Contractor shall provide all construction contractors with written information on where workers and subcontractors are permitted to park, including clear consequences for failing to follow these regulations.

The General Contractor is also responsible for informing subcontractors and workers of these requirements and will monitor their compliance. Compliance must be reported to the City upon request prior to the issuance of any permits.

## TRAFFIC-RELATED ENVIRONMENTAL CONTROLS

### Vehicle Air Quality Measures

Loads shall be secured by trimming, watering, or covering to prevent the spilling or blowing of earth materials. If the load, at its contact points with the sides, front, and back of the truck's cargo container, remains at least six inches below the upper edge of the container and does not extend above the upper edge at its peak, covering is not required, in accordance with California Vehicle Code Section 23114(e)(4). Mud-covered tires and under-carriages of trucks leaving the construction site shall be washed.

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

To minimize the impact of construction activities on water quality, the following vehicle-related measures will be implemented:

- **Gravel Approaches:** Gravel or stabilized approaches will be used where truck traffic is frequent to reduce soil compaction and prevent sediment tracking onto streets.
- **Maintenance Practices:** Vehicle and equipment maintenance, repair, and washing will occur at least 50 feet away from storm drains. Major repairs will be conducted off-site, while minor maintenance will utilize drip pans or drop cloths to capture any spills.

- **Spill Control:** In the event of a fluid spill, immediate containment and cleanup will be performed using absorbent materials, and contaminated materials will be disposed of according to local regulations.
- **Routine Inspections:** Regular site inspections will ensure compliance with water quality measures and check for any leaks from vehicles.

## Idling

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

## Nearby Construction/Permit activity

To assess the potential cumulative impacts of construction-related traffic on nearby neighborhood streets, the TAG requires identifying other known development activities (both by-right and discretionary) within a half-mile radius of the proposed project. The table below outlines nearby construction and permit activity, including projects currently under construction or recently issued permits.

Should any such project arise during the construction of 1943 W Escarpa Dr., the Owner and General Contractor will collaborate in good faith with neighboring projects to coordinate activity as feasibly as possible.

Address	Type of Project	Scope	Permit app. #	Status
1906 W Escarpa Dr., 90041	Swimming-Pool/Spa, 1 or 2 Family Dwelling	(N) 30'x20' Pool w/ 7'x7' Spa. 7' max depth	23047-10000-01171	In progress
1960 W Escarpa Dr., 90041	Bldg-Alter/Repair, 1 or 2 Family Dwelling	Remodel entire kitchen, remove and replace stairs, new walk-in closet and master bath, remodel existing bathrooms, new powder room, remove and replace windows from laundry room for new French doors, and remove and replace windows in kitchen area. & Revise floor plans and create new bathroom for bedroom on 2nd floor" (No added floor area)	24016-10000-08273, 24016-10001-08273	In progress
4932 N Highland View Ave., 90041	Bldg-Demolition, 1 or 2 Family Dwelling, Bldg-Alter/Repair, 1 or 2 Family Dwelling	Demolish existing SFD, convert existing detached garage to ADU	24019-10000-01432, 24016-10000-08239	Issued, Issued

Address	Type of Project	Scope	Permit app. #	Status
4956 N Highland View Ave., 90041	Bldg-Addition, 1 or 2 Family Dwelling	Addition to existing single car garage and convert to ADU	24014-10000-03576	In progress
4958 N Highland View Ave., 90041	Bldg-Addition, 1 or 2 Family Dwelling	Addition to existing 1-story SFD with attached patio cover per WFPP & attached carport retrofit existing foundation	24014-10000-03575	In progress
1627 W Linda Rosa Ave., 90041	Bldg-Addition, 1 or 2 Family Dwelling	Addition of 30'-0" x 32'-8" two-story Accessory Dwelling Unit (ADU) to existing detached 2-car garage with new attached 13'-4" x 22'-0" trellis ADU	23010-10000-05068	In progress
1689 W Silver Oak Ter., 90041	Swimming-Pool/Spa, 1 or 2 Family Dwelling	(N) swimming pool w/ spa	23047-20000-01513	In progress
2220 W Ridgeview Ave, 90041	Bldg-Addition, 1 or 2 Family Dwelling	Convert existing 2 car garage into a 1 car garage, remove (e) attached carport and add a 2 car garage with storage space/porch at first floor, 2nd floor addition for new ADU	22014-10000-06188	Issued
4741 N Eagle Rock Blvd., 90041	Bldg-Alter/Repair, Commercial	Convert adjacent office space (942 sf) to expand existing (942 sf) restaurant . includes expansion of outdoor dining . no additional covered roof area proposed.	23016-10000-43851	In progress
5062 1/2 N Angus Dr., 90041	Bldg-Addition, 1 or 2 Family Dwelling	Convert existing attached garage to storage room and ADU with 9'-0" x 10'-0" addition	23014-10000-02719	In progress
4989 N Vincent Ave., 90041	Bldg-Alter/Repair, 1 or 2 Family Dwelling	Convert (E) portion of garage to rec room in (E) detached garage. Repair and remodel (E) detached garage.	23016-30000-14645	In progress
1808 W Chickasaw Ave., 90041	Bldg-Addition, 1 or 2 Family Dwelling	New 13' x 20' garage attached to (e) SFD with 2'7" x 14'10" storage	23010-10000-03548	Issued
2212 W Norwalk Ave., 90041	Bldg-New, 1 or 2 Family Dwelling	New 4 story SFD unit 2( lot 2) & Unit 1(Lot1) "small lot subdivision pursuant to tentative tract map no 82846-sl	20010-10000-03394, 20010-10000-02597	Issued, Issued
2214 W Norwalk Ave., 90041	Bldg-New, 1 or 2 Family Dwelling	New 4 story SFD unit 4( lot 4) & Unit 3(Lot3) "small lot subdivision pursuant to tentative tract map no 82846-sl	20010-10000-03396, 20010-10000-03395	Issued, Issued

Address	Type of Project	Scope	Permit app. #	Status
2216 W Norwalk Ave., 90041	Bldg-New, 1 or 2 Family Dwelling	New 4 story single family dwelling. unit#5 (lot5) "small lot subdivision pursuant to tentative tract map no 82846-sl	20010-10000-03398	Issued
4979 E Coringa Dr., 90042	Swimming-Pool/Spa, 1 or 2 Family Dwelling	New 16' x 28' pool and 16' x 9' 4" spa	24047-20000-00416	Issued
1869 1/2 N Ave. 51, 90042	Bldg-Alter/Repair, 1 or 2 Family Dwelling	Convert (e) basement to ADU	23016-10000-44798	In progress
1964 W Addison Way, 90041	Bldg-Addition, 1 or 2 Family Dwelling	4'-6" x 20' addition and 9' x 20' addition and remodel to (E) SFD to add one new bedroom, enlarge living room and kitchen, and remodel kitchen and bathroom. reframe roof and voluntary foundation upgrade per WFPP and city standard detail.	21014-20000-05553	In progress
1927 N Ave. 51, 90042	Bldg-Alter/Repair, 1 or 2 Family Dwelling	Partial conversion of (e) detached garage to an ADU	23016-10000-36493	In progress





Address: 1943 W ESCARPA DR  
 APN: 5685021005  
 PIN #: 159A223 36

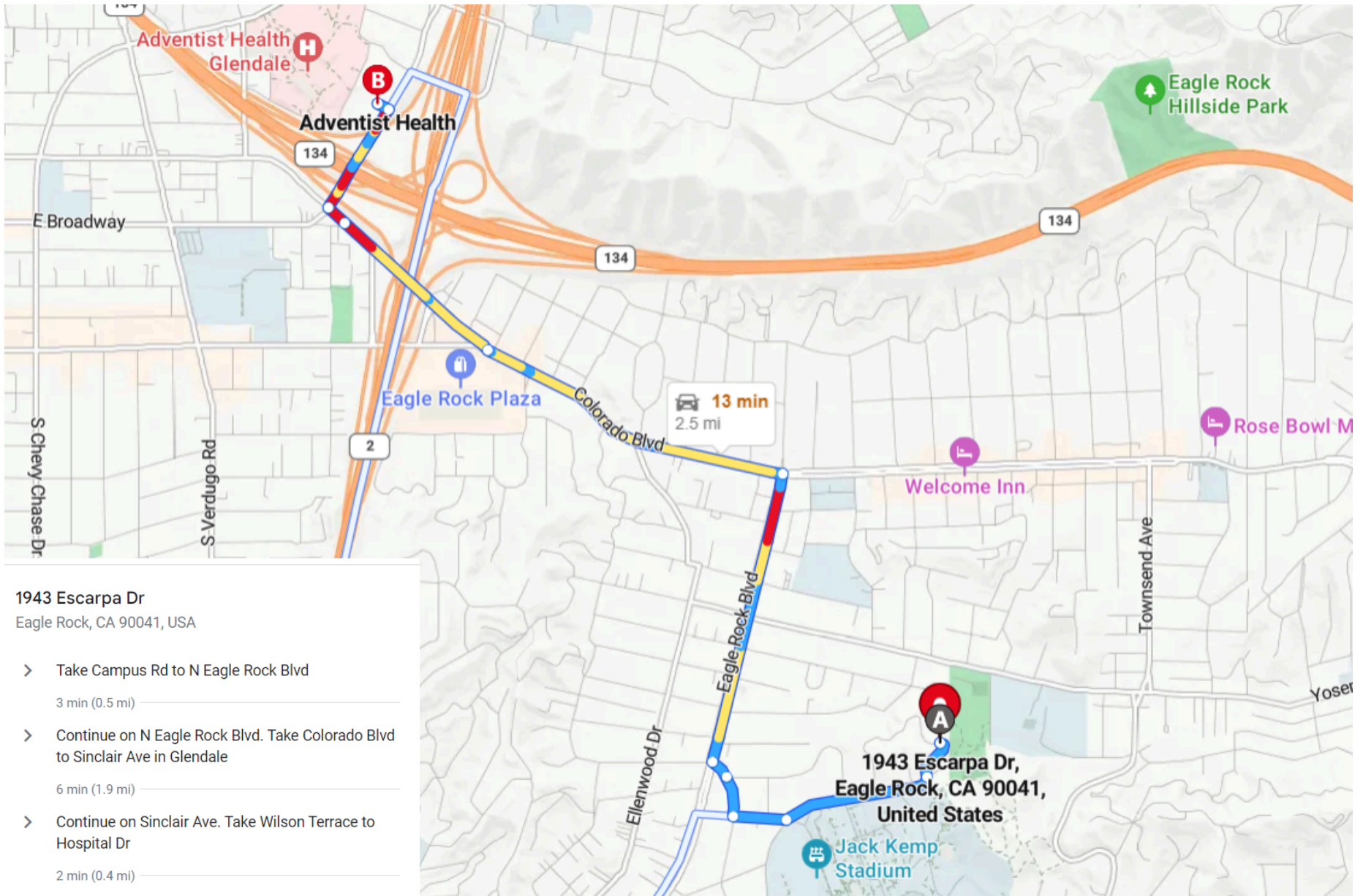
Tract: TR 4655  
 Block: None  
 Lot: 5  
 Arb: None

Zoning: R1-1-HCR  
 General Plan: Low Residential



Figure 1





**Figure 2**

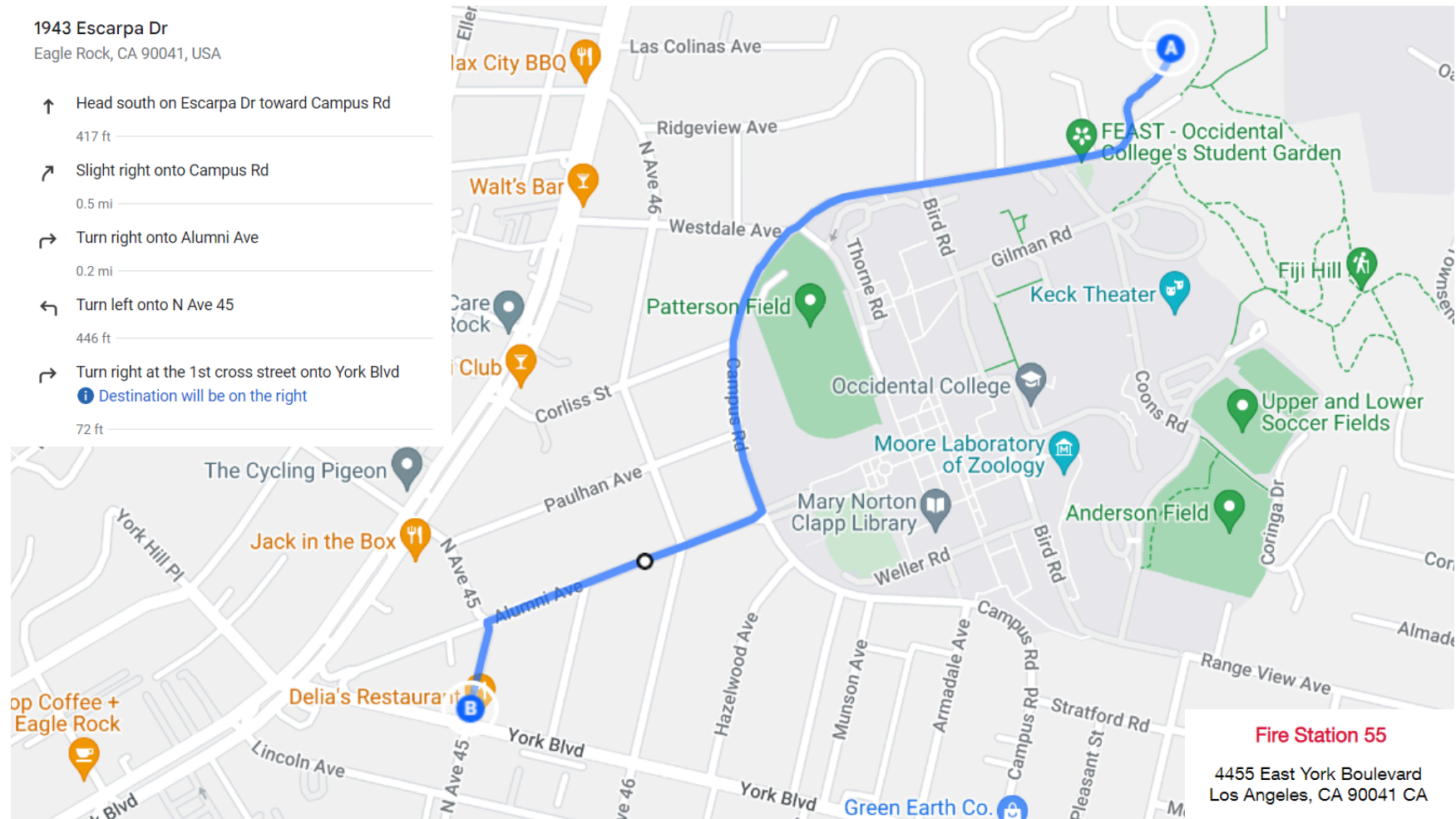
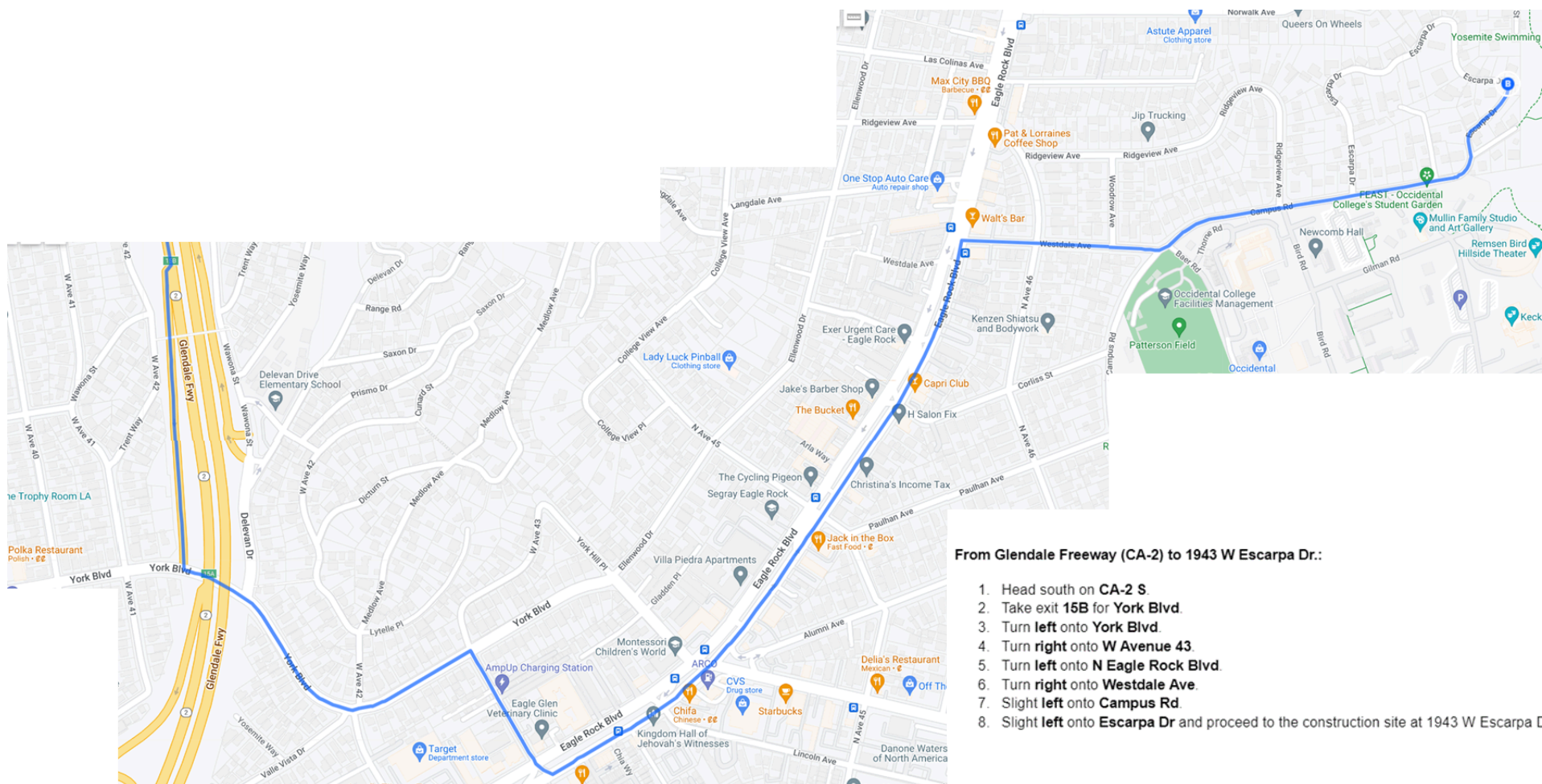


Figure 3





**Figure 4**

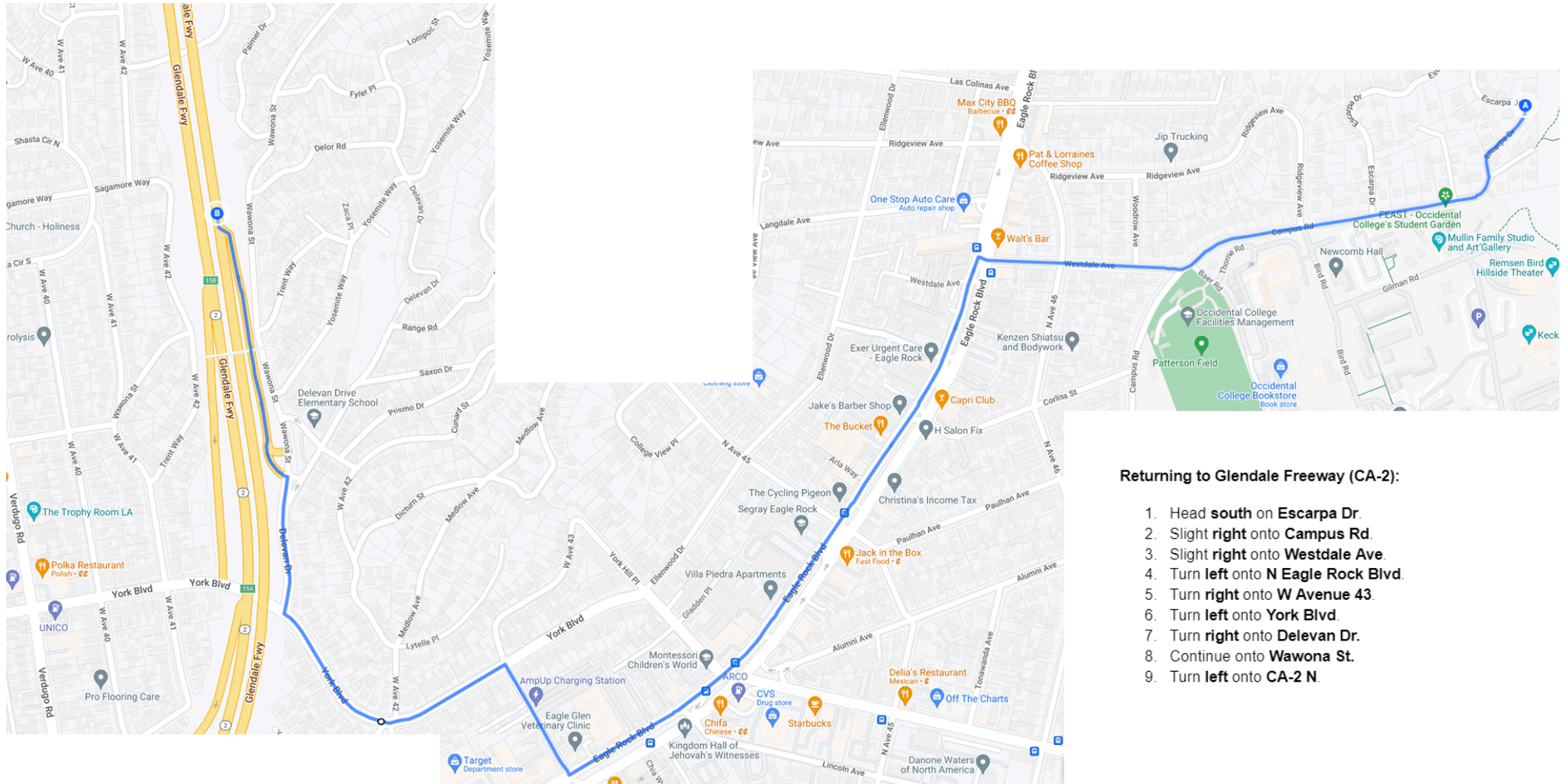


Figure 5

#### Returning to Glendale Freeway (CA-2):

1. Head **south** on **Escarpa Dr.**
2. Slight **right** onto **Campus Rd.**
3. Slight **right** onto **Westdale Ave.**
4. Turn **left** onto **N Eagle Rock Blvd.**
5. Turn **right** onto **W Avenue 43.**
6. Turn **left** onto **York Blvd.**
7. Turn **right** onto **Delevan Dr.**
8. Continue onto **Wawona St.**
9. Turn **left** onto **CA-2 N.**

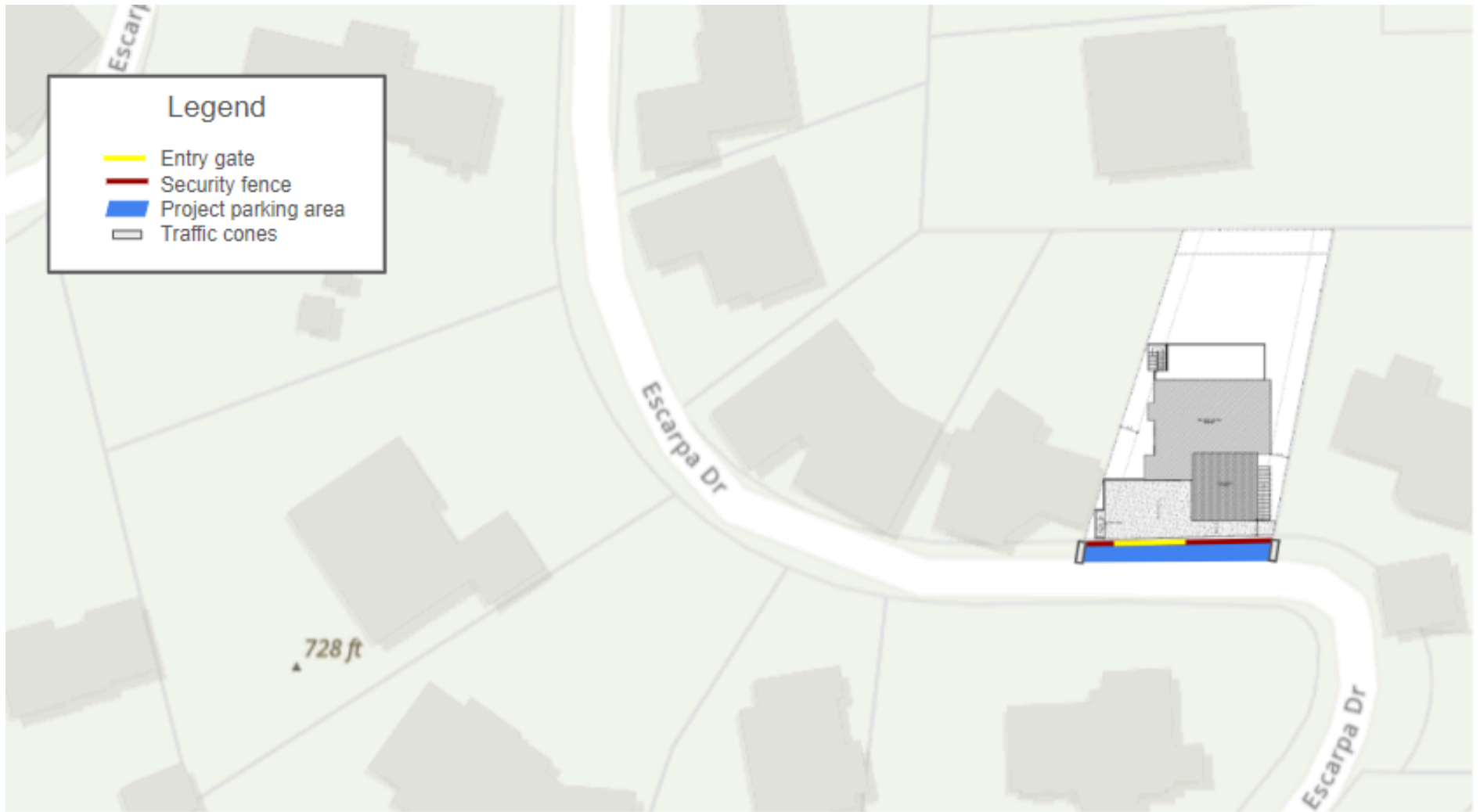


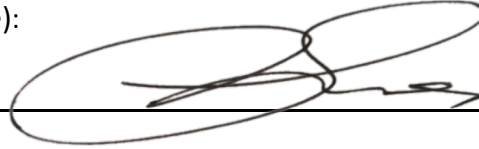
Figure 6

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):



Ira Rodriguez

DATE:

October 17, 2024

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.



PROPOSED PLANT PALETTE



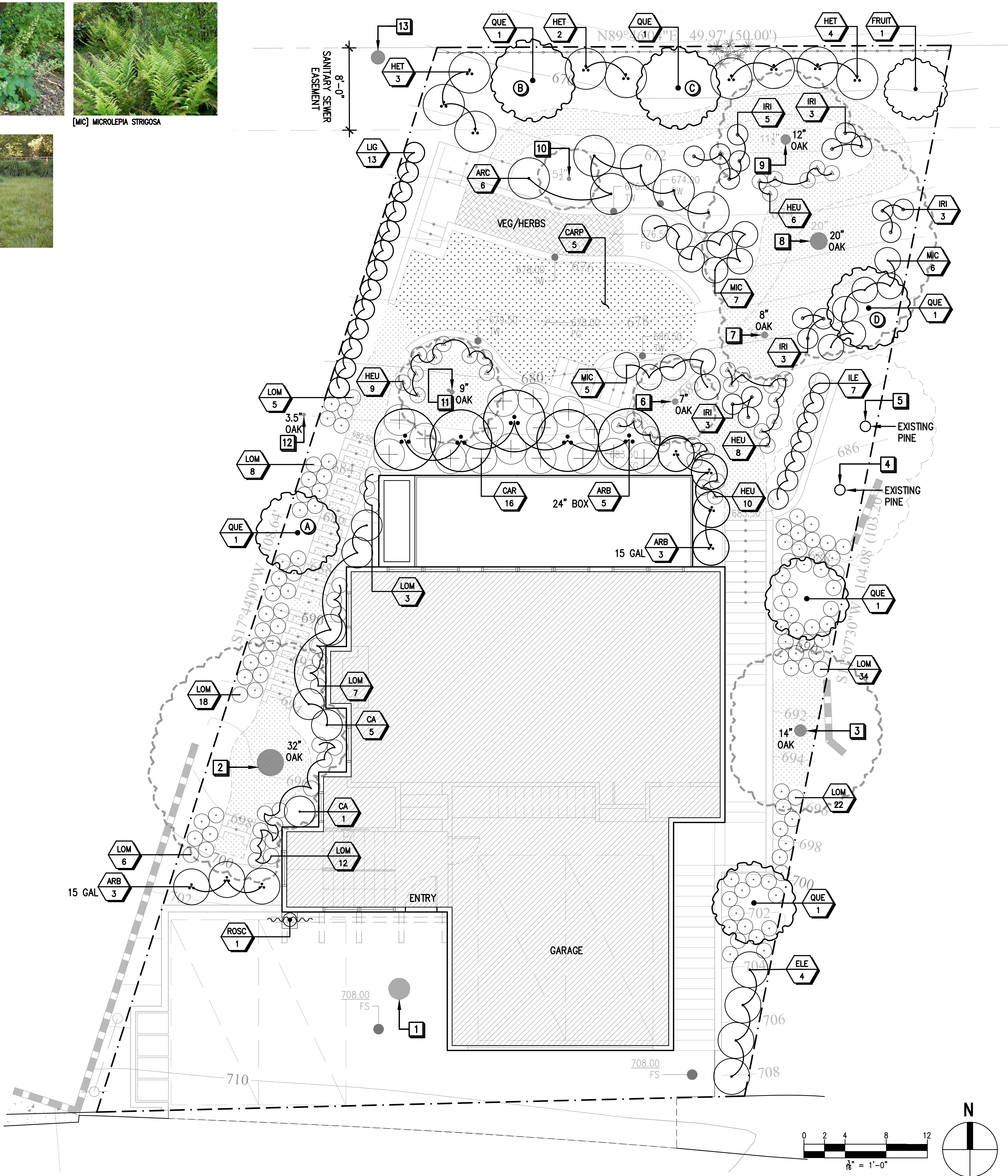
PLANT LEGEND

KEY	BOTANICAL NAME/COMMON NAME	SIZE	NOTES	WUCOLS WATER USE
<b>TREES</b>				
ARB	ARBUTUS UNEDO 'COMPACTA' - STRAWBERRY TREE	24" BOX & 15 GAL.	MULTI-TRUNK	LOW
FRUIT	FRUIT TREE, TO BE SELECTED	15 GAL.		MOD
QUE	QUERCUS AGRIFOLIA - COAST LIVE OAK	24" BOX		LOW
<b>SHRUBS</b>				
ARC	ARCTOSTAPHYLOS DENSIFLORA 'HOWARD MCMINN'	15 GAL.		LOW
CAR	CARISSA MACROCARPA 'GREEN CARPET'	5 GAL.		LOW
CA	CARPENTERIA CALIFORNICA - BUSH ANEMONE	5 GAL.		LOW
ELE	ELAEOCARPUS DECIPENS - JAPANESE BLUEBERRY TREE	15 GAL.		MOD
HET	HETEROMELES ARBUTIFOLIA - TOYON	15 GAL.		LOW
HEU	HEUCHERA MAXIMA - ISLAND ALUM ROOT	1 GAL.		LOW
ILE	ILEX VOMITORIA 'NANA' - DWARF YAUPON HOLLY	5 GAL.		MOD
IRI	IRIS 'CANYON SNOW' - PACIFIC COAST IRIS	1 GAL.		LOW
LIG	LIGUSTRUM JAPONICUM 'TEXANUM' - PRIVET	15 GAL.		MOD
LOM	LOMANDRA CONFERTIFOLIA 'LIME TIGHT' - LOMANDRA	1 GAL.		LOW
MIC	MICROLEPIA STRIGOSA - LACE FERN	5 GAL.		MOD
ROSC	ROSA FLORIBUNDA 'CECILE BRUNNER' - CLIMBING ROSE			
<b>GROUND COVERS</b>				
CARP	CAREX PRAEGRACILIS - CALIFORNIA FIELD SEDGE	4" POT OR PLUGS	8"-12" O.C.	MOD

PROTECTED TREES LEGEND

*KEY	BOTANICAL NAME - COMMON NAME	TRUNK DIAMETER (DBH)	STATUS	NOTES
1	QUERCUS AGRIFOLIA - COAST LIVE OAK	25"	REMOVAL	REPLACED WITH FOUR 24" BOX QUERCUS AGRIFOLIA: SEE TREES LABELED A THRU D
2	QUERCUS AGRIFOLIA - COAST LIVE OAK	31"	PROTECT	
3	QUERCUS AGRIFOLIA - COAST LIVE OAK	14"	PROTECT	
4	PINUS HALEPENSIS - ALEPPO PINE	25"	RETAIN	
5	PINUS HALEPENSIS - ALEPPO PINE	33"	RETAIN	
6	QUERCUS AGRIFOLIA - COAST LIVE OAK	7"	PROTECT	
7	QUERCUS AGRIFOLIA - COAST LIVE OAK	7.5"	PROTECT	
8	QUERCUS AGRIFOLIA - COAST LIVE OAK	20"	PROTECT	
9	QUERCUS AGRIFOLIA - COAST LIVE OAK	11.5"	PROTECT	
10	SAMBUCUS NIGRA - MEXICAN ELDERBERRY	5.5"	PROTECT	
11	QUERCUS AGRIFOLIA - COAST LIVE OAK	8.5"	PROTECT	
12	QUERCUS AGRIFOLIA - COAST LIVE OAK	3.5"	PROTECT	
13	QUERCUS AGRIFOLIA - COAST LIVE OAK	16"	PROTECT	

\*NOTE: TREE LABEL NUMBERS CORRESPOND TO 'PROTECTED TREE REPORT; PREPARED NOVEMBER 28, 2022 BY ARSEN MARGOSSIAN, CONSULTING ARBORIST.



REVISIONS	DATE
1.	
2.	
3.	
4.	
5.	
6.	
7.	
8.	



DRAWING STATUS:  
SCHEMATIC DESIGN

PROJECT NO. 23-0774  
DATE: 6/22/2024

SHEET CONTENTS:

SCHEMATIC  
LANDSCAPE  
PLAN

SHEET NUMBER:

L-1



# REFERRAL FORM



## SLOPE BAND ANALYSIS

### Exhibit A: Citywide Hillside Area Regulations Worksheet

#### Instructions

This form serves as an Exhibit to the Slope Band Analysis Joint Referral Form ([CP-7848](#)) for projects subject to the Citywide Hillside Area Regulations and shall be prepared, stamped, and signed by a State of California registered Civil Engineer or Licensed Land Surveyor.

To determine the Maximum Residential Floor Area (RFA), check the zone of the project site in **Table 1** or **Table 2**, as applicable, and complete **Worksheet 1**. Properties with multiple zones should submit a separate copy of the tables and calculations for **EACH** zone. **DO NOT** round up calculations.

**Table 1 - Single-Family Zone Hillside Areas Residential Floor Area Ratios (RFAR)**  
(LAMC Section 12.21 C.10-2a)

Slope Bands (%)	<input checked="" type="checkbox"/> R1	<input type="checkbox"/> RS	<input type="checkbox"/> RE9	<input type="checkbox"/> RE11	<input type="checkbox"/> RE15	<input type="checkbox"/> RE20	<input type="checkbox"/> RE40	<input type="checkbox"/> RA
0 - 14.99	0.45	0.45	0.40	0.40	0.35	0.35	0.35	0.25
15 - 29.99	0.45	0.40	0.35	0.35	0.30	0.30	0.30	0.2
30 - 44.99	0.40	0.35	0.30	0.30	0.25	0.25	0.25	0.15
45 - 59.99	0.35	0.30	0.25	0.25	0.20	0.20	0.20	0.10
60 - 99.99	0.30	0.25	0.20	0.20	0.15	0.15	0.15	0.05
100 +	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

**Table 2 - Single-Family Zone Hillside Areas RFAR**  
(LAMC Section 12.21 C.10-2b)

Slope Bands (%)	<input type="checkbox"/> R1H1	<input type="checkbox"/> R1H2	<input type="checkbox"/> R1H3	<input type="checkbox"/> R1H4
0 - 14.99	0.65	0.55	0.45	0.40
15 - 29.99	0.60	0.50	0.45	0.35
30 - 44.99	0.55	0.45	0.40	0.30
45 - 59.99	0.50	0.40	0.35	0.25
60 - 99.99	0.45	0.35	0.30	0.20
100 +	0.00	0.00	0.00	0.00

**Worksheet 1 - Hillside Area Maximum RFA Formula  
(LAMC Section 12.21 C.10-2c)**

Slope Bands (%)	Lot Area (SF) within each Slope Band from Survey / Contour Map		FAR from the Zone Checked in Table 1 or Table 2		Maximum RFA <sup>1</sup> allowed within each Slope Band
0 - 14.99	0	X	0.45	=	0.0
15 - 29.99	401.5	X	0.45	=	180.7
30 - 44.99	4071.0	X	0.40	=	1628.4
45 - 59.99	1309.5	X	0.35	=	458.3
60 - 99.99	0	X	0.30	=	0.0
100 +	0	X	0.00	=	0.0
<b>Total Lot Area</b>	<b>5,782.0 sq ft</b>		<b>Total Maximum RFA</b>		<b>2,267.4 sq ft</b>

**SURVEYOR'S CERTIFICATION**



(Spa al)

I, George Barajas (Print Name), the licensed professional Land Surveyor or Registered Civil Engineer in the State of California (License Number: PLS 8399, Expiration Date: 06-30-2024), certifies that all of the above information is

correct.

Signature:  Date: 07-15-2023

<sup>1</sup> RFA shall be calculated as defined in LAMC Section 12.03.



**PLANS REVIEWED**  
City of Los Angeles  
City Planning Department



1943 ESCARPA  
ZA-2023-904-ZAD-HCA-1A

INITIAL SUBMISSION JUNE 16, 2025  
APPLICANT RESPONSE



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3. ADDRESSING THE JUSTIFICATIONS IN THE APPEAL
  - 3.1. PROJECT DESIGN
  - 3.2. PROJECT CONSTRUCTION AND TRAFFIC MITIGATION
  - 3.3 TREES
  - 3.4 OUTREACH
4. CONCLUSION

## 1. PROJECT OVERVIEW AND INTRODUCTION

The proposed project is a new Single Family Dwelling and attached ADU to be constructed on a lot appropriately zoned for this use, in the R-1 residential zone. The proposed project meets all Zoning and Building and Safety requirements and only asks for a deviation from code sections LAMC Section 12.21 C.10(i)(3) and LAMC Section 12.21 C.10(i)(2) for relief from road widening requirements.

In the appeal documents, there seems to be some misperceptions from neighbors that this project is asking for greater deviations than just mentioned. This document reiterates that the project is only asking for a deviation from the requirements that they need to widen the roadway

The Zoning Administrator issued the letter of determination on **March 28, 2025**,

***Approving*** the request to obtain relief from LAMC Code Section LAMC Section 12.21 C.10(i)(3); a Zoning Administrator's Determination to permit the construction, use, and maintenance of a new single-family dwelling with an attached garage and an ADU on a lot fronting a Substandard Hillside Limited Street (W Escarpa Drive) where a minimum 20-foot-wide Continuous Paved Roadway is not provided from the driveway apron to the boundary of the Hillside Area;

***and denying*** the request to obtain relief from the LAMC Code Section 12.21 C.10(i)(2); a Zoning Administrator's Determination to permit the project without providing a 20-foot-wide Adjacent Minimum Roadway.

This case was appealed and the appeal justification cited the 4 points we will address in this presentation.

We respectfully request the East Los Angeles Area Plan Commission to overturn the appeal and in addition consider our request to overturn the Zoning Administrator's denial of the request to obtain relief from the LAMC Code Section 12.21 C.10(i)(2); a Zoning Administrator's Determination to permit the project without providing a 20-foot-wide Adjacent Minimum Roadway.

## **2. JUSTIFICATION TO OVERTURN THE APPEAL AND REQUEST TO OVERTURN PART OF THE ZA DECISION**

We present the following arguments to demonstrate why proper conditions exist based on this unique lot and project to grant relief for both requests.

### **1) PREVIOUS APPROVAL OF CASE ZA-2006-7131-ZAD ON THIS SITE**

**First**, we would like to explain that this exact request was approved in 2006 under Case ZA-2006-7131. At that time the lot had different owners and the case was submitted by those owners.

Both requests pertaining to relief from road widening both to the bottom of the hillside and adjacent to the subject project were approved. Another request for reduced side yards was denied - this project is not requesting reduced side yards.

That project was never constructed, and we don't have the information as to why, but there is a pattern of projects around this time obtaining Planning entitlements and subsequently never constructing the projects, possibly due to the financial and housing crisis of 2008.

That Determination Letter written by the ZA at that time in 2006 has some mistakes and conflicting information. Although the case officially approved both road widening relief requests, at some points in the letter, the ZA seems to suggest widening is required and at some points it does not. If we received that letter today, we would certainly request a clarification of the letter.

The Zoning Administrator in this case cited those mistakes and contradictions as some of the reasoning to why he denied the request to grant relief from 12.21 C.1 0(i)(2). We do not believe that this project should be impacted based on a contradictory Letter of Determination penned from 2006, particularly without understanding the intention of that Zoning Administrator.

**Secondly**, in addition to the case being approved in 2006, albeit with a somewhat contradictory Letter of Determination, today, the project will be built under guidelines that are significantly more rigorous and comprehensive than those required in 2006.

Today, construction standards in the Hillside area have become significantly more stringent, particularly in areas such as building materials, environmentally conscious design, landscaping, low-impact development and stormwater management, fire safety and brush clearance, and general construction and safety regulations. Engineering codes are updated every two years, while the International Building Code (IBC), along with Los Angeles City and California State codes, are revised every three years. The Baseline Hillside Ordinance (BHO), first implemented in 2011 and updated in 2017, introduced transformative regulations for development in the Hillside area. As a result, although this project was originally approved in 2006, it will now be subject to far more comprehensive oversight—ensuring a safer, more sustainable, and higher-quality project.

## 2) REQUIREMENT OF THE ADJACENT ROAD WIDENING WILL RESULT IN SPOT-WIDENING WITHOUT MATERIAL IMPROVEMENTS TO THE ROADWAY AND COMMUNITY

### EAGLE ROCK NEIGHBORHOOD COUNCIL SUPPORT

This project received a vote of support from the Eagle Rock neighborhood council and with their approval they added a statement that read, *“This specific code requirement is an inherently undue, unfair, and ultimately unenforceable hardship for single-parcel in developments due to existing public and private improvements which is why the ERNC fully supports this request (as we have repeatedly for other, similar cases).”*

### CITY COUNCIL FILE 22-1476 TO REFORM ROAD WIDENING

Along those lines, the City Council approved Council File 22-1476 in November 2024 which is a motion to reform the process of requiring street improvements (which means widenings) and dedications as an automatic condition of permitting many types of housing and development projects.

This motion, which was developed by the Bureau of Engineering with input from City Planning, Public Works, and the Department of Transportation provides more thoughtful, practical, and realistic road widening and improvement requirements. That motion is titled the Street Dedication and Improvement Investigation Criteria and three of the six objectives the investigation aims to achieve are as follow:

1. *Preserve consistent roadway widths and curb lines on each block (eliminate spot road widenings):*
2. *Prioritize consistent pedestrian experience with no or minimal sidewalk meandering, context-appropriate sidewalk and parkway width, and consistent interfaces with street-facing building entrances on each block face:*
4. *Protect existing trees and parkways and create opportunities for planting new and larger shade trees;*

The Motion also includes the following recommendation, that the City be required to provide,

*“A checklist of public benefit findings that must be made through an administrative process prior to requiring a street dedication and/or improvement that results in a roadway widening, including:*

- ii. Specific and articulable pedestrian realm or urban design benefits, at the request of the DCP.”*
- This project's required road widening does not meet any articulable pedestrian realm or urban design benefits

*Lastly, the Motion includes Best Practices that should be met when discussing*

- 1) Avoid requiring spot roadway widening improvements in established neighborhoods, unless specific roadway requirements for a street segment are set through an intentional community planning process.
- 2) Require dedications to the extent necessary and appropriate to achieve a consistent right of way width along a block face and/or street corridor.
- 3) Intent of the motion to apply a flexible and context-sensitive approach to dedication and improvement requirements rather than continuing to impose a uniform citywide standard

This Council File received letters of support from 10 neighborhood councils and dozens of citizens and we've shared those letters to the case file.

#### EXCERPTS FROM LETTERS OF SUPPORT FOR THE COUNCIL FILE

**JOINT LETTER signed by the following organizations:** Abundant Housing, Bike LA, Climate Resolve, Los Angeles Walks, National Resource Defence Council, Southern Ca Assoc. Of Nonprofit Housing, Streets Are For Everyone, Streets Are For All

*On behalf of the organizations above, we write in support of Council File 22-1476 to stop requiring developers to spot widen roads, leading to incoherent streetscapes that are at odds with a safe, livable City.*

*Requiring developers to spot widen roads also contributes to our housing crisis. Widening can add hundreds of thousands of dollars to the cost of a housing development, as it may include utility relocation; moving street lights, fire hydrants, and signal boxes; and tree replanting. In the case of smaller "missing middle" projects, the added cost may render the developments financially infeasible.*

*Spot widening often converts greenery to impermeable asphalt. Spot widening also creates streets designed for drivers, not pedestrians. Sidewalks meander, curb radii are maximized, and crossing distances are lengthened. These streets are more dangerous and confusing to walk along and across.*

*Finally, spot widening leads to poorly designed, incoherent streets. The City's streetscape should be intentionally planned block by block and neighborhood by neighborhood, not parcel by parcel with no vision other than widening. Ending spot widening will lead to a better designed City that works better for all who use it.*

## **EXCERPTS FROM NEIGHBORHOOD COUNCIL LETTERS OF SUPPORT**

**CHATSWORTH NEIGHBORHOOD COUNCIL:** The Chatsworth NC is in general support of making road widenings an exception and to only be required to correct a safety hazard or to provide an urban design or pedestrian benefit

### **ELYSIAN NEIGHBORHOOD COUNCIL**

Finally, spot widening leads to poorly designed, incoherent streets. The city's streetscape should be intentionally planned block by block and neighborhood by neighborhood, not parcel by parcel with no vision other than widening for widening sake. Ending spot widening will lead to a better designed city that works better for all who use it.

### **MID CITY WEST NC**

In full support of ending road widening and automatic street dedications

### **STUDIO CITY NEIGHBORHOOD COUNCIL**

The Board of the Studio City Neighborhood Council (SCNC) supports Council File 22-1476 to preserve consistent roadway widths and curb lines on each block to eliminate spot road widenings and have consistent sidewalk/parkway widths.

### **UNITED NEIGHBORHOOD COUNCIL**

Ending spot widening will lead to a better designed city that works better for all who use it. For example, many properties along Jefferson Boulevard are historic and will never be redeveloped. Thus, the spot widening required by default for new construction will result in a permanent hodgepodge.

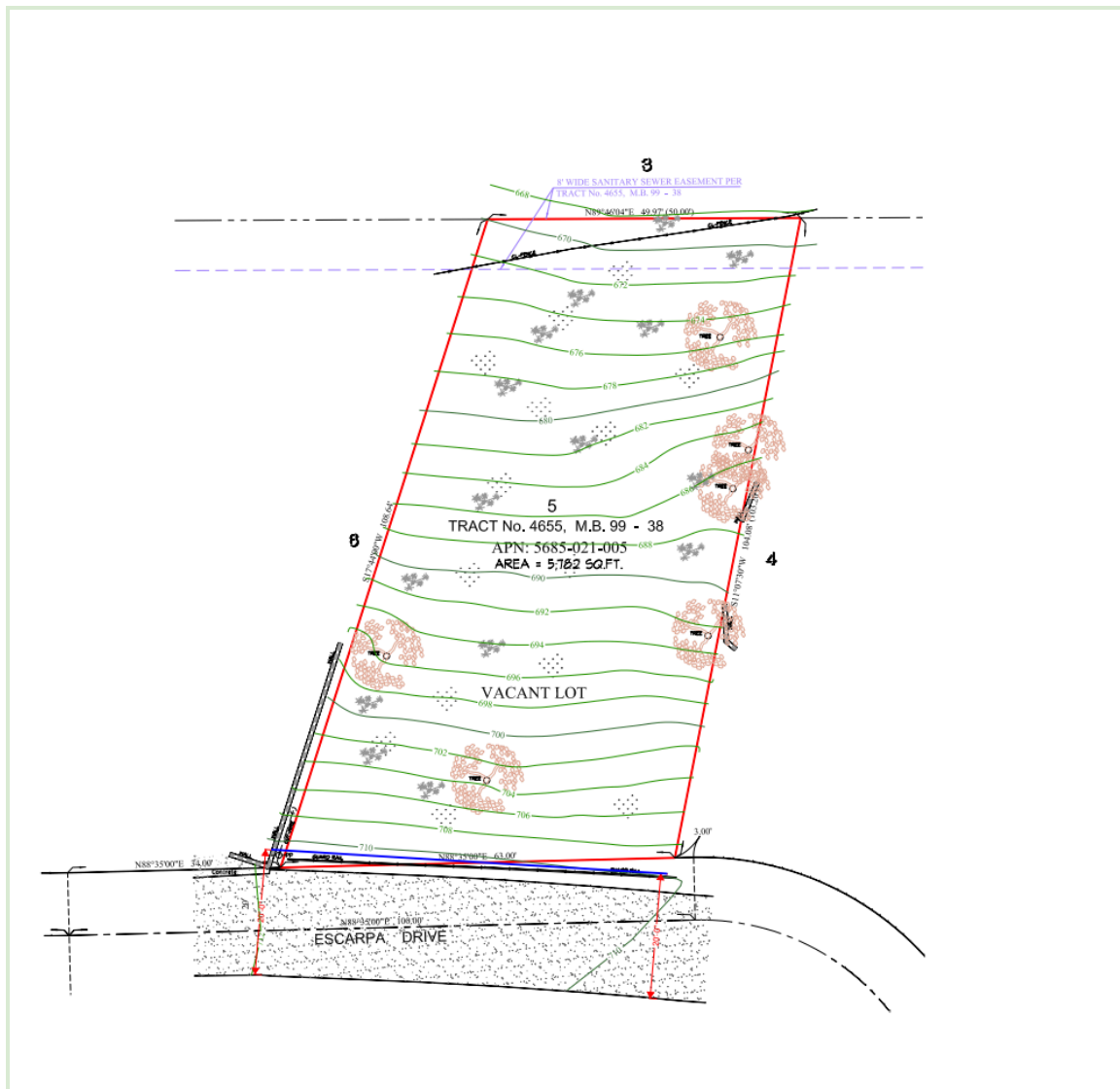
## **CONCLUSION // SPOT WIDENING THIS ROADWAY DOES NOT ACCOMPLISH CITY GOALS OR ACTUAL ROADWAY IMPROVEMENTS**

In summary, while the widening of narrow roadways is generally considered beneficial—particularly when it leads to tangible improvements in pedestrian access, safety, and urban design—there are circumstances, such as in this case, where the impact does not add an actual improvement to the roadway. Specifically, when a lot is situated mid-block, the requirement to widen the roadway does not result in a meaningful or functional enhancement to the overall street infrastructure.

The City via Council File 22-147 and the many letters of support behind it as well as The Eagle Rock Neighborhood Council via their statement recognize this need for careful application of this widening requirement. In this case, the widening results in spot-widening and this process becomes a public works project that increases the time and impact of construction, is an

immense cost for the owner, and in this case, is out of line with the updated attitudes around road widening which is simply a new SFD on lot properly designated for a SFD. It will not result in any improvements for access or for emergency vehicles, especially considering this site is located in the middle of the block meaning on either side the roadways remain as-is, resulting in this spot-widening.

Secondly, since the roadway is already nearly 20 feet wide, the proposed widening would be minimal and will not produce any significant improvement to the street. Furthermore, this process involves an extensive process, including public works approval and a B-permit, making it both costly and time-consuming. In this particular case, the requirement would lead to spot widening without delivering meaningful benefits to the street or surrounding neighborhood. See **Figure 1** below, demonstrating the spot-widening roadway that would result from the required adjacent road widening.



**FIGURE 1:** SURVEY SHOWING SUBJECT LOT PROPERTY LINES IN RED  
AND PROPOSED NEW CURB AND PROPERTY LINES IN BLUE  
Prepared by licensed Civil Engineer



The request to waive the requirement for widening the roadway to the bottom of the apron of the hillside was approved as this is essentially impossible to achieve, as that would require the disruption of existing retaining walls and structures on property that does not belong to the applicant. We request the Area Plan Commission uphold the Zoning Administrator's Decision to approve this request for relief.

### **3. ADDRESSING THE JUSTIFICATIONS CITED IN THE APPEAL**

In addition to this justification for relief from the roadway widening that we have presented we will also briefly address the concerns shared by neighbors at the ZA Hearing and in the appeal documents.

This will address:

1. The site's compliance with all DBS and Zoning requirements and the site's compatibility with the surrounding neighborhood
2. The mitigation measures the project has adopted to mitigate negative impacts during construction
3. The removal of one one tree and the preservation of 8 protected trees, 1 protected shrub, 2 non-protected trees, and the planting and required maintenance of 4 new protected trees
4. Lastly, the outreach and community engagement efforts the applicants have taken

### 3.1. PROJECT DESIGN

*Appellant Argument:* Project size, location, and height are not in compliance with all LAMC requirements, and will be further out of compliance with required street setback.

#### APPLICANT RESPONSE:

- a) The proposed project is in compliance with all City of LA Zoning and Building and Safety Requirements. There are no additional requests for deviations from LAMC Code.
- b) Neighborhood Compatibility Chart demonstrates the project is compatible with the neighboring properties (SEE ATTACHMENT 1 - NEIGHBORHOOD COMPATABILITY CHART)

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#### a) PROPOSED PROJECT COMPLIANCE WITH ALL LAMC REQUIREMENTS

This site is a residentially-zoned 5,760 sf lot, with a zoning designation of R-1-HCR.

The street is fully developed with similar projects, single family homes on similarly sized lots. The majority of homes on this street were constructed in the 1950s.

The only request for a deviation from the code is for relief from road widening, both in the area adjacent to the lot and to the bottom of the hillside apron. The project will not be requesting a deviation from the front yard setback as noted in the appeal. The request for a deviation is from widening the roadway.

The home is in line with today's Zoning and Building and Safety codes. See list below:

#### FRONT YARD SETBACK

- Required: 5'
- Provided: 5'
- *Please note, the plans that were originally show a setback of 2'-9" based on the prevailing setback in the neighborhood, 2'-7.5".*
- *However as the plans have moved through LADBS and plan check, the required setback will be 5' so that will be reflected in the approved plans*

#### YARD SETBACK:

- Required: 15"
- Provided: 45'

#### SIDE YARD SETBACKS:

- Required: 7'
- Provided: 7' (each side yard)

**HEIGHT:**

- Required: Roof  $\geq 25\%$ : 33 ft, Subject to Encroachment Plane
- Provided: Roof  $\geq 25\%$ : 33 ft, Subject to Encroachment Plane

**PARKING:**

- Required: 2 spaces
- Provided: 2-car garage + additional space to park in the driveway

**RESIDENTIAL FLOOR AREA**

- Allowable: 2,267 SF per Joint Referral Form (JRF) approved by Planning and LADBS
- Proposed: 2,201 SF

In addition to meeting City of Los Angeles Zoning and Building and Safety regulations, the project was required to complete the following:

- Biologist's Report
- Protected Tree Report
- Soils, Grading and Geology Letter and Approval
- Construction Traffic Management Plan
- Building and Safety Review including Low Impact Development Review and Green Building Review
- Los Angeles Fire Department Review

### **3.2. PROJECT CONSTRUCTION AND TRAFFIC MITIGATION**

*Appellant Argument:* Project construction will create an adverse impact on the circulating traffic and safety risk for all neighbors.

#### **APPLICANT RESPONSE:**

- a) Proposed Project Meets City of LA Parking Requirements**
  - b) Construction Traffic Management Plan (CTMP) Approved by LADOT Mitigates Adverse Impacts During Construction**
- 

#### **a) PROPOSED PROJECT**

The proposed project provides sufficient parking to ensure that there will be no parking impacts on neighbors. The project includes a two-car garage along with additional space for guests to park in the driveway. The project meets City of LA parking requirements which requires two spaces.

#### **b) CONSTRUCTION TRAFFIC MANAGEMENT PLAN**

The project provided a Construction Traffic Management Plan that was reviewed, stamped, and approved by the LA Department of Transportation.

This plan includes mitigation measures to ensure that responsible practices are employed during construction, particularly to ensure traffic and roadway safety.

Some important excerpts from this plan provided to the City are:

##### Construction Liaison Office

The Developer shall appoint a Construction Liaison Officer (CLO) to respond to inquiries or concerns of surrounding residents as well as the general public. The CLO may be an employee or representative of either the General Contractor or Developer.

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 and shall be conspicuously posted at the construction site.

##### Construction Phasing

The Project is relatively minimal in scope; the construction of a 2,222 SF single family dwelling will be continuous and will take place in two stages. Once mobilized, the construction barricades (Fencing) will 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 on-site.

- Phase One will start with clearing the site, light grading for worker parking and mobilization. This will be followed by shoring, excavation, foundation work, and constructing retaining walls and building structures. Framing will be completed, and parking and staging will shift to the 1943 Escarpa Drive project site once the front site is cleared and graded.
- Phase Two will include utility connection building enclosure, interior finishes, and completion of hardscape and landscaping.

##### Barricades

All construction barriers will be kept in compliance with City regulations, ensuring they remain visually appealing throughout the duration of the construction. Signs will be displayed along the fencing, indicating that unauthorized postings are not allowed.

The General Contractor will assign personnel to conduct daily inspections to ensure no

unapproved materials are attached to any temporary barriers or walkways. Any graffiti found on the barricades will be removed or covered as soon as the General Contractor is made aware of it.

#### Construction Site Security

The Developer will utilize all appropriate security measures, including but not limited to lighting, fencing and locks at all entrances as required to maintain safety in and around the construction site.

#### Emergency Access

Emergency access to the project and adjacent areas shall be kept clear and unobstructed during all phases of construction. At no time shall staged vehicles or construction vehicles impede roadway access by residents or emergency vehicles.

#### Street Access and Parking

Escarpa Drive is a narrow, looping hillside street. Parking on Escarpa Drive is restricted to one side of the street only. During the initial grading phase, which includes driveway preparation, project vehicles (employee and construction vehicles, no more than 3) will park on the permitted side of the street. Once grading is complete, the project's vehicles will use the driveway for parking to minimize disruption to local traffic. To reduce impact on the neighborhood, shuttle services will be offered to employees in case on-site parking is not available.

#### Traffic Control Measures

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 implemented as necessary to maintain safe and effective circulation around the project site. These procedures may include:

- Safety features (warning & regulatory signs, channelizing devices like cones or other delineators, guard rails, barriers, changeable message signs, etc.)
- Flagger control
- Temporary parking restrictions
- Reduction in the construction duration
- Minimize the time that construction vehicles are parked in the public right-of-way
- Detours
- Sidewalk and street lighting needs
- Designing for appropriate vehicular speeds and sight lines
- Employee staging (off-site parking) and shuttles
- On-site parking
- Coordination with other construction sites in the area
- Consideration of additional measures in Very High Fire Severity Hazard Zones

All traffic control measures will adhere to the latest standards outlined in the California Manual on Uniform Traffic Control Devices (CALTRANS) and the Work Area Traffic Control Handbook (American Public Works Association)

The general contractor will be responsible for ensuring that all required traffic control devices are properly installed and maintained throughout the construction period. Any missing or damaged signs will be replaced in accordance with LADOT specifications. The contractor will also coordinate with local authorities, as needed, to ensure traffic management aligns with city regulations and public safety standards.

#### Construction Truck Hours

As much as possible, the arrival and departure of construction trucks will be scheduled outside of afternoon peak commute hours, or minimized when such scheduling isn't feasible. To reduce traffic during weekday afternoon peak periods, construction vehicle trips will be planned for the first eight hours of the allowed construction period (7:00 AM to 4:00 PM) on weekdays.

Unless authorized by a special permit from the relevant City agency, hauling is prohibited on Sundays 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 streets for protracted periods for time to ensure that trucks are not impeding public traffic flow on the surrounding public streets while waiting to enter the Project site.

#### Construction Employee Parking

The General Contractor shall be responsible for providing employee parking throughout the construction period. All construction employee parking will occur in the designated project parking area (Figure 6 of CTMP). However, due to the limited availability of viable off-street parking, employees will be encouraged to carpool to reduce on-street parking and ensure that only essential vehicles (2 - 3 vehicles max.) are parked in the highlighted area (Figure 5) during Phase 1, when the front portion of the lot is being prepared for project parking. If necessary, an off-site parking arrangements will be considered.

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

- Phase One will start with clearing the site, light grading for worker parking, and mobilization. This will be followed by shoring, excavation, foundation work, and constructing retaining walls and building structures. Framing will be completed, and parking and staging will shift to the 1943 Escarpa Drive project site once the front of the site is cleared and graded.
- Phase Two will include utility connections, building enclosure, interior finishes, and completion of hardscape and landscaping.

The General Contractor shall provide all construction contractors with written information on



where workers and subcontractors are permitted to park, including clear consequences for failing to follow these regulations.

The General Contractor is also responsible for informing subcontractors and workers of these requirements and will monitor their compliance. Compliance must be reported to the City upon

Idling

All construction vehicles shall be prohibited from idling in excess of five minutes, both on-site and off-site request prior to the issuance of any permits.

### 3.3. TREES

*Appellant Argument: Proposed project location and construction will adversely impact existing protected trees to a greater degree than applicants have indicated.*

#### **Applicant Response**

- a) **Protected Tree Report, Urban Forestry Review, Project Mitigation Plan**
  - b) **Discussion of Landscape Plan**
  - c) **Discussion of Brush Clearance**
  - d) **Discussion of Low Impact Development Review (LID)**
- 

#### **a) Protected Tree Report, Urban Forestry Review, Project Mitigation Plan**

The proposed project site obtained an Urban Forestry review, stamps, and approval, for the Protected Tree Report prepared by a Certified arborist (Protected Tree Report (Attachment 13)

The arborist report was prepared 11/28/22 by Arsen Margossian and was confirmed again \_\_\_\_\_ with an on-site visit because the City requires a PTR is verified within 12 months of the hearing. Urban Forestry reviewed, approved, and stamped the report on 6/21/23

The project site includes 8 protected native trees (California Live Oak) and 1 protected native shrub (Mexican Elderberry) and 2 Aleppo Pine Trees which are not protected.

#### **Per the Arborist Report.**

“Based on the prepared design, to be able to develop the land, one of the native protected trees, located centrally, is in conflict and should be removed. Mitigation trees can be planted on site. Two of the remaining trees will have some of their branches cut back, to provide clearance for the proposed structure. The remaining trees and the shrub should not be impacted. All the retained trees and shrub must be protected.”

#### **The Arborist Report Continues.**

As discussed (above) Tree #1 has to be removed, because it is centrally located; its crown extends over a good portion of the land where a house can be placed. It is not possible to develop the land without its removal. The other two trees that will be impacted, are Trees #2 and #3. Both trees' crowns must be reduced to provide clearance to the proposed house. These two trees are healthy trees, and they will soon compensate for the lost crown volume. All the remaining trees should not be impacted.

This protected tree report is reviewed, stamped, and approved by Urban Forestry (please see included in the case file).

### **Tree Mitigation**

The City requires that four of the same type of tree species (California Live Oak) be planted on site. This process of removing the one tree and re-planting the four is supervised by the City via an Urban Forestry permit and building permit. Additionally, a bond is required to be taken out by the owner for three years to ensure proper care and growth of the replanted trees. In 2006 two trees would be required

Additionally, not only is it required that the project retain the protected trees, they must be protected during construction.

**The project includes a Tree Preservation Plan (Attached)** which includes (page 9 and 10 of the PTR):

Tree Preservation Zone before construction begins and during the entire construction period which is illustrated on Appendix IV of the PTR. This establishes fencing around the protected trees. This Tree Preservation Fencing is already in place and documented in the arborist's report and photographs from July 26, 2024 (submitted to the case file).

The Tree Preservation Plan also includes guidelines around the following construction elements that must be implemented for the preservation of trees and shrubs:

Storage and disposal of materials, grade changes, pruning, root pruning, irrigation, chemical treatment, and inspection

As we have mentioned, this home will be constructed by a young family for their family's enjoyment. The applicants want a shady beautiful site for their home. However, based on the placement of these trees, one of the 9 protected species will be removed while 4 new trees will be added to the lot. The remaining trees are protected and a healthy, green property is beneficial for the applicants and their family and the surrounding blocks.

As already mentioned, this project will preserve and protect seven of the eight protected California Live Oak Trees, plant four new California Live Oak Trees, preserve one protected Mexican Elderberry Shrub, and two non-protected Aleppo Pine Trees.

In 2006, when the previous project was approved, the project approved the removal of the California Live Oak Tree which is in the center of the buildable area of this lot. At that time, two trees were required to be replanted in that place.

Additionally, the majority of projects located on Escarpa Drive were constructed in the 1950s and 1960s. There are no records for how many trees were removed to construct those homes. This project is meeting all City requirements in regards to the trees and vegetation requirements and as a result, the site will preserve and steward many trees for the block and neighborhood.

**b) LANDSCAPE PLAN**

Please see Landscape Plan submitted as part of this Planning Case and Building and Safety submittal

In addition to the maintenance and protection of the 7 protected California Live Oak Trees, the 4 new Live Oak Trees, the 1 protected Mexican Elderberry shrub, and the 2 non-protected Aleppo Pine Trees on-site, the landscape plan provides the following plantings:

- 2 fruit trees
- 12 species of shrubs
- Ground cover

### **c) BRUSH CLEARANCE**

In regards to trees and the environment generally and on this street, an important element of the site being developed and stewarded for by this family is proper maintenance and brush clearance. Particularly in light of our fires, this is more important than ever.

This site is located in a Very High Fire Severity Zone and thus is required to maintain their property in accordance with the Fire Code (L.A.M.C. 57.4906.5.2).

The fire code requires, Year-round compliance of fire brush maintenance (the details of the brush clearance ordinance: described below on all native brush, weeds, grass, trees and hazardous vegetation within 200 feet of any structures/buildings, whether those structures are on the owner's property or adjoining properties, and within 10 feet of any combustible fence or roadway/driveway used for vehicular travel.)

As mentioned, this is not a property constructed by a developer who will not be living there or will be concerned with the property after a sale - this is to be maintained, stewarded for, and cared for by the family living on the site that is going through this process now.

#### **d) LOW IMPACT DEVELOPMENT REQUIREMENTS**

In addition to looking at this project's environmental impact in regards to trees and landscaped vegetation, this project was required to submit and obtain approval for Low Impact Development or LID Plans . LID is a stormwater management strategy that seeks to mitigate the impacts of increases in runoff and stormwater pollution as close to its source as possible and comprises a set of site design approaches and Best Management Practices (BMPs) that promote the use of natural systems for infiltration, evapotranspiration, and use of stormwater. The project is also reviewed by Green Building implementing all State and Local green building requirements.

##### **Details of LID below:**

- LID is a stormwater management strategy that seeks to mitigate the impacts of increases in runoff and stormwater pollution as close to its source as possible.
- LID comprises a set of site design approaches and Best Management Practices (BMPs) that promote the use of natural systems for infiltration, evapotranspiration, and use of stormwater.
- These LID practices can effectively remove nutrients, bacteria, and metals from stormwater while reducing the volume and intensity of stormwater flows.
- With respect to urban development and redevelopment projects, it can be applied onsite to mimic the site's predevelopment drainage characteristics. Through the use of various infiltration techniques, LID is geared towards minimizing surface area that produces large amounts of runoff and does not allow water to infiltrate into the ground.
- Where infiltration is infeasible, the use of bioretention, rain gardens, vegetated rooftops, and rain barrels that will store, evaporate, detain, and/or treat runoff can be used.

### 3.4. OUTREACH

**This project and the applicants completed extensive outreach including:**

- The Eagle Rock Neighborhood Council voted to support the project - this letter is included in the project's case file
- Per their letter of support they added, *"This specific code requirement is an inherently undue, unfair, and ultimately unenforceable hardship for single-parcel in developments due to existing public and private improvements which is why the ERNC fully supports this request (as we have repeatedly for other, similar cases)."*
- We met with the previous CD-14 Councilmember's Office and they had no issues with the project - we have reached out to the new Councilmember, Councilmember Jurado's office and have not received response
- The applicants knocked on doors when the project was filed and hoped to obtain signatures of support
- Per City requirements, there was a notification posted on-site and the required mailers sent to neighbors were mailed by a mailer certified by the City of LA notification of the hearing

Further, after the hearing, the applicant's representative received an email from a neighbor, Mark McKenna requesting some additional information and who stated, *"Your thoughtful description of the project and answers to the current residents' questions is greatly appreciated."* I responded to Mr. McKenna with the information he requested. After, the applicants also emailed him and agreed it would be useful to meet with neighbors in person in their neighborhood. After multiple attempts to organize this and reach out to Mr. McKenna, no responses were received.

Similarly, the applicants emailed the other two neighbors who reached out to the Planner with questions about the case, responding to each concern. None of those neighbors responded either. The applicant has in a good faith effort done reasonable outreach that is possible, including responding individually to neighbors who had concerns and attempting to organize a meeting to respond to concerns.



## CONCLUSION

In conclusion, the proposed project only requested a deviation from widening of the roadway (both the adjacent roadway and the roadway to the bottom of the apron of the hillside) and thus deviation from code sections LAMC Section 12.21 C.10(i)(3) and LAMC Section 12.21 C.10(i)(2).

All other LADBS, Zoning, and City Planning standards are required to be met.

The project has made the findings for relief from widening the roadway. Further, current thinking and attitudes within City Planning, Bureau of Engineering, Public Works, the Department of Transportation, and City Government and Neighborhood Council organizations is that road widening requirements should be applied carefully and only if the road widening results in measurable improvements to circulation, safety and urban design. Automatic road widenings are an immense cost, public works project, and in some cases, such as this, result in spot widenings, meandering roadways, and no real improvements to the right of way.

The project has met all requirements and obtained extensive studies to ensure the project constructed will not impact the surrounding environment and will result in a safe, attractive, green, and usable home for this family into the future.

We respectfully request the East Los Angeles Area Plan Commission to overturn the appeal and in addition consider our request to overturn the Zoning Administrator's denial of the request to obtain relief from the LAMC Code Section 12.21 C.10(i)(2); a Zoning Administrator's Determination to permit the project without providing a 20-foot-wide Adjacent Minimum Roadway.

**ATTACHMENT 1/ NEIGHBORHOOD COMPATABILITY CHART**

LABEL #	ADDRESS	LOT AREA	FRONT YARD SETBACK	YEAR OF CONSTRUCTION	HOUSE SIZE (SF)	Floor Area Ratio (FAR) (building square footage divided by the lot size)
1	1943 W. ESCARPA (PROPOSED PROJECT)	5,760.0	5'		2,201	38.21%
2	1947 W ESCARPA DR	5,747.7	0'	1960	1,802	31.35%
3	1951 W ESCARPA DR	6,256.0	1'-6"	1965	2,548	40.73%
4	1955 W ESCARPA DR	6,309.8	2'	1956	1,943	30.79%
5	1959 W ESCARPA DR	6,132.7	3'	1955	1,903	31.03%
6	1967 W ESCARPA DR	7,172.1	0'	1949	1,848	25.77%
7	1971-3 W ESCARPA DR	13,719.4	7'- 3"	1959	1,308	9.53%
8	1977 W ESCARPA DR	7,591.4	9'- 4"	1958	1,344	17.70%
9	1981 W ESCARPA DR	5,441.9	8'	2006	2,440	44.84%
10	1985 W ESCARPA DR	6,611.1	0'	1958	2,697	40.80%
11	N/A - FRONTAGE ON NORWALK					
12	1997 W ESCARPA DR	6,471.3	0' (extends into Escarpa Drive)	1959	990	15.30%
13	2003 W ESCARPA DR	4,817.3	0' (extends into Escarpa Drive)	1965	2,796	58.04%
14	2009 W ESCARPA DR	6,170.1	0' (extends into Escarpa Drive)	1962	1,512	24.51%
15	2015 W ESCARPA DR	6,231.7	1'-3"	1965	2,017	32.37%
16	2029 - 2035 W ESCARPA DR	6,034.4	4'-6"	1980	1,580	26.18%
17	2037 W ESCARPA DR	6,236.1	2'-6"	1980	1,580	25.34%
18	2039 W ESCARPA DR	11,081.8	7'	1963	2,144	19.35%
19	2041 W ESCARPA DR	12,575.3	33'	1951	1,864	14.82%
20	2045 W ESCARPA DR	7,617.2	5'- 3"	1937	1,167	15.32%
21	2055 W ESCARPA DR	8,665.5	16'	1923	2,404	27.74%
22	2065 W ESCARPA DR	15,500.7	4'-7"	1950	1,604	10.35%
23	2071 W ESCARPA DR	8,072.8	38'	1928	2,308	28.59%
24	1941 W ESCARPA DR	7,822.8	0' (extends into Escarpa Drive)	1949	1,189	15.20%
<b>AVERAGE</b>					<b>1,878</b>	<b>27.12%</b>

24 HOMES INCLUDED IN NEIGHBORHOOD COMPATABILITY SURVEY

14 OF 24 HOMES OR 58% HAVE A FYSB < 5' - in BLUE

## MOTION

Through Los Angeles Municipal Code (LAMC) 12.37 and the Highway Dedication process, the City of Los Angeles mandates street widening via dedications and required improvements for new multifamily and commercial developments. Although there is relief available through a waiver of dedication and/or improvement (WDI), City standards for street widths based on street classification frequently result in widenings even when a WDI would have been desirable. These spot widenings often create incoherent streets that degrade neighborhood character, undermine active transportation, reduce tree canopy, and expand impermeable surface area—all contrary to the City's mobility and sustainability goals.



*An aerial image of Moorpark Street between Mammoth Avenue and Woodman Avenue*

New State laws to advance the production of housing will compound these issues. As the City meets our housing goals through small lot subdivisions, fourplexes, and other types of by-right multifamily development in established neighborhoods; the City's current regulations will increase the number of inconsistent spot widenings that provide minimal public benefit and make our neighborhood streets more dangerous and inhospitable. Without process changes, these undesirable dedications and improvements will happen automatically on a parcel-by-parcel basis, and will not consider the neighborhood context.

Mobility Plan 2035 identified the City's street dedication process as an obstacle to creating world-class, multimodal streets. While the WDI and appeals process, which was introduced in 2017, has provided some flexibility, recent cases of inappropriate dedications illustrate the need for further reform. By its nature, the waiver process assumes that widening is appropriate unless an exception is warranted. Given the potential harms of roadway widening and the limited benefits, the onus of this process should be reversed, with no roadway widening unless under exceptional circumstances. In some cases it may be appropriate to accept a dedication of right-of-way for future flexibility without requiring it be built out to its full width. The Bureau of Engineering should adopt new procedures that do not mandate street dedication in most cases, with limited exceptions, while still requiring appropriate public improvements to promote multimodal accessibility, good street design, and sustainable infrastructure.

**I THEREFORE MOVE** that the City Council instruct the Bureau of Engineering, in consultation with the Department of City Planning (DCP), the Department of Transportation (DOT), DCP's Urban Design Studio, and any other relevant departments, to report back within 60 days with:

*CL*

**NOV 22 2022**

- Recommendations to reform the waiver of dedication and/or improvement (WDI) process as well as the initial requirement process to achieve the following objectives:
  - Preserve consistent roadway widths and curb lines on each block (eliminate spot road widenings);
  - Prioritize consistent pedestrian experience with no or minimal sidewalk meandering, context-appropriate sidewalk and parkway width, and consistent interfaces with street-facing building entrances on each block face;
  - Prioritize pedestrian safety and visibility by minimizing crossing distance at intersections and other crosswalks; ensuring alignment between pedestrian paths of travel, crosswalks, and curb ramps; minimizing curb radii to the greatest extent feasible (including retaining historic curb radii); and promoting curb extensions where feasible and appropriate;
  - Protect existing trees and parkways and create opportunities for planting new and larger shade trees;
  - Incorporate green infrastructure elements where feasible and appropriate; and
  - Ensure accessibility for people with disabilities;
- A checklist of public benefit findings that must be made through an administrative process prior to requiring a street dedication and/or improvement that results in a roadway widening, including:
  - Specific and articulable traffic safety or mobility benefits, such as closing a bike lane gap or eliminating a pinch point, at the request of LADOT; and
  - Specific and articulable pedestrian realm or urban design benefits, at the request of City Planning;
- Any revisions to street design standards needed to accomplish the above objectives and allow context-sensitive application of street standards;
- Any revisions needed to LAMC 12.37 and/or other policies and regulations to accomplish this direction; and
- Any other recommendations to implement street design best practices in the development process.

**PRESENTED BY:**



**NITHYA RAMAN**  
Councilmember, 4th District



**MIKE BONIN**  
Councilmember, 11th District



**BOB BLUMENFIELD**  
Councilmember, 3rd District

**ORIGINAL**

**SECONDED BY:**





**BOARD OF PUBLIC WORKS  
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ACTING EXECUTIVE OFFICER

# CITY OF LOS ANGELES

CALIFORNIA



**KAREN BASS**  
MAYOR

**DEPARTMENT OF  
PUBLIC WORKS**

**BUREAU OF  
ENGINEERING**

**TED ALLEN, PE**  
CITY ENGINEER

1149 S. BROADWAY, SUITE 700  
LOS ANGELES, CA 90015-2213

<http://eng.lacity.org>

August 7, 2024

The Honorable City Council  
c/o Holly L. Wolcott  
City Clerk  
Room 360, City Hall

## **COUNCIL FILE NO. 22-1476 – Highway Dedication & Improvement Process**

### **SUMMARY**

In response to the City Council's direction to review the City's highway dedication and improvement process, this report recommends amending Los Angeles Municipal Code (LAMC) Section 12.37 to clarify the Bureau of Engineering's (Engineering) authority to require dedications and improvements that are consistent with the Council's policy priorities of promoting safety, sustainability, and multimodal street improvements. This report also requests that Council endorse Engineering's proposed street dedication and improvement investigation criteria, authorize future changes to the criteria, and direct the Los Angeles Department of Transportation (LADOT) to review streets with modified cross section designations for alignment with this approach, as needed.

### **RECOMMENDATION**

That the City Council:

1. APPROVE the attached Street Dedication and Improvement Investigation Criteria,
2. AUTHORIZE the Street Standards Committee to amend the Street Dedication and Improvement Investigation Criteria to further the intent of this report,
3. DIRECT LADOT to review streets with modified cross sections, as needed, and
4. DIRECT the Department of City Planning, in consultation with the City Attorney, Bureau of Engineering (BOE), and Department of Transportation (LADOT) to prepare and present an ordinance amending LAMC 12.37 as described herein.

## **BACKGROUND**

On March 3, 2023, the City Council approved a motion directing Engineering, in consultation with the Department of City Planning (Planning) and Los Angeles Department of Transportation (LADOT), to report with recommendations to reform the highway dedication processes to achieve a number of goals related to improving the cohesiveness of the public realm and ensuring that public improvements implemented by development projects align with the City's mobility and sustainability goals.

In 2016, the City Council adopted Mobility Plan 2035, an update to the General Plan's circulation element. Among other things, Mobility Plan 2035 included new goals and policies to reorient city streets away from primarily serving automobiles and instead balance the needs of all travelers. While the Plan updated certain implementation mechanisms and street designations across the city, over time it has become apparent that the regulations as currently applied may not be fully consistent with the Plan's intent. In particular, LAMC 12.37 still requires developers of certain types of projects in certain locations to widen and/or improve the public right of way to achieve standard dimensions. In some cases, these new dimensions implement wider roadways than existing conditions and can create a meandering curb line between adjacent lots.

The subject Council motion instructs Engineering to recommend changes to achieve the following objectives:

1. Preserve consistent roadway widths and curb lines on each block (eliminate spot road widenings);
2. Prioritize consistent pedestrian experience with no or minimal sidewalk meandering, context-appropriate sidewalk and parkway width, and consistent interfaces with street-facing building entrances on each block face;
3. Prioritize pedestrian safety and visibility by minimizing crossing distance at intersections and other crosswalks; ensuring alignment between pedestrian paths of travel, crosswalks, and curb ramps; minimizing curb radii to the greatest extent feasible (including retaining historic curb radii); and promoting curb extensions where feasible and appropriate;
4. Protect existing trees and parkways and create opportunities for planting new and larger shade trees;
5. Incorporate green infrastructure elements where feasible and appropriate; and
6. Ensure accessibility for people with disabilities.

The motion further instructs Engineering to implement a checklist with findings that must be made prior to requiring a street dedication and/or improvement that results in a roadway widening, including concurrence from LADOT for traffic safety and mobility findings and from Planning for pedestrian realm and urban design findings. Finally, the motion instructs Engineering to recommend any revisions to street standards, LAMC 12.37, or other applicable policies to broadly achieve the above objectives. The Council action also requests information about the impact the current Waiver of Dedication and/or Improvement process has on affordable housing projects and recommendations to reduce delays and costs for these projects.



## DISCUSSION

Engineering is responsible for determining required public right of way dedications and/or improvements for new developments. For by-right developments, Engineering applies requirements during the plan check process. For discretionary developments, Engineering provides recommended requirements to Planning to be recorded as conditions on the development approval. In both cases, Engineering refers to Mobility Plan 2035's street classifications and applicable street standards to determine requirements. (See Attachment A for process flow charts.)

Engineering follows internal guidelines to ensure that the requirements on a proposed development are reasonable and proportional to the scale of the project and the value of the public benefit. For example, Engineering will not require an applicant to relocate an already improved curb and gutter for a roadway widening that would be three feet or less. In some cases, Engineering will require a dedication without requiring the improvement in order to preserve the City's options to construct a long-term improvement while avoiding a meandering curb in the interim.

Engineering frequently consults with Planning and LADOT via the Streets Working Group when making determinations. Over time, the three agencies have developed general practices that have greatly reduced the number of roadway widenings in recent years. The recommendations in this report would explicitly authorize and document these processes to increase clarity and predictability about what the City will require from prospective development projects and why. In addition, Engineering expects that reducing the need for discretionary Waiver of Dedication and/or Improvement (WDI) requests will streamline project approvals and reduce costs for both affordable and market-rate housing projects.

Current practice does not allow for affordable housing projects to request a WDI as an incentive in conjunction with an application for a density bonus or other local incentive program. In instances where an affordable housing application would otherwise be processed ministerially, applicants are required to request a WDI as a separate discretionary application, adding additional time and costs for a project. Additionally, in the proposed Affordable Housing Streamlining Ordinance (permanent ED 1 Ordinances), projects seeking a Waiver of Dedication and/or Improvements do not qualify for the streamlined review program. The recommendations contained in this report, which will limit where roadway widening is required and achieve more consistency across project types and locations, are expected to significantly reduce the number of affordable housing projects that would consider requesting a WDI, thereby reducing cost and time delays presented by the City's current WDI process for these projects.

### *Recommendation #1: Approve Street Dedication and Improvement Investigation Criteria*

Engineering recommends formalizing existing practices that avoid roadway widenings where permitted under existing code and expanding these practices by applying them to all dedication and improvement investigations undertaken pursuant to LAMC 12.37 (by-right projects) and LAMC 17.05 (discretionary projects). These criteria can be used immediately on discretionary projects, which comprise the majority of roadway widenings under current practice. These criteria would apply street standards with sensitivity to

existing conditions and local context while maintaining the predictability of ministerial processes. The proposed Street Dedication and Improvement Investigation Criteria (Attachment B) would implement the following best practices:

- Avoid requiring spot roadway widening improvements in established neighborhoods, unless specific roadway requirements for a street segment are set through an intentional community planning process.
- Require dedication and sidewalk-related improvement sufficient to achieve standard sidewalk widths for the street designation, with limited exceptions, and in all cases ensure that new and/or existing pedestrian facilities comply with the requirements of the Americans with Disabilities Act.
- Require parkway dedication and improvement consistent with standards for the street designation, while allowing for flexibility within the required sidewalk and parkway dedication to provide increased opportunities for street trees and/or other green infrastructure elements and appropriate transitions to connect with sidewalks fronting adjacent properties.
- Where there is a discrepancy between adjacent properties on the same street, the required improvement should: 1) reduce the number of jogs in the curb line, 2) generally align the curb with the adjacent property with the narrower roadway width unless there is a prevailing width on the remainder of the block that is desirable for safety and mobility, and 3) ensure that stormwater can drain effectively.
- Require dedications to the extent necessary and appropriate to achieve a consistent right of way width along a block face and/or street corridor.

*Recommendation #2: Delegate further amendments to the Street Dedication and Improvement Investigation Criteria to the Street Standards Committee*

The proposed Street Dedication and Improvement Investigation Criteria are an effort to document current best practices, however department staff use judgment when looking at specific cases to ensure that the outcome of the investigation is appropriate. As these practices are codified, Engineering recommends that the ability to further update and maintain these criteria be delegated to the Street Standards Committee so that they can be refined over time as staff learn from applying them to additional cases.

*Recommendation #3: Review streets with modified cross section designations*

While street dimensions are generally based on standard street classifications adopted in Mobility Plan 2035, the City has designated modified cross sections for 202 streets, totalling approximately 270 miles, throughout the city (Attachment C). Many modified street designations reflect the existing ROW and roadway width of a given street and were adopted to maintain those widths (preventing future dedications and roadway widenings). However, in other cases, the modified street designations, if implemented, would require roadway widening resulting in the outcomes the motion aims to prevent.

Though implemented by Engineering, these modified designations are adopted by the Mobility Plan and/or Community Plans based on Planning's and LADOT's assessment of circulation needs and local conditions. As a general practice, modified designations are evaluated and updated by Planning as needed during the Community Plan Update process, and Engineering believes that process should continue. However, Engineering recommends that LADOT be instructed to review designated streets to confirm their



modified designation reflects current policy objectives on an as-needed basis. Whenever appropriate, LADOT would notify Engineering that a street with a modified designation should instead be handled according to the new Street Dedication and Improvement Investigation Criteria, described above.

*Recommendation #4: Amend LAMC 12.37*

Recommended amendments to LAMC 12.37, and other relevant code sections, to achieve goals of only requiring public improvements to promote multimodal accessibility, good street design, and sustainable infrastructure, include, but may not be limited to:

- Apply consistent dedication and improvement requirements across similar project types and regardless of street designation
- Establish dedication and improvement requirements for alleys where appropriate to promote vehicular and service access from the rear of properties
- Authorize the use of sidewalk easements in lieu of full right of way dedications, at the discretion of the City Engineer
- Maintain current practices requiring dedication and improvement of hillside streets to provide emergency access and evacuation routes
- Establish standards and procedures that are compatible with the forthcoming Landscape and Site Design Ordinance to require street tree and landscape improvements in the public right of way
- Authorize the City Engineer, in consultation with the Director of Planning and General Manager of Transportation, to promulgate Street Dedication and Improvement Investigation Criteria and to exercise reasonable discretion in their application to individual cases

These recommended amendments will ensure that requirements are applied equally across various project types that might occur on a single block, such as condominiums and apartments, that are currently treated differently by the municipal code. The amendments will also enable new sidewalk improvements on local streets, where appropriate. Furthermore, the recommendation will align dedication requirements with circulation policies aimed at reducing the number of driveways on primary streets by improving circulation and access along rear alleys. While generally promoting consistency, the recommendation would provide some flexibility to preserve existing desirable conditions, such as roadway width or parkway configuration, that may conflict with otherwise rigid street standards. Amendments to LAMC 12.37 must continue to ensure proportionality between project size and required improvements and avoid potential conflicts with the building code and/or State law, including State housing law. Like all zoning code changes, amending LAMC 12.37 will require a public process and may require additional studies, to be determined by Planning.

*Street Standards*

The motion also discusses the option of revising street standards as a possible approach. Engineering understands the intent of the motion to apply a flexible and context-sensitive approach to dedication and improvement requirements rather than continuing to impose a uniform citywide standard. Engineering believes that the outlined approach can achieve the motion's objectives without a resource-intensive effort to proactively set customized standards for every street in the city. However, the Street Standards Committee has the

authority to recommend updating the Standard Street Dimensions (S-470) to the City Planning Commission, whenever needed. If the outlined approach does not prove to be as effective as anticipated, the Street Standards Committee could consider providing a range of acceptable values for roadway and sidewalk widths instead of fixed values to further enable context-sensitive design. Engineering has initiated a multi-year effort to update the Street Design Manual, which will likewise guide engineers to apply standards and guidance based on local context. Engineering anticipates that the Street Design Modernization Initiative will include a review of Standard Street Dimensions and/or how they are applied in various contexts.

## **FISCAL IMPACT**

Approving this report will have no fiscal impact. Over time, the recommendations in this report would reduce long-term maintenance costs associated with roadway widening.

Respectfully submitted,

The image shows a handwritten signature in blue ink over a blue rectangular stamp. The stamp contains the word "ENGINEERING" in a bold, sans-serif font. Below the signature, there is a red digital timestamp that reads "2024 4/23/24 11:11 AM".

Ted Allen, P.E.  
City Engineer

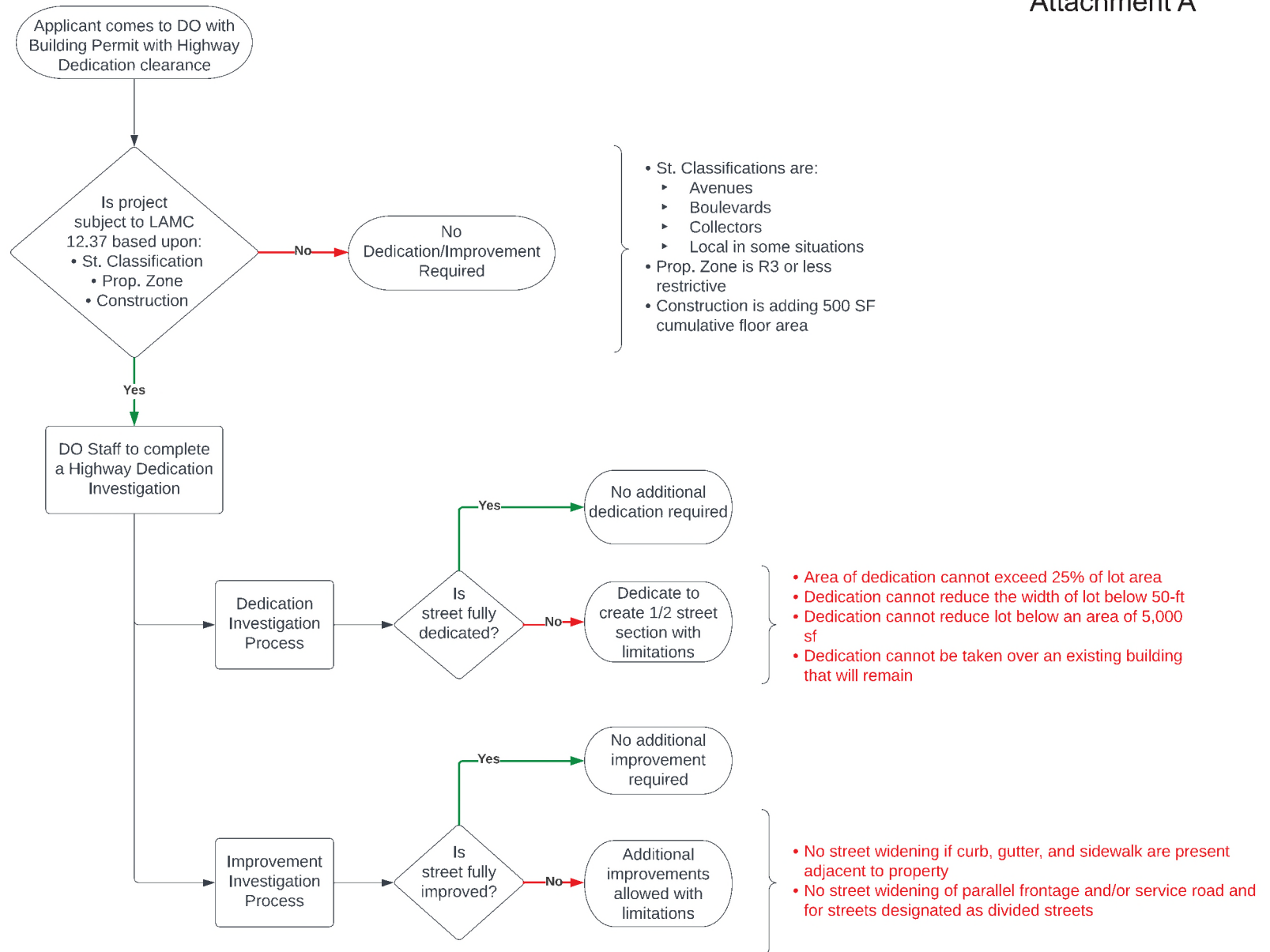
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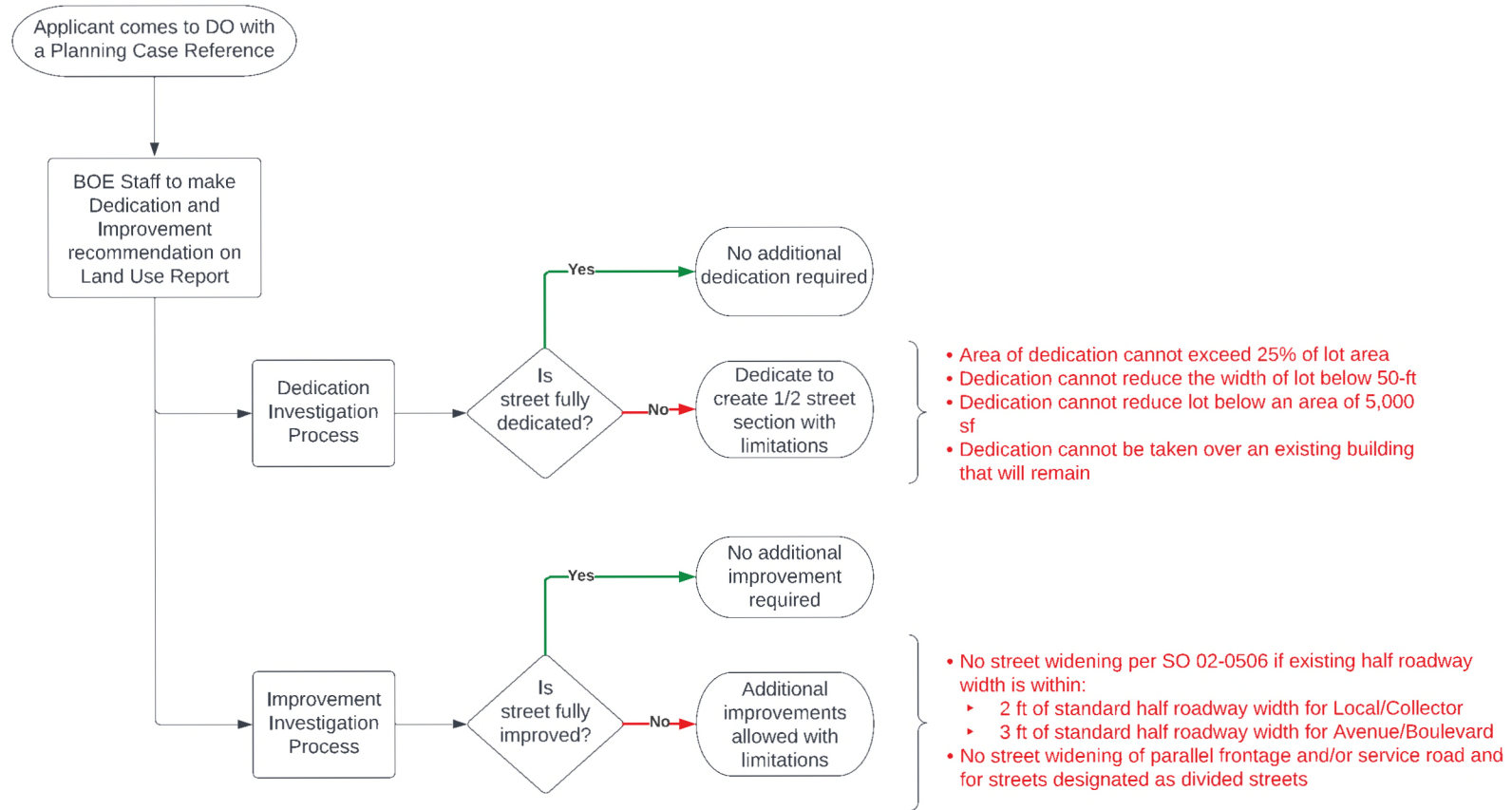
## **Attachments**

cc: Randall Winston, Office of the Mayor  
Aura Garcia, Board of Public Works  
Teresa Villegas, Board of Public Works  
Vince Bertoni, Department of City Planning  
Laura Rubio Cornejo, Department of Transportation

# **LAMC 12.37 - Establishing Dedication and Improvement Requirements**



# Land Use Report - Establishing Dedication and Improvement Recommendations





The purpose of this document is to standardize decision making about right of way dedication and improvement requirements for both by-right and discretionary development projects and reduce the need for applicants to use the Waiver of Dedication and/or Improvement (WDI) process to achieve good street design outcomes. The Bureau of Engineering (BOE) aims to provide a transparent and predictable process for making right-of-way determinations that appropriately apply City policies to specific local context.

Per CF 22-1476, the City Council aims to accomplish the following objectives:

1. Preserve consistent roadway widths and curb lines on each block (eliminate spot road widenings);
2. Prioritize consistent pedestrian experience with no or minimal sidewalk meandering, context-appropriate sidewalk and parkway width, and consistent interfaces with street-facing building entrances on each block face;
3. Prioritize pedestrian safety and visibility by minimizing crossing distance at intersections and other crosswalks; ensuring alignment between pedestrian paths of travel, crosswalks, and curb ramps; minimizing curb radii to the greatest extent feasible (including retaining historic curb radii); and promoting curb extensions where feasible and appropriate;
4. Protect existing trees and parkways and create opportunities for planting new and larger shade trees;
5. Incorporate green infrastructure elements where feasible and appropriate; and
6. Ensure accessibility for people with disabilities.

In furtherance of these objectives, BOE development review staff will apply the following process to all cases when establishing dedication and improvement requirements, unless the subject street segment has a “modified cross section” designation, in which case the modified cross section shall prevail. Standard street sections and curb radii shall be treated as maximums not to be exceeded by the following process, rather than objectives to be achieved via dedication and improvement requirements:

### **Dedications**

1. Establish a minimum acceptable half-roadway width for the subject property frontage. The minimum acceptable half-roadway width shall be calculated using the following values:
  - a. In cases where the subject property is less than half of the frontage of the subject block, the minimum acceptable half-roadway shall be the prevailing (i.e. median) half-roadway width at each property fronting the subject block. If there is no clear prevailing half-roadway width on the subject block, then the prevailing width determination may include consideration of adjacent blocks with the same classification.
  - b. In cases where the subject property comprises greater than half of the frontage of the subject block, the minimum acceptable half-roadway shall be the median half-roadway width of the subject street extending for two blocks in either direction of the subject block, unless the subject street changes classifications within a two block radius in which case the value shall only consider the block faces that match the subject segment’s classification.
  - c. In cases where the existing half-roadway width is greater than the minimum acceptable half-roadway width calculated above, the applicant *may* use the narrower width for the calculation of required dedication, provided that the applicant (re)constructs public right of way improvements using the minimum acceptable half-roadway width (i.e. voluntarily narrow the roadway).

- d. In cases where implementing the minimum acceptable half-roadway width would result in significant tree removal, the existing roadway width *may* remain unchanged. Significant tree removal includes any of the following:
    - i. Three or more healthy trees of any size
    - ii. Any individual healthy tree greater than 12 inches in diameter at breast height (DBH)
    - iii. Any individual healthy tree planted and/or established using public funds in the past 10 years
  - e. In cases where implementing the minimum acceptable half-roadway width would result in disproportionate utility relocation costs affecting project feasibility, the existing roadway width *may* remain unchanged.
  - f. In no case shall the value determined via this method exceed the half-roadway width established by standard street sections for the subject street's classification (S-470).
2. Establish a standard border for the subject property frontage. The border shall include the sidewalk and parkway width as established by standard street sections for each street classification (S-470). The following exceptions apply to establishing a standard border:
  - a. In cases where a subject block has an established street wall of existing buildings fronting the sidewalk, the applicant may use the prevailing building frontage as the limits of any required dedication. This exception shall not apply in cases where a dedication is needed to achieve ADA compliance.
3. The total dedication required shall be the sum of the minimum acceptable half-roadway width and the border, as calculated above.
4. For applicants fronting multiple streets (e.g. corner parcels), the above process shall be applied for each street independently. Additional dedication at the corner shall be required when necessary to achieve ADA standards, such as curb ramps.

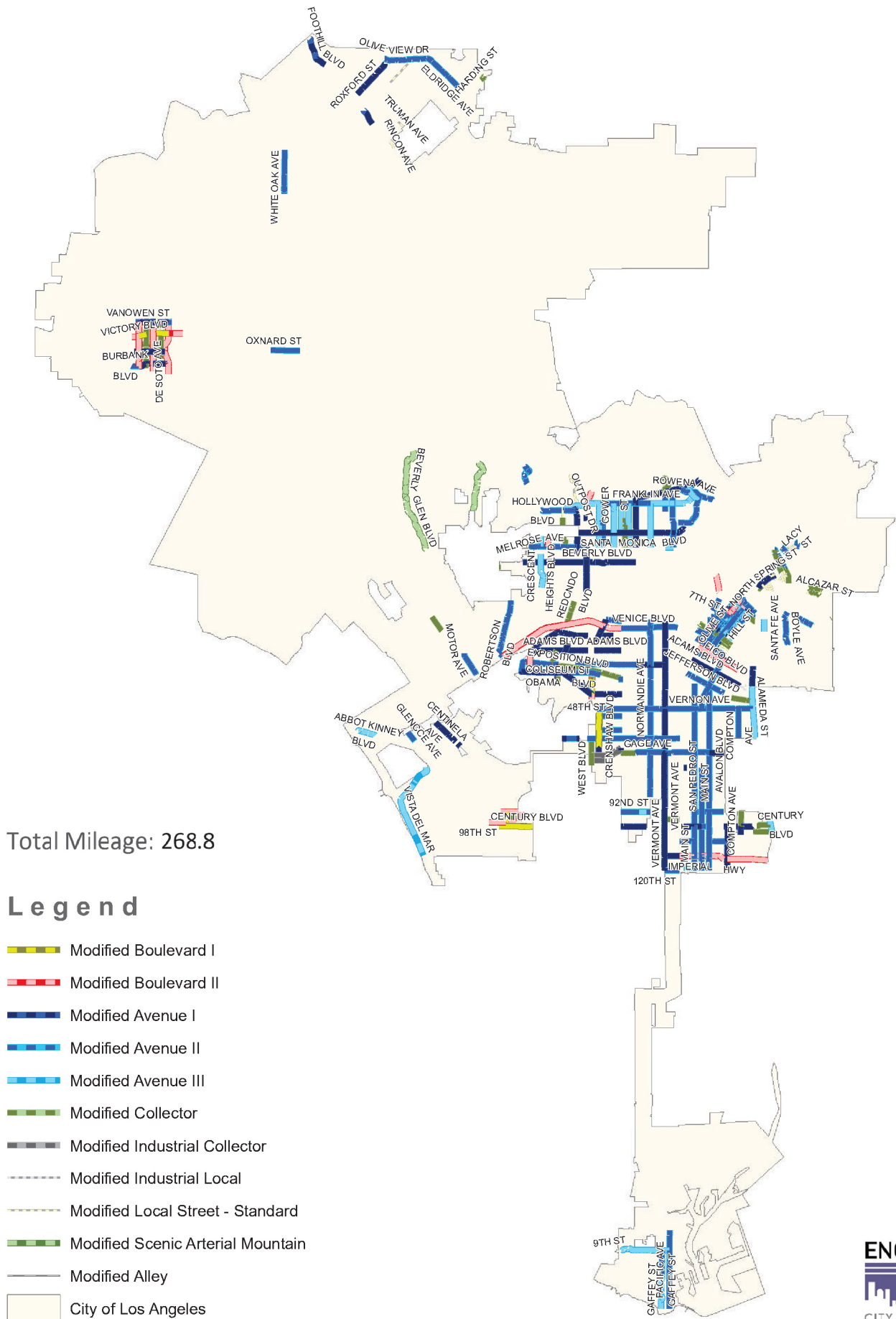
### Improvements

5. Improvements shall be provided when required by the LAMC (i.e. when a frontage is not currently fully improved) or other applicable codes.
6. Within the required border, establish sidewalk dimensions and location. To the greatest extent feasible, any new sidewalk shall provide a straight-line path of travel for pedestrians traveling in front of adjacent properties. The applicant *may only* deviate from this straight-line path of travel if necessary to accommodate larger tree wells and/or stormwater capture elements within the parkway. The applicant may provide parkway amenities, such as trees and landscaping, on either side of the sidewalk within the required border, provided that doing so furthers the purpose of providing a straight-line path of travel for pedestrians. In all cases, sidewalks must be designed and constructed in compliance with ADA standards.
7. For applicants fronting multiple streets (e.g. corner parcels), the above process shall be applied for each street independently.
8. Additional improvement shall be required when necessary to achieve ADA standards (LAMC 91.106.4.7.1), such as curb ramps at the corner.
9. For applicants required to construct a new corner, improvements shall prioritize objectives, in the following order:
  - a. Providing a direct path of travel, including placement of required curb ramps, that prolongs the straight-line path of travel from the sidewalk across the intersection with minimal deviation for pedestrians.
  - b. Matching the predominant curb radii and/or other corner design features (e.g. curb extensions) at all existing corners of the intersection. This may result in smaller curb radii than current standards.
  - c. Minimizing pedestrian crossing distance.



# Modified Streets

Attachment C





PUBLIC WORKS COMMITTEE REPORT relative to Motion (Harris-Dawson for Raman, Bonin, Blumenfield - Price) relative to reforming the City's street dedication process.

Recommendation for Council action, pursuant to Motion (Cedillo - Price):

INSTRUCT the Bureau of Engineering, in consultation with the Department of City Planning (DCP), the Los Angeles Department of Transportation (LADOT), DCP's Urban Design Studio, and any other relevant departments, to report back within 60 days with:

- a. Recommendations to reform the waiver of dedication and/or improvement process as well as the initial requirement process to achieve the following objectives:
  - i. Preserve consistent roadway widths and curb lines on each block (eliminate spot road widenings).
  - ii. Prioritize consistent pedestrian experience with no or minimal sidewalk meandering, context-appropriate sidewalk and parkway width, and consistent interfaces with street-facing building entrances on each block face.
  - iii. Prioritize pedestrian safety and visibility by minimizing crossing distance at intersections and other crosswalks; ensuring alignment between pedestrian paths of travel, crosswalks, and curb ramps; minimizing curb radii to the greatest extent feasible (including retaining historic curb radii); and promoting curb extensions where feasible and appropriate
  - iv. Protect existing trees and parkways and create opportunities for planting new and larger shade trees.
  - v. Incorporate green infrastructure elements where feasible and appropriate.
  - vi. Ensure accessibility for people with disabilities.
- b. A checklist of public benefit findings that must be made through an administrative process prior to requiring a street dedication and/or improvement that results in a roadway widening, including:
  - i. Specific and articulable traffic safety or mobility benefits, such as closing a bike lane gap or eliminating a pinch point, at the request of LADOT.
  - ii. Specific and articulable pedestrian realm or urban design benefits, at the request of the DCP.
- c. Any revisions to street design standards needed to accomplish the above objectives and allow context-sensitive application of street standards.
- d. Any revisions needed to Los Angeles Municipal Code 12.37 and/or other policies and regulations to accomplish this direction.
- e. Any other recommendations to implement street design best practices in the development process.

Fiscal Impact Statement: Neither the City Administrative Officer nor the Chief Legislative Analyst has completed a financial analysis of this report.

Community Impact Statement: None submitted

## SUMMARY

At the meeting held on January 25, 2023, your Public Works Committee considered a Motion (Harris-Dawson for Raman, Bonin, Blumenfield - Price) relative to reforming the City's street dedication process.

After an opportunity for public comment was held, the Committee moved to approve the recommendation contained in the Motion, as detailed above. This matter is now forwarded to the Council for its consideration.

Respectfully Submitted,

PUBLIC WORKS COMMITTEE

<u>MEMBER</u>	<u>VOTE</u>
LEE	YES
BLUMENFIELD	YES
RAMAN	YES

ME 1/25/23

**-NOT OFFICIAL UNTIL COUNCIL ACTS-**

## **Communication from Public**

**Name:**

**Date Submitted:** 01/13/2023 04:09 PM

**Council File No:** 22-1476

**Comments for Public Posting:** Please see attached letter from eight community organizations in support of this motion.

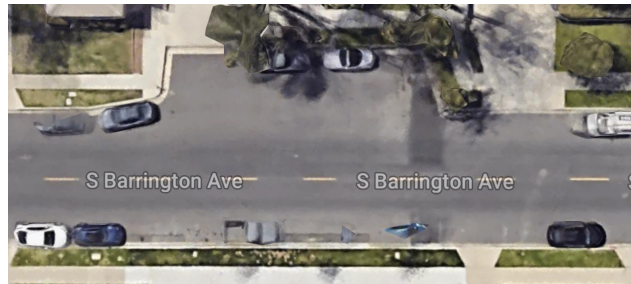


January 13, 2023

Los Angeles City Council  
200 N. Spring Street  
Los Angeles, CA 90012

Dear Councilmembers:

On behalf of the organizations above, we write in support of Council File 22-1476 to stop requiring developers to spot widen roads, leading to incoherent streetscapes that are at odds with a safe, livable City.



As the City's own recent plans attest, wider roads make the City more dangerous, polluted, congested, and costly to maintain:

- The Mobility Plan 2035 states that “wider roads can result in adverse environmental, public health, and fiscal impacts. Wider roads are more expensive to maintain and enable driving at faster speeds in the short term, which leads to more pollution, noise, and higher risks to bicyclists and pedestrians in the long term.”

- The Complete Street Design Guide explains that “when streets are continually widened to accommodate more vehicular volume, they create an induced demand for car travel that only encourages future traffic congestion.”

Requiring developers to spot widen roads also contributes to our housing crisis. Widening can add hundreds of thousands of dollars to the cost of a housing development, as it may include utility relocation; moving street lights, fire hydrants, and signal boxes; and tree replanting. In the case of smaller “missing middle” projects, the added cost may render the developments financially infeasible.

Spot widening often converts greenery to impermeable asphalt. Mature trees may have to be removed to accommodate the wider street. In the 1990s, space was taken away from MacArthur Park in order to widen 7<sup>th</sup> Street.

Spot widening also creates streets designed for drivers, not pedestrians. Sidewalks meander, curb radii are maximized, and crossing distances are lengthened. These streets are more dangerous and confusing to walk along and across.

Finally, spot widening leads to poorly designed, incoherent streets. The City’s streetscape should be intentionally planned block by block and neighborhood by neighborhood, not parcel by parcel with no vision other than widening. Ending spot widening will lead to a better designed City that works better for all who use it.

We are particularly encouraged by the motion’s emphasis on pedestrian safety by “minimizing crossing distance” and “promoting curb extensions.” In the same way that the Mobility Plan defines the ideal roadway width for each type of street, the report requested by this motion should include the ideal pedestrian crossing distance for each type of street. These crossing distances would serve as guidelines for when curb extensions and other pedestrian safety measures should be required improvements for developers.

We express strong support for this motion and urge you to pass it.

Sincerely,

David J. Barboza, AICP  
Director of Policy and Research, Abundant Housing LA

Eli Akira Kaufman  
Executive Director, BikeLA

Bryn Lindblad  
Deputy Director, Climate Resolve

John K. Yi  
Executive Director, Los Angeles Walks

Zak Accuardi

Transportation Advocate, Natural Resources Defense Council

Frank Martinez

Policy Director, Southern California Association of NonProfit Housing

Damian Kevitt

Executive Director, Streets Are For Everyone

Michael Schneider

Founder, Streets For All

Your Community Impact Statement has been successfully submitted to City Council and Committees.

If you have questions and/or concerns, please contact the Department of Neighborhood Empowerment at [NCsupport@lacity.org](mailto:NCsupport@lacity.org).

This is an automated response, please do not reply to this email.

#### Contact Information

Neighborhood Council: Chatsworth Neighborhood Council

Name: Marianne King

Phone Number:

Email: [mkingofchatsworth@gmail.com](mailto:mkingofchatsworth@gmail.com)

The Board approved this CIS by a vote of: Yea(17) Nay(0) Abstain(0) Ineligible(0) Recusal(0)

Date of NC Board Action: 03/01/2023

Type of NC Board Action: For

#### Impact Information

Date: 03/02/2023

Update to a Previous Input: No

Directed To: City Council and Committees

Council File Number: 22-1476

Agenda Date: 03/03/2023

Item Number: 11

Summary: The CNC supports 22-1476 to make road widenings an exception, however we would want to see language that makes sure any equestrian trail requirement is NOT waived. See attached letter for detail.





# CHATSWORTH NEIGHBORHOOD COUNCIL

P.O. Box 3395, Chatsworth, CA 91313-3395

Voice: (818) 464-3511 Fax: (818) 464-3585

<http://chatsworthcouncil.org>



**Jeff Hammond, President - Andre van der Valk, Vice President -  
Vicki Briskman Treasurer Jill Mather Secretary**

Dorothy Allison, Kamesh Aysola, Mark Cox, Frank Geraty,  
Rob Glucksman, Marianne King, Jeff Mackie, Nick Montano, Shawn Shawmlou, Patty Thorington  
Carey Tri, Linda van der Valk, Jim Van Gundy, Deb Zumerling

March 1, 2023

Re: CF 22-1476 / Waiving Street Widening

Dear Councilmembers,

In a regular meeting of the Chatsworth Neighborhood Council (CNC), the board unanimously voted to support the Council motion CF#22-1476 with the following consideration below:

The Chatsworth NC is in general support of making road widenings an exception and to only be required to correct a safety hazard or to provide an urban design or pedestrian benefit. However, the city has a number of equine areas, including in Chatsworth, where existing and proposed equine trails are part of the Community Plan. These trails are part of the public right of way and are generally 12-feet wide. We would want to see language that specifically addresses trail requirements so that it is clear this part of a roadway widening and improvement where called for is **NOT** to be waived.

Sincerely,

Jeff Hammond  
CNC President

cc: Councilmember Lee

Your Community Impact Statement has been successfully submitted to City Council and Committees.

If you have questions and/or concerns, please contact the Department of Neighborhood Empowerment at [NCsupport@lacity.org](mailto:NCsupport@lacity.org).

This is an automated response, please do not reply to this email.

Contact Information

Neighborhood Council: Elysian Valley Riverside Neighborhood Council

Name: Leslie Campisi

Phone Number:

Email: [leslie.evrnc@gmail.com](mailto:leslie.evrnc@gmail.com)

The Board approved this CIS by a vote of: Yea(11) Nay(0) Abstain(1) Ineligible(0) Recusal(0)

Date of NC Board Action: 01/11/2023

Type of NC Board Action: For

Impact Information

Date: 01/22/2023

Update to a Previous Input: No

Directed To: City Council and Committees

Council File Number: 22-1476

Agenda Date: 01/20/2023

Item Number:

Summary: The Elysian Valley Riverside Neighborhood Council supports 22-1476 - Highway Dedication. Please see our attached letter.

#### **Board**

Maria Elena Barboza  
Leslie Campisi  
Julia Eggleston  
Ana Gomez  
Arturo Gomez  
Jaime Klein  
Carey McDonald  
Frank Mendoza  
Christine Louise Mills  
Maria Alejandra Minisee  
Eric Robinson  
Carrie Sutkin  
Jessie Tang  
Paul Truong  
Laurie Winston

## **CITY OF LOS ANGELES California**



### **Elysian Valley Riverside Neighborhood Council**

Elysian Valley Riverside  
Neighborhood Council  
[www.myevrnc.com](http://www.myevrnc.com)

#### **Community Impact Statement Committee**

Leslie Campisi, Board Member  
Frank Mendoza, Board Member  
Christine Mills, Board Member  
Jessie Tang, Board Member

January 11, 2023

The Elysian Valley Riverside Neighborhood Council supports [CF 22-1476](#) - Highway Dedication.

As the City's own recent plans attest, wider roads make the City more dangerous, polluted, congested, and costly to maintain:

- The City's Mobility Plan 2035 states that "wider roads can result in adverse environmental, public health, and fiscal impacts. Wider roads are more expensive to maintain and enable driving at faster speeds in the short term, which leads to more pollution, noise, and higher risks to bicyclists and pedestrians in the long term."
- The Complete Street Design Guide explains that "when streets are continually widened to accommodate more vehicular volume, they create an induced demand for car travel that only encourages future traffic congestion."

Requiring developers to spot widen roads also contributes to our housing crisis. Widening can add hundreds of thousands of dollars to the cost of a housing development, as it may include utility relocation, moving street lights and signal boxes, and tree replanting. In the cases of some smaller "missing middle" projects, the added cost may render the development infeasible.

Spot widening often converts greenery to impermeable asphalt. Mature trees often have to be removed to accommodate the wider street, frustrating our climate change efforts.

Spot widening also creates streets designed for drivers, not pedestrians. Sidewalks meander, curb radii are maximized, and crossing distances are lengthened. These streets are more dangerous and confusing to walk along and across.

We are particularly encouraged by the motion's emphasis on pedestrian safety by "minimizing crossing distance" and "promoting curb extensions." In the same way that the Mobility Plan defines the ideal roadway width for each type of street, the report requested by this motion should include the ideal pedestrian crossing distance for each type of street. These crossing distances would serve as guidelines

for when curb extensions and other pedestrian safety measures should be required improvements for developers.

Finally, spot widening leads to poorly designed, incoherent streets. The city's streetscape should be intentionally planned block by block and neighborhood by neighborhood, not parcel by parcel with no vision other than widening for widening sake. Ending spot widening will lead to a better designed city that works better for all who use it.

We express strong support for Council File 22-1476 and urge you to pass it.

Sincerely,

The Community Impact Statement Committee  
Elysian Valley Riversie Neighborhood Council

Your Community Impact Statement has been successfully submitted to City Council and Committees.

If you have questions and/or concerns, please contact the Department of Neighborhood Empowerment at [NCsupport@lacity.org](mailto:NCsupport@lacity.org).

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#### Contact Information

Neighborhood Council: Los Feliz Neighborhood Council, Los Feliz Neighborhood Council

Name: Jon Deutsch

Phone Number: (213) 973-9758

Email: [jon.deutsch@losfeliznc.org](mailto:jon.deutsch@losfeliznc.org)

The Board approved this CIS by a vote of: Yea(15) Nay(0) Abstain(0) Ineligible(0) Recusal(0)

Date of NC Board Action: 12/20/2022

Type of NC Board Action: For

#### Impact Information

Date: 12/27/2022

Update to a Previous Input: No

Directed To: City Council and Committees

Council File Number: 22-1476

Agenda Date:

Item Number:

Summary: The draft motion moves that City Council instruct the BOE in consultation with City Planning and LADOT to recommend a reform of Right-of-Way Dedication process. This process has often been mis-interpreted as a Roadway Dedication by the Bureau of Engineering and has forced “spot widenings” throughout Los Angeles which have caused unnecessary hardship on developers and diminished the quality of our streetscapes. In fact, the City’s General Plan Mobility Element and the Complete Streets Design Guide are two policies that outline exceptions to the roadway dedication policy. Unfortunately, “spot widenings” have prevailed for too long, and continue to marginalize sidewalks and emphasize vehicle travel irrespective of legal authority.



- COMMUNITY IMPACT STATEMENT -

Council File: [22-1476](#)

Title: Highway Dedication / Waiver of Dedication and/or Improvement (WDI) Process / Administrative Findings / Street Design Standards / Los Angeles Municipal Code Section 12.37

Position: Support

Summary:

The draft motion moves that City Council instruct the BOE in consultation with City Planning and LADOT to recommend a reform of Right-of-Way Dedication process. This process has often been mis-interpreted as a Roadway Dedication by the Bureau of Engineering and has forced “spot widenings” throughout Los Angeles which have caused unnecessary hardship on developers and diminished the quality of our streetscapes. In fact, the City’s General Plan Mobility Element and the Complete Streets Design Guide are two policies that outline exceptions to the roadway dedication policy. Unfortunately, “spot widenings” have prevailed for too long, and continue to marginalize sidewalks and emphasize vehicle travel irrespective of legal authority.

**-APPROVED-**

December 20, 2022

Yay: 15 Nay: 0



Your Community Impact Statement has been successfully submitted to City Council and Committees.

If you have questions and/or concerns, please contact the Department of Neighborhood Empowerment at [NCsupport@lacity.org](mailto:NCsupport@lacity.org).

This is an automated response, please do not reply to this email.

Contact Information

Neighborhood Council: Mid City WEST Neighborhood Council

Name: Michael Schneider

Phone Number: (323) 285-0840

Email: [mschneider@midcitywest.org](mailto:mschneider@midcitywest.org)

The Board approved this CIS by a vote of: Yea(27) Nay(0) Abstain(0) Ineligible(0) Recusal(0)

Date of NC Board Action: 02/14/2023

Type of NC Board Action: For

Impact Information

Date: 02/16/2023

Update to a Previous Input: No

Directed To: City Council and Committees

Council File Number: 22-1476

Agenda Date:

Item Number:

Summary: The Mid City West Neighborhood Council is in full support of ending street widening and automatic street dedications. Please see attached letter.



**BOARD OF DIRECTORS  
2021 -2023**

**PASSED 27-0-0-0 ON FEBRUARY 14, 2023**

CIS IN SUPPORT OF CF #22-1476

Lauren Nichols  
*Chair*

Michael Schneider  
*First Vice Chair*

Will Hackner  
*Second Vice Chair*

Melissa Algaze  
*Secretary*

Ben Kram  
*Treasurer*

Thomas Bailey  
Cindy Bitterman  
Shem Bitterman  
Lauren Borchard  
Hunter Burgarella  
Lindsey Chase  
Tedd Cittadine  
Chris Dower  
Isack Fadlon  
Amy Goldenberg  
Sara Griebe  
Andrea Guttag  
Taylor Holland  
Linda Ignarro Smith  
Nasim Kablan  
Dale Kendall  
Tyler Lambert-Perkins  
Christian La Mont  
Lynda La Rose  
Rodney Leggett  
Madeline Liebreich  
David Mann  
Ava Marinelli  
James Panozzo  
Clark Raustiala  
Robert M. Shore  
Julian Stern  
Thao Tran  
J. Keith van Straaten  
Valerie Washburn  
Don Whitehead

The Mid City West Neighborhood Council is in full support of ending street widening and automatic street dedications.

As the City's own recent plans attest, wider roads make the City more dangerous, polluted, congested, and costly to maintain:

- The City's Mobility Plan 2035 states that "wider roads can result in adverse environmental, public health, and fiscal impacts. Wider roads are more expensive to maintain and enable driving at faster speeds in the short term, which leads to more pollution, noise, and higher risks to bicyclists and pedestrians in the long term."
- The Complete Street Design Guide explains that "when streets are continually widened to accommodate more vehicular volume, they create an induced demand for car travel that only encourages future traffic congestion."

Requiring developers to spot widen roads also contributes to our housing crisis. Widening can add hundreds of thousands of dollars to the cost of a housing development, as it may include utility relocation, moving street lights and signal boxes, and tree replanting. In the cases of some smaller "missing middle" projects, the added cost may render the development infeasible. Spot widening also directly contradicts the City's own housing goals as it reduces the amount of housing that can be built on a lot, even after density bonuses, due to the reduction in buildable area.

Spot widening often converts greenery to impermeable asphalt. Mature trees often have to be removed to accommodate the wider street, frustrating our climate change efforts.



Spot widening also creates streets designed for drivers, not pedestrians. Sidewalks meander, curb radii are maximized, and crossing distances are lengthened. These streets are more dangerous and confusing to walk along and across.

We are particularly encouraged by the motion's emphasis on pedestrian safety by "minimizing crossing distance" and "promoting curb extensions." In the same way that the Mobility Plan defines the ideal roadway width for each type of street, the report requested by this motion should include the ideal pedestrian crossing distance for each type of street. These crossing distances would serve as guidelines for when curb extensions and other pedestrian safety measures should be required improvements for developers.

Finally, spot widening leads to poorly designed, incoherent streets. The city's streetscape should be intentionally planned block by block and neighborhood by neighborhood, not parcel by parcel with no vision other than widening for widening sake. Ending spot widening will lead to a better designed city that works better for all who use it.

We express strong support for Council File 22-1476 and urge you to pass it.

Sincerely,

Michael Schneider  
Vice Chair, Mid City West Neighborhood Council

Your Community Impact Statement has been successfully submitted to City Council and Committees.

If you have questions and/or concerns, please contact the Department of Neighborhood Empowerment at [NCsupport@lacity.org](mailto:NCsupport@lacity.org).

This is an automated response, please do not reply to this email.

Contact Information

Neighborhood Council: NoHo Neighborhood Council

Name: James Askew

Phone Number:

Email: [jamesaskewfornoho@gmail.com](mailto:jamesaskewfornoho@gmail.com)

The Board approved this CIS by a vote of: Yea(13) Nay(0) Abstain(0) Ineligible(0) Recusal(0)

Date of NC Board Action: 03/22/2023

Type of NC Board Action: For

Impact Information

Date: 04/06/2023

Update to a Previous Input: No

Directed To: City Council and Committees

Council File Number: 22-1476

Agenda Date:

Item Number:

Summary: On 3/22/23 the NoHo NC voted unanimously to support this motion. Please see attached for more details.



**PASSED 13-0-0 on 03/22/23**

Council File: [22-1476](#)

Title: Highway Dedication / Waiver of Dedication and/or Improvement (WDI) Process /  
Administrative Findings / Street Design Standards / Los Angeles Municipal Code Section 12.37

Position: SUPPORT

Summary:

The NoHo Neighborhood Council is in full support of ending street widening and automatic street dedications.

As the City's own recent plans attest, wider roads make the City more dangerous, polluted, congested, and costly to maintain:

- The City's Mobility Plan 2035 states that "wider roads can result in adverse environmental, public health, and fiscal impacts. Wider roads are more expensive to maintain and enable driving at faster speeds in the short term, which leads to more pollution, noise, and higher risks to bicyclists and pedestrians in the long term."

- The Complete Street Design Guide explains that "when streets are continually widened to accommodate more vehicular volume, they create an induced demand for car travel that only encourages future traffic congestion."

Requiring developers to spot widen roads also contributes to our housing crisis. Widening can add hundreds of thousands of dollars to the cost of a housing development, as it may include utility relocation, moving street lights and signal boxes, and tree replanting. In the cases of some smaller "missing middle" projects, the added cost may render the development infeasible. Spot widening also directly contradicts the City's own housing goals as it reduces the amount of housing that can be built on a lot, even after density bonuses, due to the reduction in buildable area.

////

President	Vice President		Secretary	Treasurer	Sgt. At Arms	
Maria Sosyan	James Askew		Katy Go	Jillian Burgos	Jeffrey Brown	
Laura Barrero Andrea Ciannavei	Paula June Cantu Ken Dorfman	Hunter Gibson Adam Goldberg	Hannah Jaeger Wendy Kheel	Landon Popadic Logan Rees	Jo Ann Rivas Allan Salinas	Frankie Smith



Spot widening often converts greenery to impermeable asphalt. Mature trees often have to be removed to accommodate the wider street, frustrating our climate change efforts.

Spot widening also creates streets designed for drivers, not pedestrians. Sidewalks meander, curb radii are maximized, and crossing distances are lengthened. These streets are more dangerous and confusing to walk along and across.

We are particularly encouraged by the motion's emphasis on pedestrian safety by "minimizing crossing distance" and "promoting curb extensions." In the same way that the Mobility Plan defines the ideal roadway width for each type of street, the report requested by this motion should include the ideal pedestrian crossing distance for each type of street. These crossing distances would serve as guidelines for when curb extensions and other pedestrian safety measures should be required improvements for developers.

Finally, spot widening leads to poorly designed, incoherent streets. The city's streetscape should be intentionally planned block by block and neighborhood by neighborhood, not parcel by parcel with no vision other than widening for widening sake. Ending spot widening will lead to a better designed city that works better for all who use it.

////

2024-2025						
President		Vice President		Secretary	Treasurer	Sgt. At Arms
Maria Sosyan		James Askew		Katy Go	Jillian Burgos	Jeffrey Brown
Laura Barrero	Paula June Cantu	Hunter Gibson	Hannah Jaeger	Landon Popadic	Jo Ann Rivas	Frankie Smith
Andrea Ciannavei	Ken Dorfman	Adam Goldberg	Wendy Kheel	Logan Rees	Allan Salinas	

Your Community Impact Statement has been successfully submitted to City Council and Committees.

If you have questions and/or concerns, please contact the Department of Neighborhood Empowerment at [NCsupport@lacity.org](mailto:NCsupport@lacity.org).

This is an automated response, please do not reply to this email.

#### Contact Information

Neighborhood Council: North Westwood Neighborhood Council

Name: Eric Coestad

Phone Number: (415) 688-1136

Email: [ericnwwnc@gmail.com](mailto:ericnwwnc@gmail.com)

The Board approved this CIS by a vote of: Yea(10) Nay(0) Abstain(0) Ineligible(0) Recusal(0)

Date of NC Board Action: 02/01/2023

Type of NC Board Action: For

#### Impact Information

Date: 03/01/2023

Update to a Previous Input: No

Directed To: City Council and Committees

Council File Number: 22-1476

Agenda Date:

Item Number:

Summary: The North Westwood Neighborhood Council supports ending street widening and automatic street dedications. The City's own Mobility Plan 2035 states that "wider roads can result in adverse environmental, public health, and fiscal impacts. Wider roads are more expensive to maintain and enable driving at faster speeds in the short term, which leads to more pollution, noise, and higher risks to bicyclists and pedestrians in the long term." Requiring developers to spot-widen roads also contributes to our housing crisis. Widening can add hundreds of thousands of dollars to the cost of a housing development, as it may include utility relocation, moving street lights and signal boxes, and tree replanting. The added cost may render some smaller "missing middle" projects infeasible. Spot widening converts greenery to impermeable asphalt. Mature trees often have to be removed, frustrating our climate change efforts. Spot widening also creates streets designed for drivers not pedestrians. Sidewalks meander, curb radii are maximized, and crossing distances are lengthened. These streets are more dangerous and confusing to walk along and across. We are particularly encouraged by the motion's emphasis on pedestrian safety by "minimizing crossing distance" and "promoting curb extensions." The report should include ideal pedestrian crossing distances for each type of street, as guidelines for when curb extensions and other pedestrian safety measures should be required of developers. Finally, spot widening leads to poorly designed, incoherent streets. The city's streetscape should be intentionally planned at a broader scale, not parcel by parcel with no vision other than widening for widening sake. Ending spot widening will lead to a better designed city that works better for all who use it.





## - COMMUNITY IMPACT STATEMENT -

Council File: [22-1476](#)

Title: Highway Dedication / Waiver of Dedication and/or Improvement (WDI) Process / Administrative Findings / Street Design Standards / Los Angeles Municipal Code Section 12.37

Position: Support

### Summary:

The North Westwood Neighborhood Council supports ending street widening and automatic street dedications.

The City's own Mobility Plan 2035 states that "wider roads can result in adverse environmental, public health, and fiscal impacts. Wider roads are more expensive to maintain and enable driving at faster speeds in the short term, which leads to more pollution, noise, and higher risks to bicyclists and pedestrians in the long term."

Requiring developers to spot-widen roads also contributes to our housing crisis. Widening can add hundreds of thousands of dollars to the cost of a housing development, as it may include utility relocation, moving street lights and signal boxes, and tree replanting. The added cost may render some smaller "missing middle" projects infeasible.

Spot widening converts greenery to impermeable asphalt. Mature trees often have to be removed, frustrating our climate change efforts.

Spot widening also creates streets designed for drivers not pedestrians. Sidewalks meander, curb radii are maximized, and crossing distances are lengthened. These streets are more dangerous and confusing to walk along and across.

We are particularly encouraged by the motion's emphasis on pedestrian safety by "minimizing crossing distance" and "promoting curb extensions." The report should include ideal pedestrian crossing distances for each type of street, as guidelines for when curb extensions and other pedestrian safety measures should be required of developers.

Finally, spot widening leads to poorly designed, incoherent streets. The city's streetscape should be intentionally planned at a broader scale, not parcel by parcel with no vision other than widening for widening sake. Ending spot widening will lead to a better designed city that works better for all who use it.

Your Community Impact Statement has been successfully submitted to City Council and Committees.

If you have questions and/or concerns, please contact the Department of Neighborhood Empowerment at [NCsupport@lacity.org](mailto:NCsupport@lacity.org).

This is an automated response, please do not reply to this email.

Contact Information

Neighborhood Council: Rampart Village

Name: Philip Armstrong

Phone Number: 2132759322

Email: [philip.armstrongrvnc@gmail.com](mailto:philip.armstrongrvnc@gmail.com)

The Board approved this CIS by a vote of: Yea(6) Nay(0) Abstain(0) Ineligible(0) Recusal(0)

Date of NC Board Action: 02/21/2023

Type of NC Board Action: For

Impact Information

Date: 02/25/2023

Update to a Previous Input: No

Directed To: City Council and Committees

Council File Number: 22-1476

Agenda Date:

Item Number:

Summary: The Rampart Village Neighborhood Council enthusiastically supports ending street widening and automatic street dedications. Please see the attached letter.



## Community Impact Statement: Council File 22-1476

Philip Armstrong, President | Ronee Reece, Vice President  
Lara Morrison, Treasurer | Rachel Day, Secretary  
Vacant, At-Large Rep (2) | Quazi Huda, Community Interest Rep  
Shafi Ahmed, At-Large Rep | Jennifer Quinones, At-Large Rep  
Kyle Denman, At-Large Rep | Charlie Cea, Student Youth Rep



February 21, 2023

With the Mid City West Neighborhood Council, the Rampart Village Neighborhood Council enthusiastically supports putting an end to the practice of street widening and automatic street dedications. As the City's own recent plans attest, wider roads endanger other street users and are more polluted, congested, and costly to maintain. The City's Mobility Plan 2035 makes these points: "wider roads can result in adverse environmental, public health, and fiscal impacts. Wider roads are more expensive to maintain and enable driving at faster speeds in the short term, which leads to more pollution, noise, and higher risks to bicyclists and pedestrians in the long term." The Complete Street Design Guide notes that "when streets are continually widened to accommodate more vehicular volume, they create an induced demand for car travel that only encourages future traffic congestion."

Requiring developers to spot widen roads only exacerbates our housing crisis. Widening can add hundreds of thousands of dollars to the cost of a housing development, as it may include utility relocation, moving street lights and signal boxes, and tree replanting. In the cases of some smaller "missing middle" projects, the added cost may render a development infeasible. Spot widening also directly contradicts the City's own housing goals as it reduces the buildable area as well as the amount of housing that can be built on a lot, even after adding density bonuses. Spot widening often converts greenery to impermeable asphalt. Mature trees often have to be removed to accommodate the wider street, frustrating our efforts to mitigate, and adapt to, climate change.

The Rampart Village Neighborhood Council agrees with the Mid City West Neighborhood Council that spot widening also creates streets designed for use by drivers to the detriment of pedestrians and other users. As a result, sidewalks may meander, curb radii are maximized, and crossing distances are lengthened. These widened streets are more dangerous and confusing to walk along and across.

We are particularly encouraged by the emphasis, in the motion for Council File 22-1476, on enhancing pedestrian safety by "minimizing crossing distance" and "promoting curb extensions." In the same way that the Mobility Plan defines the ideal roadway width for each type of street, we believe that the report requested by this motion should define the ideal pedestrian crossing distance for each type of street. Defining ideal pedestrian crossing distances would provide guidelines for when developers would be required to improve street design by incorporating curb extensions and other pedestrian safety measures. Finally, spot widening on a parcel-by-parcel basis leads to poorly designed, incoherent streets. The city's streetscape should be intentionally planned, block by block and neighborhood by neighborhood, not parcel by parcel with no other vision than widening streets for the sake of widening them. Putting an end to spot widening will lead to a better designed city streetscape that works better for all who use it. The

Rampart Village Neighborhood Council expresses strong support for Council File 22-1476 and urges you to pass it.

In service,

Rampart Village Neighborhood Council

PRESENTED BY: Ronee Reece  
SECONDED BY: Jennifer Quinones  
YES: 6 NO: 0 ABSTAIN: 0 ABSENT: 3 INELIGIBLE: 0  
ON THIS DATE: February 21, 2023

Your Community Impact Statement has been successfully submitted to City Council and Committees.

If you have questions and/or concerns, please contact the Department of Neighborhood Empowerment at [NCsupport@lacity.org](mailto:NCsupport@lacity.org).

This is an automated response, please do not reply to this email.

#### Contact Information

Neighborhood Council: Studio City Neighborhood Council

Name: Jeff Hartwick

Phone Number:

Email: [jhartwick@studiocitync.org](mailto:jhartwick@studiocitync.org)

The Board approved this CIS by a vote of: Yea(9) Nay(0) Abstain(0) Ineligible(0) Recusal(0)

Date of NC Board Action: 02/15/2023

Type of NC Board Action: For

#### Impact Information

Date: 03/13/2023

Update to a Previous Input: No

Directed To: City Council and Committees

Council File Number: 22-1476

Agenda Date:

Item Number:

Summary: The Board of the Studio City Neighborhood Council (SCNC) supports Council File 22-1476 to preserve consistent roadway widths and curb lines on each block to eliminate spot road widenings and have consistent sidewalk/parkway widths.

**SCNC BOARD**

Kim Clements  
 Dean Cutler  
 Fiona Duffy  
 Randall Fried  
 Ira Gold  
 Jeff Hartwick  
 Julie Glaze Houlihan  
 Scott Mandell  
 Chip Meehan  
 Brandon Morino  
 Richard Niederberg  
 Wren Sarrow  
 Adele Slaughter  
 Alexa Steinberg  
 Adam Summer  
 Abigail Velasco

**PRESIDENT**

Scott Mandell

**VICE PRESIDENT**

Brandon Morino

**TREASURER**

Kim Clements

**SECRETARY**

Abigail Velasco

**CORRESPONDING SECRETARY**

Jeff Hartwick

**February 15, 2023**

**Addressed to:**

Councilmember Nithya Raman  
 Council President Paul Krekorian  
 Councilmember Eunisses Hernandez  
 Councilmember Bob Blumenfield  
 Councilmember Katy Yaroslavsky  
 Councilmember Monica Rodriguez  
 Councilmember Marqueece Harris-Dawson  
 Councilmember Curren Price  
 Councilmember Heather Hunt  
 Councilmember Traci Park  
 Councilmember John Lee  
 Councilmember Kevin de Leon  
 Councilmember Tim McOsker  
 Keith Mozee  
 Ted Allen  
 Wesley Tanijiri  
 Mary Marcus  
 Andrea Conant  
 Karo Torossian  
 Geoff Thompson  
 Aaron Ordower  
 Emma Taylor  
 Josh Nuni  
 Lorraine Diaz  
 Denise Schall

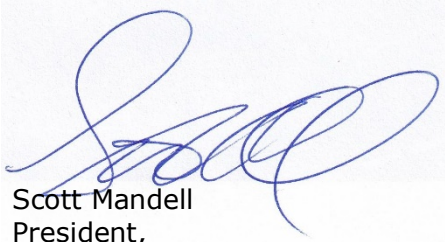
**Sent by Email:**

[contactcd4@lacity.org](mailto:contactcd4@lacity.org)  
[councilmember.krekorian@lacity.org](mailto:councilmember.krekorian@lacity.org)  
[councilmember.hernandez@lacity.org](mailto:councilmember.hernandez@lacity.org)  
[councilmember.blumenfield@lacity.org](mailto:councilmember.blumenfield@lacity.org)  
[councilmember.yaroslavsky@lacity.org](mailto:councilmember.yaroslavsky@lacity.org)  
[councilmember.rodriguez@lacity.org](mailto:councilmember.rodriguez@lacity.org)  
[councilmember.harris-dawson@lacity.org](mailto:councilmember.harris-dawson@lacity.org)  
[councilmember.price@lacity.org](mailto:councilmember.price@lacity.org)  
[CD10ConstituentServices@lacity.org](mailto:CD10ConstituentServices@lacity.org)  
[councilmember.park@lacity.org](mailto:councilmember.park@lacity.org)  
[councilmember.lee@lacity.org](mailto:councilmember.lee@lacity.org)  
[councilmember.deleon@lacity.org](mailto:councilmember.deleon@lacity.org)  
[councilmember.mcosker@lacity.org](mailto:councilmember.mcosker@lacity.org)  
[keith.mozee@lacity.org](mailto:keith.mozee@lacity.org)  
[ted.allen@lacity.org](mailto:ted.allen@lacity.org)  
[wesley.tanijiri@lacity.org](mailto:wesley.tanijiri@lacity.org)  
[mary.marcus@lacity.org](mailto:mary.marcus@lacity.org)  
[andrea.conant@lacity.org](mailto:andrea.conant@lacity.org)  
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[geoff.thompson@lacity.org](mailto:geoff.thompson@lacity.org)  
[aaron.ordower@lacity.org](mailto:aaron.ordower@lacity.org)  
[emma.taylor@lacity.org](mailto:emma.taylor@lacity.org)  
[josh.nuni@lacity.org](mailto:josh.nuni@lacity.org)  
[lorraine.diaz@lacity.org](mailto:lorraine.diaz@lacity.org)  
[denise.schall@lacity.org](mailto:denise.schall@lacity.org)

**COMMUNITY IMPACT STATEMENT**

The Board of the Studio City Neighborhood Council (SCNC) *supports* Council File 22-1476 to preserve consistent roadway widths and curb lines on each block to eliminate spot road widenings and have consistent sidewalk/parkway widths.



A handwritten signature in blue ink, appearing to read 'SMC', is positioned above the printed name and title.

Scott Mandell  
President,  
Studio City Neighborhood Council

Your Community Impact Statement has been successfully submitted to City Council and Committees.

If you have questions and/or concerns, please contact the Department of Neighborhood Empowerment at [NCsupport@lacity.org](mailto:NCsupport@lacity.org).

This is an automated response, please do not reply to this email.

#### Contact Information

Neighborhood Council: United Neighborhoods Neighborhood Council

Name: Laura Meyers

Phone Number: 323-868-0854

Email: [planning@unnc.org](mailto:planning@unnc.org)

The Board approved this CIS by a vote of: Yea(19) Nay(0) Abstain(0) Ineligible(0) Recusal(0)

Date of NC Board Action: 01/05/2023

Type of NC Board Action: For

#### Impact Information

Date: 02/21/2023

Update to a Previous Input: Yes

Directed To: City Council and Committees

Council File Number: 22-1476

Agenda Date: 02/21/2023

Item Number: 1

Summary: The United Neighborhoods of the Historic Arlington Heights, West Adams and Jefferson Park Communities Neighborhood Council (UNNC) supports ending automatic street dedications; we express strong support for Council File 22-1476 and urge you to pass it. Spot widening often converts greenery to impermeable asphalt. Mature trees often have to be removed to accommodate the wider street, frustrating our climate change efforts. Spot widening leads to poorly designed, incoherent streets. The city's streetscape should be intentionally planned block by block and neighborhood by neighborhood, not parcel by parcel with no vision other than widening for widening sake. Ending spot widening will lead to a better designed city that works better for all who use it. For example, many properties along Jefferson Boulevard are historic and will never be redeveloped. Thus, the spot widening required by default for new construction will result in a permanent hodgepodge. Neighborhoods are more beautiful and pleasant when the street wall is in a consistent plane -- our default rules should allow this, not defy it. Finally, as the City's own recent plans attest, wider roads make the City more dangerous, polluted, congested, and costly to maintain: The City's Mobility Plan 2035 states that "wider roads can result in adverse environmental, public health, and fiscal impacts. Wider roads are more expensive to maintain and enable driving at faster speeds in the short term, which leads to more pollution, noise, and higher risks to bicyclists and pedestrians in the long term." The Complete Street Design Guide explains that "when streets are continually widened to accommodate more vehicular volume, they create an induced demand for car travel that only encourages future traffic congestion." Please pass Council File 22-1476 and keep our neighborhoods beautiful and safe.

Your Community Impact Statement has been successfully submitted to City Council and Committees.

If you have questions and/or concerns, please contact the Department of Neighborhood Empowerment at [NCsupport@lacity.org](mailto:NCsupport@lacity.org).

This is an automated response, please do not reply to this email.

#### Contact Information

Neighborhood Council: Venice Neighborhood Council

Name: James Murez

Phone Number: (310) 399-1490

Email: [james.murez@venicenc.org](mailto:james.murez@venicenc.org)

The Board approved this CIS by a vote of: Yea(10) Nay(5) Abstain(0) Ineligible(0) Recusal(0)

Date of NC Board Action: 03/21/2023

Type of NC Board Action: For

#### Impact Information

Date: 04/03/2023

Update to a Previous Input: No

Directed To: City Council and Committees

Council File Number: 22-1476

Agenda Date:

Item Number:

Summary: Refers to City Council file 22-1476 The Board of Officers of the Venice Neighborhood Council files a CIS supporting ending automatic street dedications, as present in Council File 22-1476 for the following reasons: - Spot widening leads to poorly designed, incoherent streets - Spot widening often converts greenery to impermeable asphalt. - Widening can add hundreds of thousands of dollars to the cost of a housing development, as it may include utility relocation, moving street lights and signal boxes, and tree replanting.



P.O. Box 41652  
Los Angeles, CA 90041  
[www.ernc.la](http://www.ernc.la) [info@ernc.la](mailto:info@ernc.la)



**CITY OF  
LOS ANGELES**  
CALIFORNIA

## 2023-2025 ERNC Board

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Alisa Sandoval	Vice President
Noah Segan	Treasurer
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Zev Brown	Neil Muntzel
Katherine Hamilton	

## **LETTER OF SUPPORT FOR CASE #ZA-2023-904-ZAD [NEW SINGLE FAMILY RESIDENCE AT 1943 ESCARPA]**

December 6, 2023

Darby Whipple  
Los Angeles City Planning  
200 N. Spring St., Room 621  
Los Angeles, CA 90012

Via email: [darby.whipple@lacity.org](mailto:darby.whipple@lacity.org)

Dear Darby

We declare that on December 6, 2023, a Brown Act noticed public meeting was held by the Eagle Rock Neighborhood Council (ERNC) at which a quorum was present. The following motion passed unanimously:

**The ERNC fully supports the request for a ZAD to waive the LAMC 12.21.c.10.i.3 requirement for a 20' width from the property to the edge of the Hillside Area. The surrounding homes and properties on Escarpa are currently improved in ways that make adherence to this code section at best highly, highly disruptive to the surrounding community.**

This specific code requirement is an inherently undue, unfair, and ultimately unenforceable hardship for single-parcel infill developments due to existing public and private improvements which is why the ERNC fully supports this request (as we have repeatedly for other, similar cases).

No further relief was requested as part of the applicants' presentation to the ERNC, so this letter should be read narrowly and not be interpreted as support for any other deviation from other elements of the existing site zoning, Municipal or Building Codes.

Please place this letter in the case file, and acknowledge its receipt via email to: [executive@ernc.la](mailto:executive@ernc.la). Thank you.

Respectfully,

Michael P. Sweeney, AIA  
President, Eagle Rock Neighborhood Council

cc: Gerald Gubatan, Council District 14 Planning Senior Planning Advisor

# **SECONDARY SUBMISSIONS**



Planning APC East LA &lt;apceastla@lacity.org&gt;

## Fwd: Case Number ZA-2023-904-ZAD-HCA-1A Environmental Case # ENV-2023-905-CE

1 message

**Stacy Munoz** <stacy.munoz@lacity.org>  
To: Planning APC East LA <apceastla@lacity.org>

Tue, Jun 17, 2025 at 9:47 AM

Please add this to the case file. thx!

**Stacy Muñoz**

Pronouns: She, Her, Hers

Management Analyst

**Los Angeles City Planning**

200 N. Spring St., Room 763

Los Angeles, CA 90012

T: (213) 978-1354 | Planning4LA.org



**\*\*Please note, I am out of the office every other Friday\*\***

----- Forwarded message -----

From: **Andrew Richardson** <andrew3509@mac.com>

Date: Tue, Jun 17, 2025 at 8:31 AM

Subject: Case Number ZA-2023-904-ZAD-HCA-1A Environmental Case # ENV-2023-905-CE

To: <monique.acosta@lacity.org>, <mayra.cervantes@lacity.org>, <Tim.fargo@lacity.org>, <lauren.hodgins@lacity.org>, <krista.kline@lacity.org>, <stacy.munoz@lacity.org>, <kevin.ocubillo@lacity.org>, <alan.como@lacity.org>, <melissa.castaneda@lacity.org>

Dear LA City planning team,

I hope you're all well, please find a letter below outlining my concerns with the [1943 West Escarpa Drive, Los Angeles, CA 90041](#) proposed build; Case Number ZA-2023-904-ZAD-HCA-1A Environmental Case # ENV-2023-905-CE

Dear Members of the Planning Commission,

I am writing as the homeowner directly adjacent to the proposed build at 1943 West Escarpa Drive. My residence at **4701 Olson Street** shares a property boundary with the development site. I am submitting this letter to express serious concerns ahead of the scheduled hearing on June 25, 2025.

The proposed project involves the construction of a new single-family residence with an attached garage and an Accessory Dwelling Unit, located on a lot fronting a Substandard Hillside Limited Street. Based on my close proximity to the site and detailed review of the proposal, I respectfully request that the Commission carefully review the following issues before making any approvals or granting exceptions:

### 1. Potential Encroachment and Retaining Wall Impacts

The proposed 4-foot expansion of the road risks pushing the build significantly closer to my property line and potentially into my land. If excavation into the bedrock is required, retaining walls would likely be installed—directly affecting the structural stability and appearance of my property at 4701 Olson Street.

## 2. Loss of Existing Tree Buffer Between Properties

The construction plan jeopardizes a mature tree barrier that currently provides critical privacy, noise reduction, erosion control, and neighborhood character. Removing this vegetation would have a lasting impact on both our properties and degrade the shared hillside ecosystem.

## 3. Possible Inaccuracies in Building Height and Floor Count

There appears to be a miscalculation of the building height if the basement is not counted as a separate story. If the basement is excluded, the structure could functionally be a four-story home, which would be inconsistent with the scale and zoning intent for this area.

## 4. ADU and Main Residence Measurement Concerns

Accurate square footage and height measurements are essential, especially for the ADU. These calculations must be made in direct relation to the correctly defined height and footprint of the main dwelling. Any error here could result in zoning noncompliance.

In light of the above, I respectfully urge the Planning Commission to:

- **Deny approval** of the project in its current form, OR
- **Postpone approval** until a complete and transparent reassessment is conducted, including an independent verification of measurements, zoning compliance, and hillside safety impact.

Please include me in future communications and decisions regarding this application. I appreciate your attention to the concerns of impacted residents and your commitment to responsible development in Los Angeles.

Sincerely,  
Andrew Richardson



**1943 Escarpa Drive  
ZA-2023-904-ZAD-HCA-1A**

Secondary Submissions  
June 20, 2025  
Appellant – Lloyd MacNeil

June 20, 2025

East LA Area Planning Commission  
Ramona Hall Community Center  
4580 North Figueroa Street  
Los Angeles, CA 90061

Please accept this secondary submission in support of my partial appeal of the Zoning Administrator's March 28, 2025, determination ("**Determination**") –

**Denying** the owners' request to construct the building on a lot fronting a Substandard Hillside Limited Street without providing a 20-foot-wide Adjacent Minimum Roadway as required by Los Angeles Municipal Code ("**LAMC**") Section 12.21 C.10(i)(2),  
**Approving**, the owners' request to construct the building on a lot fronting a Substandard Hillside Limited Street without providing a minimum 20-foot-wide Continuous Paved Roadway as required by LAMC Section 12.21 C.10(i)(3),  
**Upon** the additional terms and conditions stated in the Determination ("**Additional Terms**").

My partial appeal was filed April 11, 2025 (the "**Appeal**"). The appeal period for the Determination ended April 14, 2025. The owners of the subject property filed an "Initial Submission" dated June 16, 2025, seeking to have the Appeal overturned, but also to appeal the Determination (the "**Owners' Submission**").

The purpose of this submission is (i) to request that the owners' appeal of the Determination be dismissed as time-barred, (ii) if Owners' appeal is considered, which it should not be, to correct a number of misleading statements in Owners' Submission, and (iii) to clarify the grounds for the Appeal and to request that the Additional Terms of the Determination be strengthened to provide additional guidance for any future development of the subject property.

## **1. Owners' Appeal is Time-Barred and Must be Dismissed**

I have reviewed all Case Summary & Documents materials available online at [www.planning.lacity.gov](http://www.planning.lacity.gov) under the above-captioned Determination (ZA-2023-904-ZAD-HCA-1A). I have not seen any appeal application or other materials from the owners filed on a timely basis before the expiration of the appeal period on April 14, 2025. The only materials provided by the owners to date have been in connection with the Owners' Submission – filed on June 16, 2025. It is possible that the owners made a timely appeal but the application was not made available to the public – but if not, then any claims by the owners for a request to overturn the Determination should be promptly rejected as being time-barred. The owners cannot use this Appeal as a basis to claim that the Determination should be overturned.

## **2. Misleading Statements In Owners' Submission**

In the alternative, if the owners are permitted to advance any claims to overturn the Determination, the owners make two weak and unpersuasive arguments: first, that the exact request by different owners of the same subject property – made almost 20 years ago – was granted under a prior decision (ZA-2006-7131-ZAD, the “**Earlier Decision**”), and second, ‘spot widening’ of the road adjacent to their lot will not result in material improvements to the roadway or community. Both arguments are meritless.

## **2.a The Earlier Decision – ZA-2006-7131-ZAD**

The Earlier Decision with respect to the subject property does nothing to help the owners’ untimely appeal claims. To begin with, it was issued almost 20 years ago. In 2007, the hillside fire risks were nowhere near as extreme as they are today. Since the date of the Earlier Decision, hillside construction, especially in a Very High Fire Hazard Severity Zone (a “**Fire Risk Zone**”) where the subject property is located, has improved in response to amendments to the LAMC that recognize important fire safety and emergency evacuation risks, and the need for changes to the LAMC to properly and fairly address these risks.

Next, the Earlier Decision was only briefly summarized in the Determination. Nevertheless, the owners claim that it stands for the ‘exact’ request in their present untimely appeal. This is false – the building code references cited in the Earlier Decision are not those in force today. Then, the LAMC (Section 12.21 A.17(e)(2) and Section 12.24 X.21) did not make a distinction between an Adjacent Minimum Roadway and a Continuous Paved Roadway – instead, the code merely required a waiver, from the Zoning Administrator on case-by-case basis, of the general prohibition for “any construction of, or addition to, a one-family dwelling on a lot fronting on a Substandard Hillside Limited Street that is improved with a roadway width of less than 20 feet.” Waivers were granted, only if an owner could convince with Zoning Administrator that basic safety and street access concerns had been satisfied. The Earlier Decision requiring the then-owner of the subject property to pave the roadway in front of the lot to at least 20 feet in width to the satisfaction of the City Engineer and the Fire Department was a precursor to the current Adjacent Minimum Roadway requirement and is completely consistent with the requirement that the current owners of the lot satisfy the Adjacent Minimum Roadway requirement.

There is much more in common between the conclusions of the Earlier Decision and this Determination than the owners are now suggesting in their back-door appeal. The essence of the Earlier Decision, with which the ZA in the Determination concurred, was this:

“Modern infrastructure requires wider roads. The opportunity to effectively accommodate two-way traffic at all times in front of the applicants’ property advances the objective of improving accessibility for emergency service providers... The incremental improvement of streets on an improve-as-you-go basis is fair to owners seeking to build new dwellings...A proportional improvement to the street system is just and equitable.”  
(See p. 20 of the Determination)

## **2.b Alleged Support for the Construction**

The owners would have this planning commission believe that the Eagle Rock Neighborhood Council (the “ERNC”) supports the owners’ appeal claims and agrees that the Adjacent Minimum Roadway requirement is inherently unfair to the owners. The owners even quote the ERNC and offer as evidence a letter of support. The ERNC letter does not support the owners’ appeal claims. In fact, it stands for the opposite. The ERNC letter was written solely in support of a waiver of the Continuous Paved Roadway requirement – not, as the owners falsely claim – a waiver of the Adjacent Minimum Roadway requirement. Further, the ERNC specifically stated that “No further relief was requested as part of the [owners’] presentation to the ERNC, so this letter should be read narrowly and not be interpreted as support for any other deviation from other elements of the existing site zoning, Municipal or Building Codes.”

The ERNC letter was reviewed in the Determination as support for relief only from the requirement to build a Continuous Paved Roadway, and not for relief from the requirement to provide an Adjacent Minimum Roadway. The owners are now falsely and deliberately trying to position the ERNC letter for something that it is not, and this planning commission is encouraged to see the letter for what it is.

Similarly, the owners’ other references to various council support for alleged restrictions on ‘spot-widenings’ are equally misdirected and disingenuous since they are in reference to commercial developments (many of which are located on streets with multiple lanes of traffic, street parking and bike routes), not a residential development on a Substandard Hillside Limited Street that is also a Red Flag Street located in a Fire Risk Zone. The most egregious example is the owners’ reference to City Council File 22-1476 – a document directed at improving new commercial construction in areas across the city (none of which include Northeast Los Angeles, according to the map appended to the document). In fact, there is only a single recommendation related to hillside streets in the entire document, which is this – “Maintain current practices requiring dedication and improvement of hillside streets to provide emergency access and evacuation routes.” Well said, and it bears noting that this recommendation is completely consistent with the findings in the Determination.

In the Determination, the Zoning Administrator stressed that the reason for requiring the owners to comply with the Adjacent Minimum Roadway requirement was to “facilitate emergency response, allowing for maximum speed and efficiency in dealing with fire events, for evacuation purposes and to minimize injury, loss of life, property damage, and disruption of the social and economic life, as well as to facilitate access for other vehicles assessing the area.” (Determination, at p. 23). These are important and basic needs for the residents of Escarpa Drive – not to be cast aside simply because the owners don’t want to spend the time or money improving their fair portion of the road.

## **2.c Conclusion: Owners’ Appeal Must be Dismissed on the Merits**

In all material respects, the main findings of the Determination are fair and correct: (i) that the owners *should not* be required to comply with the Continuous Paved Roadway requirement because of its economic and logistic burdens to the owners and their neighbors, but (ii) the owners *should be* required to comply with the Adjacent Minimum Roadway requirement.

The following statement of the Determination best captures the balancing of the owners' and other Escarpa Drive residents' competing interests:

“The granting of relief from the [Adjacent Minimum Roadway requirement] would adversely affect adjacent properties, the surrounding neighborhood, and the public health, welfare, and safety of the community by failing to contribute to the long-term goal of widening hillside streets incrementally to a safe standard.”

The owners have offered nothing in their submissions to justify overturning the Determination. The Earlier Decision is a precursor to, and consistent with, the findings of the Determination, and any public support for the owners' claims to special treatment is illusory at best, if not deliberately deceitful. Respectfully, I request that the owners' appeal claims be dismissed.

### **3. Appeal Clarifications and Request for Additional Terms**

As mentioned, there are no reasonable grounds to overturn the principal conclusions of the Determination (i) to waive the requirement for the owners to comply with the Continuous Paved Roadway requirement but (ii) to deny the owners' request to be exempt from the Adjacent Minimum Roadway requirement. Instead, the basis for my Appeal was to request clarifications of the Additional Conditions. In the Appeal, I inadvertently referred to four enumerated items as *Conditions* to which I objected, but what I was actually referring to were the corresponding enumerated *Findings* of the Determination. In particular, I challenged the following findings:

Finding 2 – the proposed structure complies with the LAMC

Finding 4 – except for the Continuous Paved Roadway requirement, the project as approved will conform to the other provisions of the LAMC

Finding 5 – the project will not create an adverse impact on street access or circulation in the surrounding neighborhood

Finding 6 – the proposed dwelling will be built in compliance with the LAMC, the Baseline Hillside Ordinance regulations, and [other codes]

The Additional Terms provide thirty-nine reasonable requirements for development of the subject property to proceed, including –

At para. 1 that “All other use, height, and area regulations of the Municipal Code... shall be strictly complied within the development and use of the property.”

At para. 8 that “No other deviations have been granted from any other applicable provisions of the hillside regulations...or any other provisions of the LAMC. All applicable provisions shall be observed.”

At para. 36 that “Prior to issuance of any building permits for the project... the applicant shall submit all final construction plans that are awaiting issuance of a building permit ...for final review and approval by the Department of City Planning.”

This planning commission may find that there is no material difference with these two sets of requirements – it may be that the owners' plans for the development of the site (independent of the requirement to comply with the Adjacent Minimum Roadway) have not received any final

approvals or permits, and that any such approvals or permits will only be considered in the future – frankly, it isn't clear from the Determination what the status is of the owners' development plans. The owners state in their Owners' Submission – without evidence – that the proposed project *currently meets* all Zoning and Building and Safety Requirements. They do not say that such requirements *will be met* in the future, once amendments are made to comply with the Adjacent Minimum Roadway requirement. As with their claims for community support of the project, the owners' statement about full compliance with all codes and requirements is false.

To clarify, Findings 2, 4 and 6 of the Determination state – unfortunately, without supporting evidence – that the proposed building height of 33 feet is within the 33-foot maximum building height permitted. In fact, the proposed building height significantly exceeds the 33-foot maximum permitted building height because it incorrectly concludes that the bottom floor ADU qualifies as a basement. It does not. It is clear from the owners' designs that the entire hillside elevation of the ADU is completely above grade, that the two side elevations are significantly greater than 50% above grade, and that even the hillside facing elevation is significantly above grade. Consequently, it is impossible for this floor to meet the LAMC definition of a 'Basement.' Regardless of whether it is used as an ADU, it is a third floor that must be included in the overall height of the building. However, the owners' proposed plans exclude it from the height calculation. Once the bottom floor is included, the result is that the proposed design significantly exceeds the maximum height requirements.

The proposed structure also is noncompliant with the LAMC in another important respect: the encroachment plane. Not only does the front elevation fail to depict compliance with the plane on the west side of the plan, but the encroachment plane is not depicted at all on either of the side elevations. Once the encroachment plane is considered, the proposed structure is way too high and imposing for the lot given its size and slope.

Moreover, the current plans do not take into account the requirement to provide a 20-foot-wide Adjacent Minimum Roadway. If the future plans do take into account the requirement to provide a 20-foot-wide Adjacent Minimum Roadway, the building would be constructed further into the lot. There are at least three additional protected trees that will be impacted or will need to be removed from the lot due to construction activities. An updated tree study should be required and an updated mitigation plan be provided for city review.

Equally, with respect to Finding 5, the importance of continuous street access cannot be underestimated. Fire trucks, emergency vehicles, delivery trucks and resident vehicles must be able to access or service the entire street and all of the residents. During construction, this will be nearly impossible given the narrowness of the street adjacent to the subject property and the owners' own admission that construction vehicles will be required to park in front of the property during phase I of construction before the road and site are improved to allow off street parking. I remind this planning commission that this is an area of the street on which parking is prohibited because of its narrowness and its proximity to a hairpin curve that even in the best of circumstances is a tight squeeze for large vehicles to navigate.

Accordingly, I respectfully request that the Additional Terms be amended to specifically mention the need for the owners to comply with all of the LAMC, not just the few items they mention in

the Owners' Submission – specifically including the need to update all plans and studies based on the Adjacent Minimum Roadway requirement, to recalculate the determination of a basement and the height of the dwelling, to include compliance with the encroachment plane on all applicable elevation drawings, and to require any construction activities to strictly comply with the street parking restrictions.

All of which is respectfully submitted, June 20, 2025.



# **DAY OF HEARING SUBMISSIONS**



Planning APC East LA &lt;apceastla@lacity.org&gt;

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## Appeal // ZA-2023-904-ZAD-HCA-1A

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**Miles Ganon Arnay** <milesarnay@gmail.com>  
To: apceastla@lacity.org  
Cc: Girlfriend Shannon Green <skiggz@gmail.com>

Tue, Jun 24, 2025 at 12:00 PM

To the Appeals Board,

Regarding ZA-2023-904-ZAD-HCA-1A.

I respectfully request the overturn of the ZA Determination for the property at 1943 Escarpa Drive. The current plans, even with the Determination's conditions, remain non-compliant with city building codes and pose significant risks.

Specifically, the plans fail to adequately incorporate the required 20-foot-wide Adjacent Minimum Roadway. **I strongly believe that "spot-widening" this extremely narrow street is crucial for pedestrian and traffic safety, especially during and after a major construction project. The applicants' position that it would not significantly improve public safety is illogical.** A wider street will create a buffer zone for pedestrians and opposing traffic. Additionally, widening is essential for emergency vehicle access; to not do so increases the risk to all homes in the event of a fire or other emergency.

Should the roadway be built to code, this will necessitate further construction intrusion onto the lot, endangering additional protected trees and increasing the proposed house height relative to the slope. **An updated tree study and mitigation plan, compliant with the required roadway widening, is therefore essential.**

Furthermore, **the proposed house height exceeds maximum requirements due to an incorrect basement calculation;** the ADU is not a qualified basement. The plans also do not adequately account for the encroachment plane on all elevations.

The ZA Determination's conditions are insufficient because the underlying plans are fundamentally non-compliant. To ensure code adherence and public safety, the owners must be required to resubmit all plans and studies in a new application that addresses these critical deficiencies.

Thank you for considering.

Sincerely,

Miles Arnay + Shannon Green  
1947 Escarpa Dr.

## APPLICATIONS



### EXTENSION OF TIME REQUEST

For City or Area Planning Commission Applications or Appeals

### Related Code Sections

Pursuant to Los Angeles Municipal Code (LAMC) Section 13A.2.5.A.1. (Decision Time Period) and LAMC Section 13A.2.8.C.4. (Appeal Procedures) of Chapter 1A, decision makers and appellate bodies may extend the time to act by mutual agreement with the applicant.

This form is to be used to request an extension of the time limit to act for Area or City Planning Commission decisions on legislative and quasi-judicial land use applications and appeals. This request must be made before the matter is agendized. If notice of the hearing has been mailed, the applicant is responsible for the cost of mailing the cancellation and new hearing notice.

### THIS SECTION TO BE COMPLETED BY APPLICANT

#### Project Information

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

**Case No.:** \_\_\_\_\_

**Related Case Nos.:** \_\_\_\_\_

**Application Invoice No.:** \_\_\_\_\_

**Applicant(s):** \_\_\_\_\_

**Representative:** \_\_\_\_\_

#### Request for Extension of Time Limit

The current time limit for the Commission to decide the subject case application/appeal will expire on: \_\_\_\_\_. It is hereby requested to extend the time limit for the \_\_\_\_\_ Planning Commission to act for a period of \_\_\_\_\_ weeks, or until \_\_\_\_\_.

#### Reason(s) for Request:

**Signature:** \_\_\_\_\_ **Date:** \_\_\_\_\_

**Print Name:** \_\_\_\_\_ **Email:** \_\_\_\_\_

## THIS SECTION TO BE COMPLETED BY PLANNING STAFF

- ☐ Pursuant to LAMC Section \_\_\_\_\_  
[applicable Code Section which permits extensions of time limits by mutual written consent of the applicant and decision-maker], and in accordance with the policy of the Area/City Planning Commission delegating authority to the Director of Planning to approve extensions of time limits on its behalf, the requested time extension is deemed routine in nature and will not prejudice the future decision by the Area/City Planning Commission on the merits of the subject application or appeal, and **therefore the requested time extension is granted until:**

\_\_\_\_\_.

- ☐ Applicant to pay all Public Hearing Notice costs associated with a new Hearing or cancellation.

VINCENT P. BERTONI, AICP  
Director of Planning

**By Signature:** \_\_\_\_\_ **Date:** \_\_\_\_\_

**Print Name:** \_\_\_\_\_ **Title:** \_\_\_\_\_

cc: Case File



**Department of City Planning**  
**Office of Zoning Administration**

City Hall, 200 N. Spring Street, Room 763, Los Angeles, CA 90012

June 25, 2025

TO: East Los Angeles Area Planning Commission

FROM: Alan Como, AICP, Senior City Planner

**REQUEST FOR CONTINUANCE FOR CASE NO. ZA-2023-904-ZAD-HCA-1A**

Due to unforeseen circumstances, Associate Zoning Administrator Timothy Fargo will be unable to attend tonight's hearing of the East Los Angeles Area Planning Commission for Case No. ZA-2023-904-ZAD-HCA-1A. As a result, the Office of Zoning Administration is requesting that the Commission consider continuing the appeal hearing to July 9<sup>th</sup>, 2025, in order to allow the Associate Zoning Administrator to attend the hearing.

Thank you for your understanding.

A handwritten signature in black ink, appearing to read 'Alan Como', with a long horizontal stroke extending to the right.

Alan Como, AICP  
Senior City Planner  
Office of Zoning Administration