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- **“Initial Submissions”**: Compliant submissions received no later than by end of day Monday of the week prior to the meeting, which are not integrated by reference or exhibit in the Staff Report, will be appended at the end of the Staff Report. The Staff Report is linked to the case number on the specific meeting agenda.
- **“Secondary Submissions”**: Submissions received after the Initial Submission deadline up to 48-hours prior to the Commission meeting are contained in this file and bookmarked by the case number.
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If you have any questions, please contact the Commission Office at (213) 978-1300.

SECONDARY SUBMISSIONS



Department of City Planning

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

October 31, 2022

TO: City Planning Commission

FROM: Norali Martinez, City Planning Associate

TECHNICAL MODIFICATION TO THE STAFF RECOMMENDATION REPORT FOR CASE NO. DIR-2021-5596-TOC-HCA-1A; 2456-2460 South Purdue Avenue

The following typographical modifications are to be incorporated into the staff recommendation report to be considered at the City Planning Commission (CPC) meeting of November 3, 2022, related to Item No. 6 on the meeting agenda.

One of the typographical errors to be corrected is found on the cover sheet of the staff report and the headers of every page.

The requested change includes the following revised case number:

- Case No.: DIR-2021-5596-TOC-HCA-1A

The second typographical error to be corrected is found on pages 6 and 10 of the staff report.

The requested change includes the revised stories in height description:

- Multifamily dwellings ranging from one to five stories in height

These recommended modifications do not change the project as discussed in the Recommendation Report.



Department of City Planning

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

November 1, 2022

TO: City Planning Commission

FROM: Erick Morales, Planning Assistant

**ADDITIONAL INFORMATION/TECHNICAL MODIFICATION/CORRECTION TO THE
STAFF RECOMMENDATION REPORT FOR CASE NO. DIR-2022-310-TOC-VHCA-1A;
425-427 ½ S. Union Avenue**

Transmitted herewith is a report submitted by applicant's representative (Daniel Ahadian) from the project's soils engineer to be added as an Exhibit for consideration at the City Planning Commission meeting of November 3, 2022, related to Item No. 7 on the meeting agenda.

The report addresses a potential tunnel following notice of a subterranean easement running below the subject property. According to the report, the project will be well above such a tunnel if it exists and would not have any impact.

The report does not make any changes to the project.

G
T
C

August 5, 2022

21-415

B Raeen Construction
11040 Santa Monica Blvd # 326
Los Angeles, CA 90025

Subject: Clarification Letter
Proposed Apartment Building
425-427 S. Union Avenue
Los Angeles, California

Reference <u>Report/Letters</u>	Report <u>No.</u>	Date(s) of <u>Document</u>	<u>Prepared By</u>
Dept. Approval Letter	116648	04/08/2021	LADBS
Update/Resp. Report	21-415	03/03/2021	Geotech Consultants, Inc.
Dept. Approval Letter	106955-01	04/04/2019	LADBS
Response Report	1731-G	03/04/2019	Pacific Geotech, Inc.
Dept. Review Letter	106955	02/20/2019	LADBS
Geology/Soils Report	1731-G	01/17/2019	Pacific Geotech, Inc.

This letter has been prepared subsequent to communication with the project owner, structural engineer, and review of the referenced report. It has been brought to our attention that an easement exists for a tunnel 67-feet below grade along the southerly 15-feet of the subject lot that may or may not physically exist. A study has been requested to analyze the impacts of demolition and construction of the subject building, along with its subterranean parking, assuming the tunnel exists and whether it will affect the construction of said building or the structural integrity of neighboring structures. As such, this reports seeks to clarify the “stress influence depth” below of the shallow foundation of the subject project. Listed above are the previous reports and department letters for the subject project.

This letter is prepared together with the attached calculations to demonstrate the actual settlement and depth of stress influence under the anticipated loads. The values of the actual loads on isolated square pad footings “for the purpose of settlement

calculations” have been provided to us by the offices of B. Raeen Construction Inc., a copy is attached. The settlement analysis was evaluated using geotechnical software to determine vertical settlement and depth of stress influence. Calculation results are appended to this letter.

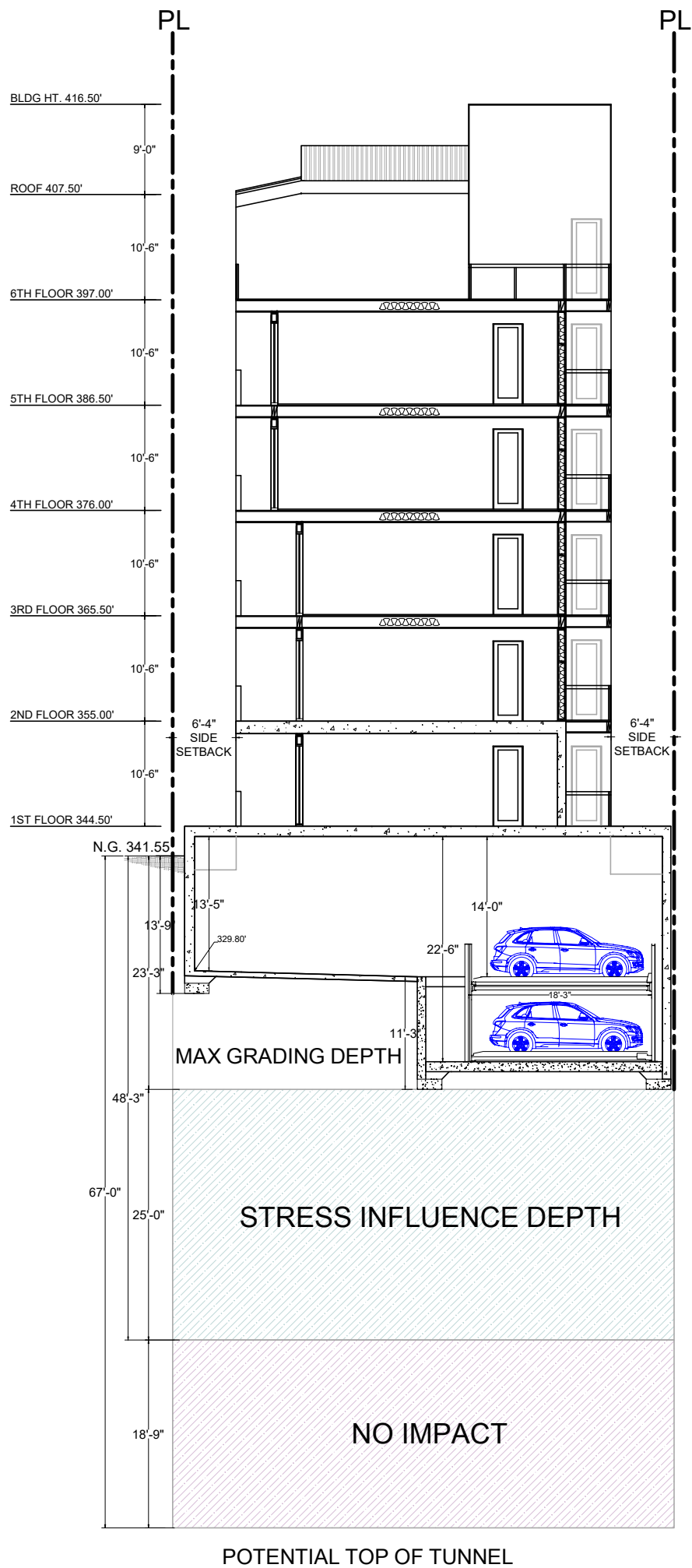
Previous tests demonstrate that the subject site’s soil conditions consist of bedrock. Based on the data provided and settlement analysis performed, and due to the solid nature of the foundation being supported on said bedrock, the stress influence under the design loads are expected to extend to an approximate depth of 25 feet below the proposed foundation level. Information provided by B Raeen Construction indicates that the majority of the site excavation is at 19-feet below grade, but at its deepest can reach 23-feet below grade. Based on our analysis, the stress influence depth, at its deepest will reach 48-feet below grade, well above the potential tunnel. The exhibit attached visually depicts the stress influence depth in context of the potential tunnel.

GeoTech Consultants, Inc. appreciates the opportunity to provide our services on this project. Should you have any questions regarding this submittal, or you wish to discuss the project further, please do not hesitate to call us.

Respectfully submitted,
GeoTech Consultants, Inc.
Reviewed By:



Behnam Mahmoodkhani, M.Sc., P.E.
Principal Engineer
CE 88488



Spread footing verification

Input data

Project

Task : Settlement Analysys
Descript. : 425-427 S. Union Ave
Author : Behnam M. Khani
Date : 9/5/202

Settings

USA - Safety factor-GeoTech (Parameters Reduce) (5

Materials and standards

Concrete structures : ACI 318-1

Settlement

Analysis method : Analysis using oedometric modulus
Restriction of influence zone : by percentage of Sigma,Or
Coeff. of restriction of influence zone : 10.0 [%]

Spread Footing

Analysis for drained conditions : NCMA
Analysis of uplift : Standard
Verification methodology : Safety factors (ASD)

Safety factors			
Permanent design situation			
Safety factor for vertical bearing capacity :	$SF_V =$	2.00	[-]
Safety factor for sliding resistance :	$SF_h =$	1.50	[-]

Basic soil parameters

No.	Name	Pattern	ϕ_{ef} [°]	C_{ef} [psf]	γ [pcf]	γ_{su} [pcf]	δ [°]
1	Siltston		20.00	270.0	120.00	61.50	

All soils are considered as cohesionless for at rest pressure analysis

Soil parameters

Siltston

Unit weight : $\gamma = 120.0$ pcf
Angle of internal friction : $\phi_{ef} = 20.00^\circ$
Cohesion of soil : $C_{ef} = 270.0$ psf
Oedometric modulus : $E_{oed} = 1950.0$ psi
Saturated unit weight : $\gamma_{sat} = 124.0$ pc

Foundation

Foundation type: centric spread footing

Depth from original ground surface $h_z = 12.00$ ft
Depth of footing bottom $d = 2.00$ ft
Foundation thickness $t = 2.00$ ft
Incl. of finished grade $s_1 = 0.00^\circ$
Incl. of footing bottom $s_2 = 0.00^\circ$

Unit weight of soil above foundation = 150.00 pcf

Geometry of structure

Foundation type: centric spread footing

Spread footing length $x = 13.00$ ft
 Spread footing width $y = 13.00$ ft
 Column width in the direction of x $c_x = 1.50$ ft
 Column width in the direction of y $c_y = 1.50$ ft
 Spread footing volume $= 338.00$ ft

Material of structure

Unit weight $\gamma = 150.00$ pcf

Analysis of concrete structures carried out according to the standard ACI 318-11.

Concrete : Concrete ACI

Compressive strength $f'_c = 4000.0$ psi

Tensile-bending strength $f_r = 474.3$ psi

Elasticity modulus $E_{cm} = 3605.0$ ksi

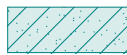
Longitudinal steel : A615/40

Tensile strength $f_y = 40000.0$ psi

Transverse steel: A615/40

Tensile strength $f_y = 40000.0$ ps

Geological profile and assigned soils

No.	Layer [ft]	Assigned soil	Pattern
1	40.00	Siltston	
2	-	Siltston	

Load

No.	Load new	Load change	Name	Type	N [lbf]	M_x [lbfft]	M_y [lbfft]	H_x [lbf]	H_y [lbf]
1	YES		Load No. 1 Service	Service	630000.00	0.0	0.0	0.00	0.00
2	YES		Load No. 2 Design	Design	630000.00	0.0	0.0	0.00	0.00

Global settings

Type of analysis : analysis for drained condition

Settings of the stage of construction

Design situation : permanen

Verification No. 1

Load case verification

Name	e_x [ft]	e_y [ft]	σ [psf]	R_d [psf]	Utilization [%]	Is satisfied
Load No. 2 Design	0.00	0.00	4027.8	9745.4	82.66	Yes

Analysis of bearing capacity - partial results

$\varphi_d = 20.000^\circ$

$C_d = 270.000$ psf
 $\gamma_{1prum} = 120.000$ pcf
 $\gamma_{2prum} = 120.000$ pcf
 $b_{ef} = 13.000$ ft
 $N_d = 6.399$
 $N_c = 14.835$
 $N_b = 5.390$
 $s_d = 1.000$
 $s_c = 1.000$
 $s_b = 1.000$
 $d_d = 1.000$
 $d_c = 1.000$
 $d_b = 1.000$
 $i_d = 1.000$
 $i_c = 1.000$
 $i_b = 1.000$
 $b_d = 1.000$
 $b_c = 1.000$
 $b_b = 1.000$
 $g_d = 1.000$
 $g_c = 1.000$
 $g_b = 1.000$
 $R_d = 9745.427$ psf

Analysis carried out with automatic selection of the most unfavourable load cases.

Computed weight of spread footing $G = 50700.00$ lbf
Computed weight of overburden $Z = 0.00$ lb

Vertical bearing capacity check

Shape of contact stress : rectangle
Most severe load case No. 2. (Load No. 2 Design)

Parameters of slip surface below foundation:

Depth of slip surface $z_{sp} = 15.10$ ft
Length of slip surface $l_{sp} = 39.38$ ft

Design bearing capacity of found.soil $R_d = 9745.4$ psf
Extreme contact stress $\sigma = 4027.8$ psf

Factor of safety = 2.42 > 2.0

Bearing capacity in the vertical direction is SATISFACTORY

Horizontal bearing capacity check

Most severe load case No. 2. (Load No. 2 Design)

Earth resistance: at rest

Design magnitude of earth resistance $S_{pd} = 2052.90$ lbf
Friction angle foundation-footing bottom $\psi = 20.00^\circ$
Cohesion foundation-footing bottom $a = 270.0$ psf

Horizontal bearing capacity $R_{dh} = 295437.44$ lbf
Extreme horizontal force $H = 0.00$ lbf

Factor of safety = 1000.00 > 1.5

Bearing capacity in the horizontal direction is SATISFACTORY

Bearing capacity of foundation is SATISFACTORY

Verification No. 1

Settlement and rotation of foundation - input data

Analysis carried out with automatic selection of the most unfavourable load cases.

Analysis carried out with accounting for coefficient κ_1 (influence of foundation depth).

Stress at the footing bottom considered from the finished grade.

Computed weight of spread footing $G = 50700.00$ lbf

Computed weight of overburden $Z = 0.00$ lb

Settlement and rotation of foundation - partial results

Layer No.	Origin [ft]	End [ft]	Thickness [ft]	E_{def} [psi]	σ_{or} [psf]	$\Delta\sigma_z$ [psf]	Settlement [in]
1	12.00	12.15	0.15	910.0	1449.0	3785.9	0.02
2	12.15	12.30	0.15	910.0	1467.0	3772.4	0.02
3	12.30	12.45	0.15	910.0	1485.0	3734.1	0.02
4	12.45	12.60	0.15	910.0	1503.0	3666.1	0.02
5	12.60	12.75	0.15	910.0	1521.0	3572.0	0.02
6	12.75	12.90	0.15	910.0	1539.0	3459.4	0.02
7	12.90	13.20	0.30	910.0	1566.0	3274.0	0.04
8	13.20	13.50	0.30	910.0	1602.0	3029.8	0.04
9	13.50	13.80	0.30	910.0	1638.0	2806.7	0.04
10	13.80	14.10	0.30	910.0	1674.0	2612.7	0.03
11	14.10	14.40	0.30	910.0	1710.0	2446.8	0.03
12	14.40	14.70	0.30	910.0	1746.0	2305.0	0.03
13	14.70	15.45	0.75	910.0	1809.0	2111.3	0.07
14	15.45	16.20	0.75	910.0	1899.0	1888.0	0.06
15	16.20	16.95	0.75	910.0	1989.0	1718.1	0.06
16	16.95	17.70	0.75	910.0	2079.0	1581.2	0.05
17	17.70	18.45	0.75	910.0	2169.0	1465.9	0.05
18	18.45	19.20	0.75	910.0	2259.0	1365.7	0.04
19	19.20	20.70	1.50	910.0	2394.0	1237.8	0.08
20	20.70	22.20	1.50	910.0	2574.0	1088.9	0.07
21	22.20	23.70	1.50	910.0	2754.0	962.4	0.06
22	23.70	25.20	1.50	910.0	2934.0	853.5	0.05
23	25.20	26.70	1.50	910.0	3114.0	759.2	0.05
24	26.70	28.20	1.50	910.0	3294.0	677.5	0.04
25	28.20	31.20	3.00	910.0	3564.0	577.8	0.07
26	31.20	34.20	3.00	910.0	3924.0	469.1	0.06
27	34.20	34.52	0.32	910.0	4123.4	418.2	0.00

Settlement of mid point of edge x - 1 = 1.02 in

Settlement of mid point of edge x - 2 = 1.02 in

Settlement of mid point of edge y - 1 = 1.02 in

Settlement of mid point of edge y - 2 = 1.02 in

Settlement of foundation centre point = 1.69 in
Settlement of characteristic point = 1.17 in
(1-max.compressed edge; 2-min.compressed edge)

Settlement and rotation of foundation - results

Foundation stiffness:

Computed weighted average modulus of deformation $E_{def} = 910.0$ psi
Foundation in the longitudinal direction is rigid ($k=14.43$)
Foundation in the direction of width is rigid ($k=14.43$)

Overall settlement and rotation of foundation:

Foundation settlement = 1.17 in
Depth of influence zone = 22.52 ft
Rotation in direction of x = 0.000 (tan*1000)
Rotation in direction of y = 0.000 (tan*1000)

Dimensioning No. 1

Analysis carried out for the load case No. 2.(Load No. 2 Design)

Verification of longitudinal reinforcement of foundation in the direction of x

Bar number = 9
Number of bars = 15
Reinforcement cover = 2.00 in
Cross-section width = 13.00 ft
Cross-section depth = 2.00 ft
Reinforcement ratio $\rho = 0.45 \% > 0.20 \% = \rho_{min}$
Position of neutral axis $c = 0.11 \text{ ft} < 0.77 \text{ ft} = c_{max}$
Ultimate moment $\phi M_n = 938553.5 \text{ lbfft} > 865053.6 \text{ lbfft} = M$

Cross-section is SATISFACTORY.

Verification of longitudinal reinforcement of foundation in the direction of y

Bar number = 9
Number of bars = 15
Reinforcement cover = 2.00 in
Cross-section width = 13.00 ft
Cross-section depth = 2.00 ft
Reinforcement ratio $\rho = 0.45 \% > 0.20 \% = \rho_{min}$
Position of neutral axis $c = 0.11 \text{ ft} < 0.77 \text{ ft} = c_{max}$
Ultimate moment $\phi M_n = 938553.5 \text{ lbfft} > 865053.6 \text{ lbfft} = M$

Cross-section is SATISFACTORY.

Spread footing for punching shear failure check

Bar number = 18
Number of hooks = 2.00
Slope of hooks = 45.00 °
Column normal force = 630000.00 lbf
Force transmitted into found. soil = 112766.27 lbf
Force transmitted by shear strength of SRC = 517233.73 lbf

Maximum shear force $V_u = 36945.27$ lbf/ft

Outline of critical section $u_{cr} = 4.27$ ft

Shear force transmitted by concrete $V_c = 27322.08$ lbf/ft

Shear force transmitted by shear reinforcement $V_s = 12124.43$ lbf/ft

Shear force at the onset of failure $\phi V_n = 317241.21$ lbf/ft

$V_u < \phi V_n \Rightarrow$ SECTION IS SATISFACTOR

Spread footing for punching shear is SATISFACTORY



Department of City Planning

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

November 1, 2022

TO: City Planning Commission

FROM: Craig Weber, Principal City Planner

ADDITIONAL INFORMATION/TECHNICAL MODIFICATION/CORRECTION TO THE STAFF RECOMMENDATION REPORT FOR CASE NO. CPC-2022-6108-ZC-CA;

Transmitted herewith, are two technical corrections pertaining to Agenda Item 9 to be considered at the City Planning Commission meeting of November 3, 2022:

1. Exhibit A: Proposed Northeast Los Angeles Community Plan Area Code Amendment and Zone Change Map Ordinance and Map.

The exhibit should be renamed Northeast Los Angeles Community Plan Area Zone Change Map ("Code Amendment" omitted), and the ordinance map should be inserted between Section 2 and Section 3 of the draft ordinance.

2. Exhibit B: Draft Technical Code Amendments

Section 1.D.7 should have the following language added (shown in underline):

Review Procedures for single-family home developments larger than 17,500 square feet. The construction, erection, addition to, enlargement of or reconfiguration of any one-family dwelling that has a cumulative Residential Floor Area of 17,500 square feet or larger shall submit an application for a Site Plan Review before the issuance of related permits and entitlements. Application procedures and processing of the application shall be pursuant to Section 16.05 of the Los Angeles Municipal Code. If applied outside of a Very High Fire Hazard Severity Zone, the Site Plan Review process may not be used to reduce the height, density, or floor area of a project, nor may it be used to impose new increased obligations with respect to open space, lot size, setbacks, minimum frontage, or maximum lot coverage.



10/29/2022

Los Angeles City Planning Commission
201 N Figueroa St
Los Angeles, CA 90012

cpc@lacity.org
Via Email

Re: 2456-2460 South Purdue Avenue
4260038030

Dear Los Angeles City Planning Commission,

YIMBY Law is a 501(c)3 non-profit corporation, whose mission is to increase the accessibility and affordability of housing in California. YIMBY Law sues municipalities when they fail to comply with state housing laws, including the Housing Accountability Act (HAA). As you know, the City Planning Commission has an obligation to abide by all relevant state housing laws when evaluating the above captioned proposal, including the HAA. Should the City fail to follow the law, YIMBY Law will not hesitate to file suit to ensure that the law is enforced.

The project consists of a six-story, 67-foot tall, 27-unit residential building, with 3 units reserved for Extremely Low Income households.

California Government Code § 65589.5, the Housing Accountability Act, prohibits localities from denying housing development projects that are compliant with the locality's zoning ordinance or general plan at the time the application was deemed complete, unless the locality can make findings that the proposed housing development would be a threat to public health and safety.

The above captioned proposal is zoning compliant and general plan compliant, therefore, your local agency must approve the application, or else make findings to the effect that the proposed project would have an adverse impact on public health and safety, as described above. Should the City fail to comply with the law, YIMBY Law will not hesitate to take legal action to ensure that the law is enforced.

I am signing this letter both in my capacity as the Executive Director of YIMBY Law, and as a resident of California who is affected by the shortage of housing in our state.

Sincerely,

A handwritten signature in black ink that reads "Sonja Trauss". The script is fluid and cursive, with a large initial 'S' and a decorative flourish at the end.

Sonja Trauss
Executive Director
YIMBY Law

10/29/2022

Los Angeles City Planning Commission
201 N Figueroa St
Los Angeles, CA 90012

cpc@lacity.org
Via Email

Re: 425-427 1/2 South Union Avenue
5153 - 003 - 011

Dear Los Angeles City Planning Commission,

YIMBY Law is a 501(c)3 non-profit corporation, whose mission is to increase the accessibility and affordability of housing in California. YIMBY Law sues municipalities when they fail to comply with state housing laws, including the Housing Accountability Act (HAA). As you know, the City Planning Commission has an obligation to abide by all relevant state housing laws when evaluating the above captioned proposal, including the HAA. Should the City fail to follow the law, YIMBY Law will not hesitate to file suit to ensure that the law is enforced.

The project consists of the demolition of an existing single-story fourplex and a detached accessory building for the construction, use, and maintenance of a six-story, 38-unit residential apartment building with four units reserved for Extremely Low Income households.

While we support this project, we note that this project includes demolition of an existing apartment building. SB 330 and SB 8 require the developer to offer right of return and relocation assistance to any tenants who resided in a "protected unit" as defined by those laws, and we remain committed to ensuring those laws are enforced if the city has neglected its responsibility to determine the protected unit status, or the developer has failed in their responsibility to offer right of return and relocation assistance to the tenants protected by those laws.

California Government Code § 65589.5, the Housing Accountability Act, prohibits localities from denying housing development projects that are compliant with the locality's zoning ordinance or general plan at the time the application was deemed complete, unless the locality can make findings that the proposed housing development would be a threat to public health and safety.

The above captioned proposal is zoning compliant and general plan compliant, therefore, your

local agency must approve the application, or else make findings to the effect that the proposed project would have an adverse impact on public health and safety, as described above. Should the City fail to comply with the law, YIMBY Law will not hesitate to take legal action to ensure that the law is enforced.

I am signing this letter both in my capacity as the Executive Director of YIMBY Law, and as a resident of California who is affected by the shortage of housing in our state.

Sincerely,

A handwritten signature in black ink that reads "Sonja Trauss". The signature is written in a cursive, flowing style with a large, stylized 'S' and 'T'.

Sonja Trauss
Executive Director
YIMBY Law



Planning CPC <cpc@lacity.org>

CPC-2022-6115-ZC

Amy Adelson <amyadelson1@gmail.com>

Thu, Oct 27, 2022 at 5:17 PM

To: cpc@lacity.org

Cc: Ulises Gonzalez <ulises.gonzalez@lacity.org>

Dear Members of the City Planning Commission:

The members of the Bowmont Hazen Briarcrest Coalition are deeply grateful to you for considering this ordinance after many years of waiting for its final approval and implementation. We urge you to approve it immediately.

We live in a small hillside area with substandard roads off Coldwater Canyon. For years we have been excluded from the protections of the HCR. Our area has been called the "donut hole" because we don't have the same protections as adjacent areas on all sides of us. That has not been lost on developers and realtors. The net result is that we have a target on our back. We have not just been overlooked—we have been *endangered* by this exclusion.

Irresponsible developers have rushed oversized projects through without adequate oversight. They've managed to avoid haul routes, blocked our substandard roads, and created traffic hazards and mudslides. There are times when nobody can get out and nobody can get in, including emergency vehicles. This is not an issue of mere convenience or even just quality of life--it is a public safety issue in a high fire hazard zone.

Please fix this omission by including us in the HCR. We're very grateful to you for finally bringing this home.

Again, thank you.

Amy Adelson

Bowmont Hazen Briarcrest Coalition



Planning CPC <cpc@lacity.org>

CPC-2022-6115-ZC

BOB POE <bobpoe@mac.com>

To: cpc@lacity.org

Cc: ulises.gonzalez@lacity.org

Fri, Oct 28, 2022 at 11:52 AM

Members of the City Planning Commission:

I am a resident of the Bowmont Hazen Briarcrest area writing you in SUPPORT of the HCR ordinance expansion for the Bowmont Hazen Briarcrest, Franklin Canyon, and Coldwater Canyon area.

Bob Poe

[2207 Bowmont Dr](#)



Planning CPC <cpc@lacity.org>

CPC-2022-6115-ZC

Jim Saltmar <jimsaltmar@gmail.com>

Sun, Oct 30, 2022 at 6:56 PM

To: cpc@lacity.org

Cc: ulises.gonzalez@lacity.org

To the Members of the City Planning Commission:

I am writing to urge you to please vote Yes include our neighborhood in the Hillside Construction Regulation, which is on the agenda of your November 3rd meeting.

I am a member of the Bowmont Hazen Briarcrest Coalition. We occupy a small area of West Los Angeles in Coldwater Canyon from Briarcrest on the east to Franklin Canyon on the west. For some reason our small area, sometimes called the "donut hole" in this context, was excluded from the Hillside Construction Regulation (HCR).

Over the years this exclusion has given rise to rampant development, which has placed great stress on the neighborhood. Our streets are narrow and winding; fire is always a concern and we need the protections and enforcement of the HCR to ensure that developers obey the rules and limits governing hours of operation, safety, hauling, parking, and many other areas of oversight.

Please help us maintain a safe environment for our families. Please vote to include the area of Coldwater Canyon from Mulholland Drive to the border of Beverly Hills in the Hillside Construction Regulation.

Sincerely,

Jim Saltmar
Bowmont Drive
Member of The Bowmont Hazen Briarcrest Coalition

October 28, 2022

Dear Members of the City Planning Commission,

We are residents and members of the Bowmont-Hazen Neighborhood Association. For 30 years we have lived in our home on Bowmont Drive. Over the years we have watched the natural habitat erode and wildlife diminish. Our quality of life is challenged more now than ever as developers encroach the hillsides, threatening the safety of our family, the safety of our neighbors and safety of our environment.

We respectfully ask that you protect our community by including the area from Briarcrest on the east to Franklin Canyon on the west in the Hillside Construction Regulation Ordinance (Ordinance No. 184827, Council File No. 16-1472-S1 and 16-1472-S-2). Our neighborhood deserves the same protections as the neighborhoods currently protected by the Ordinance. If the Bowmont / Hazen/Briarcrest and Franklin Canyon /Coldwater Canyon neighborhoods are not included, homeowners and residents will suffer irreparable harm.

The streets in this area are narrow with blind curves. They were not designed for heavy vehicles and equipment. As it is, on a daily basis, the streets are lined with vehicles for local workers, gardeners, pool cleaners, repair trucks and residents. The streets cannot accommodate the size, weight and number of construction vehicles, cement trucks, dump trucks, cranes, tractors, trailers and construction equipment. Anytime there is construction in the area, the construction vehicles and trucks park illegally. They block driveways and impede thoroughfares with no consequence or concern for safety of residents.

There are no sidewalks in our neighborhood. Even with speed bumps and signs, my husband and I must be overly cautious as we walk our dog in the neighborhood. The influx of traffic and construction will further compromise our personal safety. With record breaking temperatures and winds, if there is a fire in the area, residents will have no safe way to evacuate and the LAFD will not be able to get through. This is no conjecture or hypothetical examples, I am expressing the reality of living in the canyon.

The HCR is working in Bel-Air, Laurel Canyon and the Bird Streets. It has protected homeowners from overdevelopment, massive construction sites and overburdened haul routes. At the same time, it has allowed homeowners to renovate and builders to construct appropriate homes in scale with the existing homes. We are asking for the same protections. Please help us preserve the character of our community, our quality of life, and our safety.

Please include the area of Coldwater Canyon from Mulholland Drive to the border of Beverly Hills in the Hillside Construction Regulation Ordinance. Thank you.

Kind regards,

Chuck and Julie Shapiro

Residents of the Bowmont-Hazen Neighborhood Association



Planning CPC <cpc@lacity.org>

Bowmont Hazen Briarcrest Coalition

Monica Dastin <mdastin25@gmail.com>
To: cpc@lacity.org

Mon, Oct 31, 2022 at 8:45 AM

Dear Members of the City Planning Commission:
The members of the Bowmont Hazen Briarcrest Coalition are deeply grateful to you for considering this ordinance after many years of waiting for its final approval and implementation. We urge you to approve it immediately.

We live in a small hillside area with substandard roads off Coldwater Canyon. For years we have been excluded from the protections of the HCR. Our area has been called the “donut hole” because we don’t have the same protections as adjacent areas on allsides of us. That has not been lost on developers and realtors. The net result is that we have a target on our back. We have not just been overlooked—we have been *endangered* by this exclusion.

Irresponsible developers have rushed oversized projects through without adequate oversight. They’ve managed to avoid haul routes, blocked our substandard roads, and created traffic hazards and mudslides. There are times when nobody can get out and nobody can get in, including emergency vehicles. This is not an issue of mere convenience or even just quality of life—it is a public safety issue in a high fire hazard zone.

Please fix this omission by including us in the HCR. We’re very grateful to you for finally bringing this home.
Again, thank you.

Barry and Monica Dastin

Sent from my iPhone

MOUNT WASHINGTON HOMEOWNERS ALLIANCE



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October 28, 2022

Los Angeles City Planning Commission

Cecilia Lamas, Commission Executive Assistant cpc@lacity.org

cc:

Craig Weber Principal City Planner

Craig.Weber@lacity.org

Ulises Gonzalez City Planner

Ulises.Gonzalez@lacity.org

RE: Addition of Northeast Communities to Hillside Construction Regulations

Case no. CPC-2022-6108-ZC-CA

Hearing Date: November 3, 2022 at 8:30 a.m., Agenda Item 9

Case no. : CPC-2022-6108-ZC-CA

CEQA: ENV-2022-6109-CE 23

Plan Area: Northeast Los Angeles

Council District: 1 – Cedillo; 14 – de León

Last Day to Act: 01-07-2023

Los Angeles City Planning Commission:

The Mount Washington Homeowners Alliance (“MWA”) is a non-profit 501(C)4 corporation with approximately 450 members living in Mount Washington. We educate both members and builders about the unique rules and regulations applicable to our hillside area in an effort to promote “safe and sane” construction. Based on data from Planning and Council District 1, there are currently approximately 300 construction sites in our small 2.7 square mile area, making safety a critical issue.

Since 2017, our 450 members have worked with Council District 1 and Planning to add our area to the Hillside Construction Regulations, ordinance 184827 (the HCR). Our membership is excited to see the end in sight of our nearly six year odyssey seeking safer construction and parity with other hillside areas within the city.

Please accept this letter as a statement of **strong and enthusiastic support by our 450 members for the amendment including the Northeast communities, and specifically the Mt Washington/Glassell Park Specific Plan area, within the protections of the HCR.**

We offer one suggested improvement be added to the HCR: clarification of enforcement within the ordinance or, at the least, a requirement that a sign

P. O. Box 65855, Los Angeles, CA 90065-0855
www.mwha.us; www.facebook.com/MWHAAlliance

MWHA Statement in Support of HCR
Los Angeles City Planning Commission

similar to the attached Exhibit 1 be posted at each construction site which lists the pertinent provisions of the HCR and the agency to be contacted for enforcement of that provision including contact information.

The attached Addendum explains why we need the HCR and why we need clarification on enforcement to protect the safety, health and quality of life in our hillside and throughout the Northeast area. We need to restore safety and sanity to construction.

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'Pat Winters', with a long horizontal line extending to the right.

Pat Winters, 2022 VP Land Use
Mount Washington Homeowners Alliance
MWHA.Pat@gmail.com

ADDENDUM RE: MWAH STATEMENT IN SUPPORT OF HCR

WHY WE NEED THE HCR AS SOON AS POSSIBLE

Long-time residents moved to this area because of its low density and urban nature preserves and parklands. Thirty years ago the infrastructure was aging, but still able to manage the low density. Now development is soaring at an increasingly rapid pace and the infrastructure, particularly the roads, are critically inadequate, creating severe health and safety issues. Insurance companies will no longer write coverage in the area because of the safety risks.

Based on data provided by the Planning Department and Council District 1, there presently are in excess of **300 building sites in the 2.7 square mile area covered by the Mt Washington/Glassell Park Specific Plan**. The sheer volume of active construction within this small geographic area exponentially increases the problems associated with construction in our hillside Very High Fire Severity Hazard Zone with its critically inadequate infrastructure.

Based on applications filed with Planning from January 2021 to present the average sized new home is 2,921 square feet¹. New home applications range in size from 1,342 square feet up to 10,951 square feet. Older homes tend to range from 800 square foot bungalows to 2,000 square foot homes.

Since 2000, the population of Mt Washington has nearly doubled, but the infrastructure has not kept pace.² There are many “paper” streets which exist only on paper and not in real life. Many roads are unpaved or only partially paved. Paved roads are damaged by heavy construction trucks over the weight limits and are collapsing but not being repaired. Indeed, the infrastructure has deteriorated to the point that LAFD has instructed residents to “shelter in place” in the case of emergency; firefighters have been hospitalized due to inadequate infrastructure; and, sadly, residents have died because the roads were inadequate for emergency vehicles to reach their residence.

These are not theoretical problems for us but rather real-life tragedies.

We are a **Very High Fire Hazard Severity Zone, the highest severity level**. LAFD considers most of Mount Washington “**a nightmare for emergency vehicles**”. (Jan. 12, 2021 interview with Engineer Greg Stonebreaker of Station 44 in Cypress Park, which is the primary fire station responding to Mount Washington.) These streets were laid out 100 years ago and, as the Los Angeles Times has noted, the streets were

¹ Given these facts, we believe that the cumulative residential floor area that defines when a site plan review is indicated needs to be adjusted for the Northeast hillsides and a more realistic, yet still generous, metric employed to determine that number.

² Wikipedia, Mt Washington, Los Angeles, population in 2000 is 12,728 per census. City-data.com Mt Washington neighborhood in Los Angeles, population by 2019 was 21,653.
<http://www.city-data.com/neighborhood/Mount-Washington-Los-Angeles-CA.html>

“designed for goats, not people or cars.” Construction activity and the resulting additional density exacerbates these serious problems.

A few recent incidents are illustrative:

In March 2022, a construction crew damaged a gas line, causing a dangerous leak. Emergency response was delayed by 15 to 20 minutes because vehicles that were legally parked on a 20-foot-wide roadway (wider than that in this project) prevented access. The fire crews could not access the site until the owners of the vehicles were located and moved their cars. **As Station 44 says, “4 inches is a matter of life and death” on our hillside.**



Photos of Fire Trucks attempting to reach gas leak caused by construction.

In April 2022, a fire occurred, and emergency vehicles could not access the home. Firefighters had to pack in 130 pounds of equipment on foot and residents had to evacuate on foot with young children. Two firefighters were hospitalized from exhaustion brought on in part by hiking the hillside to access to the site. The damage to the home was severe, but luckily no lives were lost.

The same cannot be said at the site of another fire on a dead-end street which resulted in the tragic death of Mr. Hernandez. A fire broke out in his small house and Mr. Hernandez was able to get to the back door before he was overcome with smoke. If crews had been able to promptly respond to the address, he may have been saved.

The fire was reported quickly by neighbors and also by witnesses who could see the fire from Montecito Heights. The LAFD fire trucks responding to those calls, however, got stuck at the bottom of the hill for at least ten minutes because they could not get past a *legally* parked vehicle on a 20 foot wide street (wider than the street for this project).

Because the house was on a dead-end, there was no alternative route for firefighters to get in or for residents to evacuate should the nearby canyon catch fire.

LAFD had five or six trucks there that night. They eventually lined the substandard street from top to bottom. After the fire was extinguished, emergency responders had difficulty leaving the site because their only option was to back down the narrow winding street because there was no fire turnaround. The Los Angeles Times reported on the fire: <https://www.latimes.com/local/la-xpm-2014-feb-22-la-me-0223-house-fire-20140223story.html>

Just today, a Saturday, a construction site on Rustic (a narrow winding substandard street) blocked off all access to Rustic at Museum for most of the day without notice to any neighbors or a permit to close the road or any posted flagpersons. To further complicate matters, the construction workers randomly parked on Museum on the wrong side of the street under “no parking any time” signs, blocking the flow of traffic and preventing any access by emergency vehicles. This site (and others) has been a consistent problem with construction workers being aggressive and physically and verbally intimidating neighbors who only want to be able to drive off the hill or drive to their homes.

Tensions involving many building sites have risen to the breaking point. Police have been called to volatile work sites. I personally have been verbally attacked and physically intimidated when I asked a construction worker to move a vehicle parked directly under a “no parking any time” sign so that vehicles could get through the 13 foot wide street.

We need to restore some safety and sanity to building on our hill.

ILLUSTRATIONS OF CONSTRUCTION ISSUES

The following photographs are a small sample of dangerous conditions either caused by or exacerbated by construction on inadequate substandard streets throughout Mt Washington:



Concrete trucks from construction sites have fallen off substandard roads, rolled down hills and smashed into homes.



Construction debris, materials and equipment stored on roadway, narrowing it to 9 feet and blocking access for any emergency vehicle or even regular traffic



Construction trucks convoy, blocking roads and polluting the air



Construction vehicles ignore road closed signs and slide off "paper" roads (roads that exist on paper but in real life are not improved roadways)



Roads have collapsed as a result of extensive use by heavy construction vehicles at 4 nearby sites causing vehicles to fall and imperil adjacent homes



Brush fires occur on the steep hillsides.



Emergency vehicles cannot get through to a location on a 20-foot-wide street, one of the wider streets in the neighborhood.



Retaining walls are collapsing on a dirt road after concrete trucks and other heavy construction vehicles repeatedly went over the side of the road. In 2019 these bulkheads and railings were declared a public safety hazard and referred to the Hillside Slope Stability Program as a capital improvement repair project. Despite this and the persistent efforts of residents, no repairs have been done and trucks continue to fall off the road and endanger homes.

The condition of the streets within Mt Washington is among the worst in the City. See, <https://www.latimes.com/local/lanow/la-me-ln-garcetti-street-fees-20180609-story.html> “The streets in the poorest shape tend to be in hillside neighborhoods, such as the Hollywood Hills, **Mount Washington**, Los Feliz and Bel-Air.” (<https://www.latimes.com/local/lanow/la-meln-la-now-live-grading-la-streets-20130506-dto-story.html>) Although other areas are getting street repairs, many of our streets are not: <https://www.latimes.com/local/lanow/la-me-ln-street-repairs-20160814-snap-story.html> “We all know that our street needs to be repaired — and we don’t have any expectation that it’s going to happen in our lifetime” quoting a resident.

Builders are well aware of these safety issues, but choose to ignore them which only exacerbates the problems during construction and extends the duration of the problems into the future.

SUGGESTED REVISION/ADDITION RE: ENFORCEMENT

To help ensure the HRC provisions are adhered to, we request the posting at each construction site to include information on the haul route with an access number for the Haul Route Monitoring Program, and other provisions of the HCR similar to that identified on the attached Exhibit 1 along with pertinent access numbers to the correct Department (LADBS or DOT or BOE, etc.). The posting should include lettering no smaller than 2” in height and be located in a publicly accessible place fronting the construction site.

The following provisions are in the HCR and included on the proposed Exhibit 1:

- On sites fronting substandard streets, the total cumulative quantity of Import and Export of earth combined, shall be no more than 75 percent of the “by-right” maximum pursuant to Section 12.21 C.10 (LAMC 13.20 D 2.)
- Truck hauling is restricted to 4 trucks per hour (LAMC 13.20 D 3.)
- Truck size is restricted as more appropriate to our narrow substandard roads--10 cubic yard capacity or less (LAMC 13.20 D 5)
- Only one truck may be on site at a time--trucks cannot group or “convoy” on the hill but must stage off site and outside the HCR district [i.e., on wider streets out of the area so that traffic could still flow in the construction area] (LAMC 13.20 D 3.)
- All hauling vehicles must be identified by a placard identifying the project address prominently displayed on the truck [this facilitates coordination of trucks and also reporting of hauling violations] (LAMC 13.20 D 4)
- Hauling operations can only occur Monday through Friday from 9 a.m. to 3 p.m. (LAMC 13.20 D 6(a))
- All haul trucks must be staged outside of the HCR district [minimizing street blockages and traffic congestion as well as air pollution] (LAMC 13.20 D 6 (b).)

- All construction activity is limited to Monday through Friday from 8 a.m. to 6 p.m. —interior work only may be done on Saturdays—exterior lighting after 6 p.m. is prohibited (LAMC 13.20 D 6 (c).)
- Dust must be controlled at all times—no grading or hauling on windy days or Red Flag days (LAMC 13.20 D 6 (e).)
- Loads must be secured to prevent spillage and dust (LAMC 13.20 D 6 (f).)
- Streets must be cleaned at the end of each work day (LAMC 13.20 D 6 (g).)
- Truck crossing signs must be posted 300 feet in advance of the exit of the project site in each direction [which will help with warning drivers so they can avoid being blocked and having to back up to the previous intersection] (LAMC 13.20 D 6 (h).) and
- Flagpersons are required to assist all trucks (LAMC 13.20 D 6 (i).)

Since there is no coordinated enforcement in the amendment language it is critical that signage with this information is posted on site and includes contact information for the enforcing department.

The Mt Washington Homeowners Alliance has worked since 2017 for this amendment to the HCR which will put the Northeast hillside communities on parity with other hillside communities within the City and which will protect the health and safety of our communities. We urge the adoption of the amendment and the addition of a requirement that a document similar to Exhibit 1 be posted at each site.

EXHIBIT 1

Regulation	Enforcing Agency and Contact Information
On sites fronting substandard streets, the total cumulative quantity of Import and Export of earth combined, shall be no more than 75 percent of the “by-right” maximum pursuant to Section 12.21 C.10 (LAMC 13.20 D 2.)	
Truck hauling is restricted to 4 trucks per hour (LAMC 13.20 D 3.)	
Truck size is restricted to 10 cubic yard capacity or less (LAMC 13.20 D 5)	
Only one truck may be on site at a time--trucks cannot group or “convoy” on the hill but must stage off site and outside the HCR district (LAMC 13.20 D 3.)	
All hauling vehicles must be identified by a placard identifying the project address prominently displayed on the truck (LAMC 13.20 D 4)	
All haul trucks must be staged outside of the HCR district (LAMC 13.20 D 6 (b).)	
All construction activity is limited to Monday through Friday from 8 a.m. to 6 p.m. –interior work only may be done on Saturdays—exterior lighting after 6 p.m. is prohibited (LAMC 13.20 D 6 (c).)	
Dust must be controlled at all times—no grading or hauling on windy days or Red Flag days (LAMC 13.20 D 6 (e).)	
Loads must be secured to prevent spillage and dust (LAMC 13.20 D 6 (f).)	
Streets must be cleaned at the end of each work day (LAMC 13.20 D 6 (g).)	
Truck crossing signs must be posted 300 feet in advance of the exit of the project site in each direction [which will help with warning drivers so they can avoid being blocked and having to back up to the previous intersection] (LAMC 13.20 D 6 (h).)	
Flagpersons are required to assist all trucks (LAMC 13.20 D 6 (i).)	



Planning CPC <cpc@lacity.org>

CPC-2022-6115-ZC

R Brunswick <rbrunswick1@gmail.com>

Fri, Oct 28, 2022 at 10:20 AM

To: cpc@lacity.org

Cc: ulises.gonzalez@lacity.org

Dear Members of the City Planning Commission:

The members of the Bowmont Hazen Briarcrest Coalition are deeply grateful to you for considering this ordinance after many years of waiting for its final approval and implementation. We urge you to approve it immediately.

We live in a small hillside area with substandard roads off Coldwater Canyon. For years we have been excluded from the protections of the HCR. Our area has been called the "donut hole" because we don't have the same protections as adjacent areas on all sides of us. That has not been lost on developers and realtors. The net result is that we have a target on our back. We have not just been overlooked—we have been *endangered* by this exclusion.

Irresponsible developers have rushed oversized projects through without adequate oversight. They've managed to avoid haul routes, blocked our substandard roads, and created traffic hazards and mudslides. There are times when nobody can get out and nobody can get in, including emergency vehicles. This is not an issue of mere convenience or even just quality of life--it is a public safety issue in a high fire hazard zone.

Please fix this omission by including us in the HCR. We're very grateful to you for finally bringing this home.

Again, thank you.

Sincerely,

Rebecca Brunswick

Resident of Bowmont Drive, and Member of the Bowmont Hazen Briarcrest Coalition



Planning CPC <cpc@lacity.org>

CPC-2022-6115-ZC

ROCHELLE SLOANE <lurvmelody@aol.com>

Fri, Oct 28, 2022 at 10:41 AM

To: cpc@lacity.org

Dear Members of the City Planning Commission:

The members of the Bowmont Hazen Briarcrest Coalition are deeply grateful to you for considering this ordinance after many years of waiting for its final approval and implementation. We urge you to approve it immediately.

We live in a small hillside area with substandard roads off Coldwater Canyon. For years we have been excluded from the protections of the HCR. Our area has been called the "donut hole" because we don't have the same protections as adjacent areas on all sides of us. That has not been lost on developers and realtors. The net result is that we have a target on our back. We have not just been overlooked—we have been *endangered* by this exclusion.

Irresponsible developers have rushed oversized projects through without adequate oversight. They've managed to avoid haul routes, blocked our substandard roads, and created traffic hazards and mudslides. There are times when nobody can get out and nobody can get in, including emergency vehicles. This is not an issue of mere convenience or even just quality of life--it is a public safety issue in a high fire hazard zone.

Please fix this omission by including us in the HCR. We're very grateful to you for finally bringing this home.

Again, thank you.

Rochelle Sloane
[2120 El Roble Lane](#)
[Beverly Hills, CA 90210](#)



CPC-2022-6115-ZC

Susan Title <stitle@me.com>
To: cpc@lacity.org
Cc: ulises.gonzalez@lacity.org

Sun, Oct 30, 2022 at 5:57 PM

TO THE MEMBERS OF THE CITY PLANNING COMMISSION

I have lived in 2 different homes, both which have been smack in the middle of the area that is the Bowmont Hazen Briarcrest Coalition. I, along with my neighbors, are extremely grateful to you for considering this ordinance after waiting many years for the final approval and implementation of the ordinance. I am writing because we are — quite frankly — desperate to have it approved immediately. I say desperate because we have watched as the years go by and the neighborhood continues to be destroyed by developers and the approval of construction projects that have no business being allowed to proceed. Aside from developers destroying the neighborhood — which is heartbreaking to watch — there are issues of extreme safety that just get ignored and pushed by the wayside.

Our area is a small hillside area with SUBSTANDARD roads, off of Coldwater Canyon. For years we have been excluded from the protections of the HCR. Our area has been called the “donut hole” because we don’t have the same protections as adjacent areas on all sides of us. And this situation has been taken advantage of by developers, who just carry on — not caring about what happens to the neighborhood and its inhabitants. We have not just been overlooked—we have been *endangered* by this exclusion.

Irresponsible developers have rushed oversized projects through without adequate oversight. They’ve managed to avoid haul routes, blocked our substandard roads, and therefore created traffic hazards and mudslides. There are times when people cannot get out — or in — including emergency vehicles. This is not an issue of mere convenience or even just quality of life—it is a public safety issue in a high fire hazard zone. There is virtually zero oversight — aside from the parking, blocking roads, etc., workers smoke cigarettes tossing their butts out with abandon. I have seen this with my own eyes and it’s shocking. The foremen and heads of the projects don’t seem to care — after all, they just have to do their job and then they are gone — what’s left is of no consequence to them.

Please please PLEASE include us in the HCR. We are obviously tired of having to bring these issues up far too many times in the past years. So, please, we implore you to fix this omission by including us in the HCR. We are appreciative and grateful and are counting on your support. We love and care about our neighborhood — and we hope you can appreciate that ! It's our HOME and we need to keep it safe as well as beautiful.

With sincerest thanks,

Susan Title

DAY OF HEARING SUBMISSIONS

KATHRYN SCHORR
2463 ½ Purdue Avenue
Los Angeles, CA 90064

October 31, 2022

TO: Connie Chauv, City Planner
Connie.chauv@lacity.org
Norali Martinez Maza, City Planning Associate
Norali.martinez@lacity.org

Department of City Planning
200 North Spring Street, Room 525
Los Angeles, CA 90012-4801

Dear Ms. Chauv and Martinez Maza:

This electronic transmission is to memorialize our discussion of this date wherein you disclosed that the Department of City Planning is under the misapprehension that a resident owner-stakeholder for two properties for Case Number: DIR-2021-5596-TOC-HCA (deceased for several years) was purportedly given notice of the Letter of Determination for said project.

Further, given the fact that there is currently an Appeal Hearing scheduled for November 3, 2022, with the Area Commission, it appears the Department is not in compliance with the requirement that all relevant stakeholders be given adequate notice of determinations in order that stakeholders may exercise all remedial rights including but not limited to perfecting an appeal.

Therefore, given the foregoing, it would seem that any outcome of the November 3, 2022, hearing would necessarily, and legally be moot.

Sincerely,

Kathryn Schorr



Planning CPC <cpc@lacity.org>

CPC-2022-6115-ZC

Chelsey Holland <craeholland@gmail.com>

Wed, Nov 2, 2022 at 9:51 AM

To: cpc@lacity.org

Cc: ulises.gonzalez@lacity.org

Dear Members of the City Planning Commission,

I am one of two hundred neighbors of the Bowmont-Hazen-Briarcrest Coalition and respectfully request HCR ordinance expansion to include our area.

Our main concern is acquiring the protections that other surrounding neighborhoods have against reckless developers. We have constantly been endangered by rushed oversized projects on our substandard roads: we have been trapped on Upper Bowmont and Kimridge by inadequate staging, as there is absolutely no emergency exit through the private Bowmont Gate. This one-lane road with two blind spots is already dangerous under normal circumstances but even more so at a time of increased wildfire hazard—no medical emergencies have access while huge cement trucks are making U-turns at the intersection, which is always the case in this situation.

Please do whatever it takes to include us in the HCR. We're very grateful to you for giving this your special attention.

For now, all best,

Chelsey H



Planning CPC <cpc@lacity.org>

Agenda Item #8 this Thursday, November 3

Don Roos <donroos123@gmail.com>
Reply-To: donroos123@gmail.com
To: "cpc@lacity.org" <cpc@lacity.org>
Cc: ulises.gonzalez@lacity.org

Tue, Nov 1, 2022 at 1:17 PM

Thank you so much for considering approving and implementing this Zone Change Ordinance. Because we've been excluded from the HCR until now, we've become a magnet for unscrupulous developers. We are so looking forward to being LESS attractive to them in the future by joining our natural topographical neighbors in the HCR.

Our substandard roads are so narrow even trash collection days are dangerous. We really need the protections the HCR offers, so thank you for bringing this forward as far as you have, and please please vote us in!

We are very grateful for our responsive community leaders.

Best,
Don Roos
[2402 Bowmont Drive](#)
[Beverly Hills, CA 90210](#)



Planning CPC <cpc@lacity.org>

Case No. CPC-2022-6115-ZC

Marcia Lewis Smith <MLS@lsmprco.com>

Tue, Nov 1, 2022 at 11:15 AM

To: "cpc@lacity.org" <cpc@lacity.org>

Cc: Ulises Gonzalez <ulises.gonzalez@lacity.org>

We are writing in support of expanding the Hillside Construction Regulations to include Coldwater/Bowmont/Hazen/Briarcrest area. As you know, our neighborhood has been left out of this critical protection since 2017 and the damage to our hillside community is well documented. Putting restrictions that help control development addresses vital life/safety issues, while also protecting the remaining precious open space. We are very appreciative of your dedication to correcting this omission. Now is the time to please move this important tool forward.

Marcia & Mark Smith

Coldwater/Bowmont/Hazen/Briarcrest



Planning CPC <cpc@lacity.org>

CPC-2022-6115-ZC

Steven Jarmus <sjarmus@aol.com>

Tue, Nov 1, 2022 at 9:55 AM

Reply-To: Steven Jarmus <sjarmus@aol.com>

To: "cpc@lacity.org" <cpc@lacity.org>

Cc: "ulises.gonzalez@lacity.org" <ulises.gonzalez@lacity.org>

Dear City Planning Commission,

I am writing to support the effort to include the neighborhood of Franklin Canyon, Coldwater Canyon, and Bowmont/Hazen//Briarcrest into the Hillside Construction Regulations Ordinance. For whatever historical reason, this area was excluded from the HCR while our neighboring hillside communities on both the east and west sides were included and received the protections from over zealous development that we now seek. The result of our exclusion has been out of control development that has changed the idyllic nature of our community and the reason many of the residents of this area seek to live here. Developers have overbuilt on lots with mansions that often abut neighboring properties or come right up to the street. The impact on fire and safety for the neighbors is often disregarded as trucks block streets, parking is not available, and city services to the residents is disrupted. Developers have cleverly learned to avoid having to file soil haul route plans, have created unsafe hillside conditions resulting in mudslides, have blocked substandard narrow streets that prevent ingress/egress, and many other conditions that would otherwise be addressed if we were included in the HCR.

Our neighborhood has worked symbiotically over the past 5 years to get us included in the HRC. We have had the support of our City Council members Ryu, Raman, and candidates Yaroslavsky/Yebri.

It is time to fix this historical error and vote to include our neighborhood into the HRC. I encourage you to support this effort.

Respectfully yours,

Steven Jarmus
9102 Hazen Drive
Beverly Hills, CA 90210



Planning CPC <cpc@lacity.org>

CPC-2022-6115-ZC

Tom Hamilton <hamilton@stiefelent.com>

Wed, Nov 2, 2022 at 10:44 AM

To: cpc@lacity.org

Cc: ulises.gonzalez@lacity.org

Dear Members of the City Planning Commission,

I am a resident of the Bowmont, Hazen and Briarcrest community.

Please get us to the finish line of including us in the HCR. As it currently exists, the HCR banishes us from receiving the same protections with our neighbors. This is an arbitrary and illogical cut-off, particularly as we share the same topography, the same construction considerations, the same fire danger, the same public safety issues, and the same critical Life Safety services.

It is crucial that we approve this immediately. We are so close and will be so grateful for your speedy response to this matter.

Sincerely,

Tom Hamilton



LAW OFFICE OF ALEXIS DJIVRE

October 18, 2022

Ulises Gonzalez and Craig Weber
City of Los Angeles Planning Department

Re: Addition of Northeast Communities to Hillside Construction Regulations
Case #CPC-2022-6108-ZC-CA

Dear Mr. Gonzalez and Mr. Weber:

I have been a resident of Mt. Washington for 13 years. In that short time, I have seen so many tragedies as a result of unregulated construction on the hill. A neighbor only three houses down the street from me had significant fire damage to his house because the firefighters could not get past a construction vehicle parked in a "No Parking" area. I witnessed another neighbor get hit by a construction vehicle that didn't see her jogging. Every resident of this area can tell you stories of accidents as well as near misses.

As you are well aware, Mt. Washington was developed over a century ago as a weekend getaway "in the mountains." It was not designed for everyday traffic, much less development of huge homes with ADUs. Many of the streets are substandard, and some are not even paved. Yet currently there are nearly 300 building sites on only 2.7 square miles.

WE NEED THE CITY'S HELP IN PASSING THE HCR!!!

I am not opposed to development on the hill, but I do want it to be regulated. What little regulations we do have are never enforced. Parking Services has told us they do not even want to come up here to ticket people parked in "No Parking" areas. We absolutely need Hillside Construction Regulations to protect the safety of our residents and their homes.

WE LIVE IN A HIGH FIRE SEVERITY ZONE

We have been told by the LAFD that should there be a large fire in Mt. Washington, we cannot evacuate. We must shelter in place. They say this because if people are driving down the hill, the fire engines won't be able to come up the hill. They know that construction vehicles are parked illegally. You've seen photos of the concrete trucks falling into homes. This is not a situation where NIMBYs are complaining. We just want to be as safe as the other neighborhoods that have the HCR.

Please accept this letter as my support of the HCR. Thank you for your consideration.

Alexis Djivre

1155 North Central Avenue, Suite 201
Glendale, CA 91202
(213) 700-3436 p/ (213) 279-2009 f
alexisdjivre@gmail.com



Planning CPC <cpc@lacity.org>

Hillside Construction Regulations (HCR) Ordinance overlay, Northeast hillside area

Cathy Curtis <cathy.curtis@gmail.com>

Wed, Nov 2, 2022 at 2:35 PM

To: cpc@lacity.org

To whom it may concern:

RE: Addition of Northeast Communities to Hillside Construction Regulations / Hearing Date: November 3, 2022 at 8:30 a.m., Agenda Item 9 / Case # CPC-2022-6108-ZC-CA & CEQA: ENV-2022-6109-CE 23

I support the HCR overlay in the Northeast Hills. This overlay needs to be adopted and also enforced.

Sincerely,
Cathy Curtis

Cathy Curtis, author

A Splendid Intelligence The Life of Elizabeth Hardwick (W. W. Norton, 2021)

Alive Still: Nell Blaine, American Painter (Oxford University Press, 2019)

A Generous Vision: The Creative Life of Elaine de Kooning (OUP, 2017)

Restless Ambition: Grace Hartigan, Painter (OUP, 2015)



Planning CPC <cpc@lacity.org>

Hillside Construction Regulations

Dan Peirson <dan.peirson@gmail.com>

Wed, Nov 2, 2022 at 4:39 PM

To: cpc@lacity.org

To Whom It May Concern

I am a resident in Mount Washington, 90065 and wish to register my support for additional HCR in North East LA.

There has been a noticeable uptick in construction activity in our neighborhood in recent years and we have had problems with unpermitted and/or badly run construction sites that are posing safety concerns.

Because of the "hidden" nature of many of our streets in Mt Washington, I believe developers feel able to skirt existing restrictions and safety measures out of a belief that they can avoid detection.

An unpermitted construction site opposite my house was eventually shut down this summer, but not until trees had been removed, concrete had been poured and illegal grading had taken place.

I believe we need a better and more responsive system to report such breaches. Currently, developers seem to take a risk analysis that it's worth trying to go ahead with unpermitted (and therefore potentially dangerous) work - the balance needs to be reversed so that the financial risk of doing so outweighs the benefit.

We need well-regulated construction in the area as emergency access is difficult in our narrow streets. Trucks blocking roadways can cause not just real inconvenience but serious dangers. There is still litter and debris in the canyon where the unpermitted work took place, approximately two months after it happened. The illegally removed trees will likely never grow back.

Thank you for reading.

Yours

Dan Peirson

[910 Elyria Drive, Los Angeles, CA 90065](#)



Planning CPC <cpc@lacity.org>

Re: Hearing 11/3/22 8:30 AM Agenda Item 9 Please do all you can to add Mount Washington to the Hillside Construction Regulations ordinance 184827 (the HCR).

R E Pfiester <repfiester@gmail.com>

Wed, Nov 2, 2022 at 7:49 AM

To: Bill Cody <Bill.Cody@lacity.org>

Cc: Gilbert.Cedillo@lacity.org, Maria Hernandez <mgh@pfiesterlaw.com>, Cyndy Procope <crprocope@gmail.com>, cpc@lacity.org, "UlisesGonzalez@lacity.org LA City Planning" <UlisesGonzalez@lacity.org>, Pat Winters <mwha.pat@gmail.com>

Thank you for your reply Bill - and your / Councilman Cedillo's hopefully continued strong support for us being included in the HCR

Having lived on Mt Washington more than 3 decades we know that it is vitally important for THE REGS to REQUIRE that each development site have easy to read from the street signs with the names, tel numbers and email addresses of every LA departmen/agency responsible for ENFORCING each regulations and each ZAD ruling — PLUS STRONG BACKING OF THE CITY INSISTING ON THAT ENFORCEMENT

I am copying others so hopefully these writings will be included in the record and be considered

Thank you much,

Ed Pfiester

Auto typos are my gift to you

On Nov 2, 2022, at 7:14 AM, Bill Cody <Bill.Cody@lacity.org> wrote:

We will be attending, Ed.

Bill

On Sun, Oct 30, 2022 at 7:56 PM Ed Pfiester <rep@pfiesterlaw.com> wrote:

Dear CD1 Councilperson Cedillo:

Re making critical safety, health & environmental improvements via

Case no. CPC-2022-6108-ZC-CA

Hearing Date: November 3, 2022 at 8:30 a.m., Agenda Item 9 on the LA

City Planning Commission

Case no. : CPC-2022-6108-ZC-CA

CEQA: ENV-2022-6109-CE 23

Plan Area: Northeast Los Angeles

Council District: 1

My wife and I are more than 30 year residents of Mt. Washington. As you know, during that time, the population of less than 3 square miles Mt. Washington has doubled and there are now over 300 active construction developments.

It would both be greatly appreciated and benefit your legacy to strongly support the inclusion of Mt. Washington in the same HCR whose citizens in other more affluent areas of LA have.

We wish you good luck and health after you leave the City Council in December.

Thank you,

Ed Pfiester

Auto typos are my gift to you

*** Please update your records with our new telephone numbers below.**

R. Edward Pfiester, Jr., Esq. | A Law Corporation
2000 Riverside Drive, Los Angeles, CA 90039
(323) 663-7000 | (323) 662-2266 (fax) | rep@pfiesterlaw.com

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--

Bill Cody
Senior Field Deputy Office of Gil Cedillo - CD1
Highland Park, Mt. Washington, Montecito Heights, Glassell Park
bill.cody@lacity.org
213-473-7001 (o)



Planning CPC <cpc@lacity.org>

"Re: Addition of Northeast Communities to Hillside Construction Regulations"

glen creason <cleatscrea@gmail.com>

Wed, Nov 2, 2022 at 3:01 PM

To: cpc@lacity.org

CPC-

As a 25 year resident of Glassell Park I have seen many changes in the neighborhood. I understand the results of unbridled development seen on my street and others nearby. Case in point are the five 12 year old eyesores on Yorkshire drive that were allowed to be built but never ok'd for inhabiting because of shoddy, unchecked construction. I believe restrictions are necessary in the hills of Glassell Park to allow the residents the quality of life they sought when they moved to this area. I worked for 42 years in city employment to buy a little house where I raised a child and participated in community activities. I have been a speaker at numerous neighborhood groups and have written about the Northeast in both Los Angeles Magazine and LAist. Please do not let those who only see our hills as a cash extraction operation to operate without restraints. Please let our beautiful hillsides maintain a connection to nature as they have been for over one hundred years.

Thank You

Glen Creason

GLASSELL PARK IMPROVEMENT ASSOCIATION

WORKING TO BETTER OUR COMMUNITY SINCE 1968

PRESIDENT MOLLY LYNN TAYLOR / VICE PRESIDENT HELENE SCHPAK / TREASURER JIM KIEHL / SECRETARY MARGE PIANE /
IMPROVEMENT CHAIR VACANT / AREA REPRESENTATIVES: JENNIFER CAMPBELL, JOHN LIST, MARCIE ROSE

2 November 2022

To: Los Angeles City Planning Commission

Cecilia Lamas, Commission Executive Assistant

Re: Hillside Construction Regulations Ordinance (CPC-2022-6108-ZC-CA / ENV-2022-6109-CD 23)

Agenda item 9, November 3, 2022 hearing

Dear Los Angeles City Planning Commission members:

The Glassell Park Improvement Association (GPIA), founded in 1968 and one of the oldest organizations of its kind in Los Angeles, enthusiastically **supports** the inclusion of the Mt. Washington/Glassell Park Specific Plan and hillside areas in Glassell Park in the Hillside Construction Regulations Ordinance (HCR). We appreciate the commitment of the Planning Department to bring our hillsides under the protective regulations of the HCR which was strongly advocated for by GPIA members.

While we are absolutely in **support** of the HCR, we wish to be clear that it requires **enforcement** if it is to be effective.

In addition, the Site Plan Review for homes in the Very High Fire Severity Hazard Zone should have a threshold of **5,000 cumulative square feet**.

Support:

The hillsides of Glassell Park are in a designated Very High Fire Severity Hazard Zone and subject to Red Flag days. We have deteriorating infrastructure, steep slopes, substandard roadways, paper roads and choke points at our collector streets. With a sizable numbers of lots remaining open for possible development, in addition to current residences, exerting control over the flow of traffic is critical.

Our topography along these narrow, substandard streets and paper roads has made travel and passage arduous. Sharing these roads with construction related vehicles has increased the danger on these streets. Access for emergency vehicles has been challenging, dangerous and life threatening.

Our steep slopes often require extensive grading. Regulating the size of trucks, the number of trucks in an hour and off-site staging areas will reduce their impact on traffic, reduce noise and help control dust particles.

By regulating construction activities we can better control access for the residents and ancillary services of our community and reduce potential obstructions that could prove hazardous. And limiting the hours/ days of the week of construction will allow residents to reclaim some normalcy in their daily lives.

Adopting the ordinance and its regulations into the Municipal Code will improve the safety and quality of life for all those in our hillsides.

We support the following proposed regulations:

- The maximum amount of grading and import/export of dirt would be limited to 75% of the "by-right" maximum. (LAMC 13.20 D 1 & 2)
- Truck hauling would be restricted to 4 trucks per hour (LAMC 13.20 D 3.)
- Truck size would be restricted to a maximum of 10 cubic yards or less as more appropriate to our narrow substandard roads. (LAMC 13.20 D 5)
- Only one truck could be on site at a time--trucks could not group or "convoy" on the hill but must stage off site and outside the HCR district so as to not inhibit the flow of traffic. (LAMC 13.20 D 3.)
- All hauling vehicles must be identified by a placard identifying the project address prominently displayed on the truck which will help facilitate the coordination of trucks and also reporting of hauling violations (LAMC 13.20 D 4)
- Hauling operations could only occur Monday through Friday from 9 a.m. to 3 p.m. (LAMC 13.20 D 6(a))

2 November 2022

Page 2

To: Los Angeles City Planning Commission

Re: Hillside Construction Regulations Ordinance (CPC-2022-6108-ZC-CA / ENV-2022-6109-CD 23)
Agenda item 9, November 3, 2022 hearing

- All haul trucks must be staged outside of the HCR district (LAMC 13.20 D 6 (b).)
- All construction activity would be limited to Monday through Friday from 8 a.m. to 6 p.m.—interior work only may be done on Saturdays—exterior lighting after 6 p.m. is prohibited (LAMC 13.20 D 6 (c).)
- Dust must be controlled at all times—no grading or hauling on windy days or Red Flag days (LAMC 13.20 D 6 (e).)
- Streets must be cleaned at the end of each work day (LAMC 13.20 D 6 (g).)
- Truck crossing signs must be posted 300 feet before the project site in each direction to alert drivers of roadway constraints.
- Flag-persons would be required to assist all trucks (LAMC 13.20 D 6 (i).)

Enforcement:

What needs to be addressed is oversight of the regulations and accountability of the City departments and various companies involved with the construction. Along with requiring hauling trucks to be identified with a placard, prominently displayed on their vehicle, identifying the project address, we strongly recommend the following:

- Require **notification** to residents and Neighborhood Councils of haul routes and construction activities.
- Require **posting**, clearly visible to the public at each construction site, to include a link and QR code to the HCR regulations and a list of the City departments and their area of oversight on the project. This should include, but not be limited to, DOT, UFD, BOE, LADBS, the Haul Route Monitoring Program and Council District. Include information on the haul routes, hours and days of the week allowed for construction, tree removal and tree damage. The posting should be clearly legible and located at the construction site in a place that is accessible to the public at all times. **This empowers stakeholders with the knowledge of where to direct their concerns and saves the City employees and its departments the time of misdirected communications.**

Site Plan Review set to a cumulative 5,000 square feet:

The cumulative residential floor area that defines when a site plan review is required needs to be adjusted for the Northeast hillsides and a more realistic, yet still generous, metric employed to determine that number. Based on data provided by the Planning Department there are more than 300 building sites in the 2.7 square mile area covered by the Mt Washington/Glassell Park Specific Plan. The sheer volume of active construction within this small geographic area exponentially increases the problems associated with construction in our hillside Very High Fire Severity Hazard Zone with its critically inadequate infrastructure.

Applications filed with Planning from January 2021 to present indicates the average new home in our area is 2,921 square feet with all but one having cumulative square footage that exceeded 4,000. A proper adjustment to tailor a Northeast overlay of the HCR that would signal a Site Plan Review would be a generous and fitting cumulative 5,000 square feet.

Thank you for reading and considering our position.

Sincerely,



Molly Lynn Taylor

President, Glassell Park Improvement Association

Cc: Gerald Gubatan, Planning Deputy CD1; Craig Bullock, Planning Deputy, CD13; Steven Bautista, Planning Deputy, CD14; Craig Weber, Principal City Planner

November 2, 2022

Los Angeles City Planning Commission

Cecilia Lamas, Commission Executive Assistant cpc@lacity.org

RE: Addition of Northeast Communities to Hillside Construction Regulations Hearing

Date: November 3, 2022 at 8:30 a.m., Agenda Item 9

Case no. : CPC-2022-6108-ZC-CA

CEQA: ENV-2022-6109-CE 23

Plan Area: Northeast Los Angeles

Los Angeles City Planning Commission:

I'm writing to give my full support to the overlay of the Hillside Construction Regulation onto the Northeast Los Angeles area hillsides. These regulations will standardize construction rules and promote safer conditions for those who live near the construction area and all who travel on the hillsides.

Safety on our streets and emergency access have been of concern to myself and my neighbors for years. I've been to numerous meetings with LAFD. I live in a Very High Fire Severity Hazard Zone which applies to all of Mt. Washington/Glassell Park Specific Plan area and the majority of the Northeast hillsides. The Glassell Park hillside has 4 means of ingress/egress with 3 of them being substandard widths and choke points if needed for evacuation. With many open lots and opportunities for development we are often negotiating our roadways that are being blocked by construction vehicles. LAFD admits this would complicate any emergency services gaining access to residents.

The need and importance of these regulations cannot be over stated. But these regulations are only as good as their enforcement. With the City's limited ability for oversight, I strongly urge that information about the regulations and the City departments that are responsible for the various aspects of a project be brought to the attention and made accessible to every resident within the HCR. As there is no better oversight then by those most impacted by a construction, the neighbors and those who travel by the project site, should be supported by posting a large placard at the property line of a project site, clearly visible to the community, with information about the regulations and the City departments that are responsible for the various aspects of construction. That list should include LADBS, UFD, DOT, BOE along with the Council District and any other overseeing body to allow the citizens the knowledge of where to direct their concerns.

Lastly, I support the Site Plan Review applied to areas within a Very High Fire Severity Hazard Zone but it needs to be further adapted to this specific area with a threshold of a cumulative 5,000 square feet. The vast majority of new home construction within the Mt. Washington/

Glassell Park Specific Plan area is under 3,000 square feet and very rarely has a property come close to 4,000 square feet. Setting the threshold at 5,000 square feet would mean that the Site Plan Review would only be applied in rare instances yet be of usefulness when needed.

I respectfully urge you to approve the HCR for Northeast Los Angeles hillsides and to: 1) add the 5,000 square feet threshold to the Site Plan Review and 2) make information accessible for community oversight.

Sincerely,

Helene Schpak,

Glassell Park resident



Planning CPC <cpc@lacity.org>

Fwd: HCR CPC-2022-6108-ZC-CA

Jessica Huebner <themartinlady@gmail.com>
To: cpc@lacity.org

Tue, Nov 1, 2022 at 7:24 PM

Sent from my iPhone

Begin forwarded message:

From: Jessica Huebner <themartinlady@gmail.com>
Date: October 17, 2022 at 11:45:42 AM PDT
To: ulises.gonzales@lacity.org
Subject: HCR CPC-2022-6108-ZC-CA

Dear Ulises Gonzales,

I am writing to you in support of HCR #CPC-2022-6108-ZC-CA.

I live on Mt. Washington in Los Angeles. I have lived in my current house since 1996 and prior to that I grew up on the hill in my parents house, who bought their house in 1955.

There has been a steady and dangerous decline of safety in regards to fire, traffic, parking, health, etc. on Mt. Washington.

Truck convoys have blocked not just ONE outlet on occasion, but ALL of them while multiple building projects have overlapped on my street, for example.

No regard to fire trucks or any life saving entity being able to get through. One gentleman died in the last year because the emergency vehicle could not get through.

I have personally had construction trucks pile up in front of my house, idling, for hours on end, while they take turns backing up one of the streets where the buildings have been under constructions for over 4 years.

The fumes POUR into my house. They block the road and there is never any flag men present directing the dangerous backing up around a blind corner with giant trucks, over and over and over, again.

I have reported this over and over and over again, to Building & Safety.

I have called parking/traffic enforcement, over and over, again. If the trucks don't actually "park", traffic/parking does NOTHING about it. So illegal idling is fine, apparently.

Also, try calling into these departments. I have always waited at least 30 minutes before reaching an operator. Always 25-75 callers ahead of me. I'm usually in my car driving somewhere so I have to call in and not go on-line. But I do it, out of the principle of the thing- whether an officer can get there in time and catch them, who knows?

The construction entities leave their sites wide open-dirt, debris, and dust, surround us daily. They damage road signs while trying to make turns in their over sized trucks. They have damaged the sidewalks, curbs, streets, parked cars, and property. My neighbor has blown out two tires moving over to the curb to get out of the way of a giant truck going against a curb that has sharp edges from already being damaged by other trucks!

I could point out to you the street damage of one giant machine/truck with tank treads that was driven up Museum Drive many times and shredded the street. It even toppled over and almost hit my neighbor's car one morning.

It is a hazard, what has been taking place over the recent years. There is constant construction abuse. Working 7 days a week, blocking roads, leaving dirt, debris, OVER SIZED trucks (well over 6000lbs) where the street limits are ignored, breathing in truck fumes for hours and hours. No posting of signs in order to know who the construction/owners are who are responsible. Illegal parking on the "no parking" side of the streets and on top of the sidewalks. I call that in all of the time, too. Almost everyday with one construction site.

It is a free-for all.

When it rains, it's worse.

This is unacceptable.

We need enforcement! Please! We are asking for enforcement of laws already in place most of the time and we are ignored.

Please support the HCR.

Thank you.

Sincerely,

Jessica Huebner
715 Museum Drive
Los Angeles, CA 90065
213-910-0910

Los Angeles City Planning Commission

Cecilia Lamas, Commission Executive Assistant cpc@lacity.org

11-3-22

Re: Addition of Northeast Communities to Hillside Construction Regulations / Hearing Date:
November 3, 2022 at 8:30 a.m., Agenda Item 9 / Case # CPC-2022-6108-ZC-CA & CEQA: ENV-
2022-6109-CE 23"

Plan Area: Northeast Los Angeles

My name is James Kiehl I live at 4665 W. Avenue 41 Los Angeles, CA 90065. I have lived at this residence for 24 years. I support the HCR overlay in the Northeast hills. Further, it needs to not only be adopted, but it needs to be enforced.

These regulations are applicable and necessary as the hills of North East Los Angeles are in a Very High Fire Severity Hazard Zone. The threshold for a Site Plan Review should be a cumulative 5,000 sq. ft.

I appreciate the Planning Commission time and attention to this matter.

James Kiehl

jekiehl@earthlink.net

4665 W. Avenue 41

Los Angeles, CA 90065

TO: Craig Weber, City Planning and Ulises Gonzalez, CD 1

RE: Addition of Northeast Communities to Hillside Construction Regulations, Case No. CPC-2022-6108-ZC-CA

Living in the hillside community I completely support adding Mt. Washington/Glassell Park to the current Hillside Construction Regulations, ordinance 184827(the HCR). The hillside has an excess of 300 building sites in a 2.7 square mile area and the increased construction has been a safety issue especially in a high fire risk area. Why? Recently we had a fire and the fire trucks couldn't access the house.

There have been many occasions where a string of construction vehicles occupies an entire street. We are experiencing a development/construction lack of concern. I've even had a cement truck blocking a garage for half a day, no notice, advising us or anything. We were stuck for half a day, unable to use vehicles. Our already fragile infrastructure is being taxed and especially safety.

I am not opposed to development, just ask that it be thoughtful, respectful of the neighborhood and within reason.





Sincerely,

Juanita Martinez



Planning CPC <cpc@lacity.org>

Fwd: IN SUPPORT OF THE Hillside Construction Regulations (HCR)

Kathleen Whitaker <kathleenwhitaker003@gmail.com>

Wed, Nov 2, 2022 at 9:10 AM

To: Planning Cpc <cpc@lacity.org>

This is VERY confusing. Your website initially noted letters of support (or opposition) for the HCR should be sent to Ulises Gonzalez. The latest info says comment should be directed to the City Planning Commission. So....I am forwarding my letter dated October 20 to the CPC. Thank you.

Kathleen Whitaker
 2501 Kerwin Place
 Los Angeles, CA 90065

Begin forwarded message:

From: Kathleen Whitaker <kathleenwhitaker003@gmail.com>
Subject: IN SUPPORT OF THE Hillside Construction Regulations
Date: October 20, 2022 at 10:07:45 PM PDT
To: ulises.gonzalez@laacity.org

Dear Ulises Gonzalez,

Thank you for providing the public an opportunity to respond to the proposed HCR and for including Northeast Los Angeles in this proposed Hillside Construction Regulations Ordinance.

I am Dr. Kathleen Whitaker and I am a coordinating member of the Onteora Hillside Alliance in Eagle Rock. Thank you for including the hillsides in Northeast Los Angeles in the HCR. We SUPPORT the HCR with several suggestions and additions. We are residents who not only live on top of the hillside (Kerwin Place, Round Top, Wawona, El Reposo, et al) but also those who live on Lockhaven Ave and Yosemite Dr. and Onteora on the western and eastern and northern downslopes of the hillside.

The Onteora Way hillside lies on the Raymond Earthquake Fault, and is located in a Very High Fire Hazard Severity Zone. The hillside is subject to landslides on on SW slope. We are opposed to developers who abuse environmental, construction and engineering issues that form the basis of hillside construction regulations.

1. We believe the grading stipulations from 4500-6000 cubic feet of dirt is beyond the ability of most hillsides to withstand the weight.

Such grading will weaken the landbase for existing homes. Extensive dirt removal or additions (as fillers) should

be limited to no more than 3000- 3500 cubic feet of dirt. There should be much restricter grading limitations of the land base on all existing hillsides.

2 The HCR needs to be environmentally smart. The extensive removal of protected trees and their root systems (Coastal Live Oaks,

Toyon and Elderberry) from a partial woodland, or otherwise, on any existing hillside will compromise the stability of the hillside and

destroy the wildlife corridors that exist. The HCR must provide stricter guidelines and mandates for the city arborist in issuing permissions and ultimately permits to remove protected trees.

3. We believe the HCR must have stricter mandates for the load capacities for trucks; and daytime time limits and limitations on street

usage. Haul routes near schools, any medical facility, police stations, should be clearly outlawed. Our Eagle Rock hillside has narrow access streets where large trucks will haul long- reach concrete pumpers, heavy cranes, brought

in to set forms works and
rebar; and they will move prefabricated large containers up the narrow streets and try to make sharp turns; and then lift these on to
caissons drilled into the hillside. Such movement will create fissures and breaks in the fragile, often gutterless asphalt and severely
compromises the existing older infrastructures in most of our Eagle Rock hillside areas..

4. This HCR must mandate a "USE and METHODOLOGY PLAN" from the developer to illustrate safety methods in moving long- and
high-reach machinery (cranes, et al) along steep hillside terrains. This is especially true if the developer is placing prefab housing
units on caissons located at high elevation levels.

5 We believe there should be enforcement oversight and accountability in hillside construction.
Departments to call and telephone
numbers and names of heads of department should be posted on the construction site to help regulate oversight and report
violations to the City. The City must have an active response call team to respond to hillside construction violations. Neighbors
should be notified of active activities taking place in their communities.

6. All developers should be mandated to carry liability insurance for injury to other homes, residents, pets, wildlife, damage
to streets, infrastructures, et al. Amount to be set by the "regulation" mandates.

7. Building pads should accommodate no more than 2500-3000 square feet per units; and no ADUs, etc., on hillsides as per SB9.

8. Strict parking regulations and mandates on hillside cul-de-sacs and narrow hillside streets, for construction trucks, construction
workers and others affiliated with construction companies. Residents already have difficulties in gaining access to their homes
during remodels or deliveries; turnarounds are difficult. The HCR must make certain emergency vehicles have access, especially in
VERY HIGH FIRE HAZARD SEVERITY and EARTHQUAKE FAULT ZONES.

9. We AGREE WITH CT Williams and Clara Solis: Public comments regarding HCR should be extended beyond October 20.

10. Weekday time limits on Haul Routes should be restricted; ie,, 9 am to 5 pm. No weekend hauling and construction should be
allowed in hillside areas.

11. All hillside construction projects should be mandated to have an EIR; not an MND.



Planning CPC <cpc@lacity.org>

Fwd: Support for HCR for NE LA

Leann McLeod <lkmcleod@sbcglobal.net>
To: cpc@lacity.org

Tue, Nov 1, 2022 at 7:30 PM

L K MCLEOD

Begin forwarded message:

From: Leann McLeod <lkmcleod@sbcglobal.net>
Date: October 17, 2022 at 2:45:24 PM PDT
To: ulises.gonzalez@lacity.org
Subject: Support for HCR for NE LA

Hello,

Our hillsides have long been ignored in terms of increasing fire safety, access of emergency vehicles & ability to evacuate on sub standard streets in the name of placating development of high end oversized housing. Be assured that these structures will never provide mid to low income housing. (As an aside, the addition of ADUs in hillside areas will only increase traffic & parking issues & safety issues.)

I am writing in support of the application of the Hillside Construction Regulations to the Mt Washington / NE area. (case number CPC-2022-6108-ZC-CA .)

L K MCLEOD
[666 Pheasant Dr.](#)
[L.A., Ca 90065](#)

L K MCLEOD



Planning CPC <cpc@lacity.org>

HCR and case number CPC-2022-6108-ZC-CA and ENV-2022-6109-CE

Lisa Anne Auerbach <lisa.anne@me.com>
To: cpc@lacity.org

Thu, Nov 3, 2022 at 8:26 AM

Hello,

I am writing in regards to the Hillside Construction Regulations.

As a resident of Mt Washington, I would like to see these regulations put into place. Construction in Mt Washington is making life difficult and unsafe for residents, who often find construction vehicles blocking the roads. As there is no coordination between projects, we often have multiple projects going on at once, and this has a cumulative and negative impact. Our roads are already quite narrow, and having many trucks impedes egress for everyone.

There is currently no enforcement for construction traffic or regulations. Though flagmen are often in the approved plans, in practice they are a rare sighting on Mt Washington.

As an example, on San Rafael currently, a large dumpster is taking up a lane of the street, right by a blind curve. A small handmade sign (sharpie on cardboard, about the size of a piece of letter sized paper) posted nearby says "narrow road" but it's almost impossible to see! There are of course no flagmen and parents from the elementary school are zooming up and down that road during pick up times, creating very unsafe conditions.

That is just one example! Other examples include the illegal construction recently on 815 Mt Washington, where vehicles blocked the street, illegally chopped down trees, and even tried to widen the road illegally. Thankfully this was shut down, but the damage was already done.

We have particular needs in our neighborhood, and we need the city to acknowledge this and to help keep our neighborhood safe.

Thanks for reading this. I'd love to see these regulations put into place!

All the best,
Lisa Auerbach
787 Mt Washington Drive
LA, CA 90065



Hillside Construction Regulation: Mt Washington CPC 2022-6108-ZC-CA

Laura Lee <llee.lcsw@gmail.com>
To: cpc@lacity.org

Wed, Nov 2, 2022 at 9:32 PM

This correspondence is in regards to consideration of the Mount Washington community to be included in the Hillside Construction Regulation
CPC 2022-6108-ZC-CA

I am a 37 year resident of Mt Washington and live on Mt Washington Drive.
I am very concerned about the amount of construction activity in the Mount Washington community. When I moved here 37 years ago, many streets were unpaved, narrow and sloped without reinforcements. Back then I was told that as the community was small and there was little construction activity, that it was the intent of the city that if people wanted to build here they were responsible for infrastructure development, including road improvement and widening of the streets to 20 feet.

In the last few years, there has been an implosion of construction and builders/developers have created havoc with both legal and illegal construction activities. On my street alone, two builders have engaged in illegal construction activities, without the required permits, and in the process blocked roadway access to residents. They were hostile to residents when they questioned the legality of their activities and roadway blockage. In another instance a worker entered private property without notice to the owner to conduct surveying activity for a developer. The surveyor was quite hostile to the owner of the property. The police had to be called. It seems that there are complex easement issues in my neighborhood recorded years ago when the neighborhood was developed that may not be known to current owners, hence a basis for conflict.

These may be isolated incidents but as the number of construction activities increase, the greater likelihood of these unfortunate encounters as we have experienced recently.

The main issue is that the neighborhood is not designed for a lot of construction at the same time and for so many large trucks to be on site at the same time as street parking and roadway access is limited. Recently, a fire truck conducting an annual inspection of fire hydrants could not access the fire hydrant because of construction equipment blocking the fire hydrant. In another instance a fire truck could not get through the street because of a parked truck across from a construction site. Technically, when the construction is completed, the builder will be required to widen the street to 20 feet but that is at the end of construction and while the construction is ongoing the street is 15 feet, hence the problem with roadway access. The street that I live on is a loop and a fire truck or any other large vehicle would not be able to make a U turn anywhere. They would have to back up around a 360 loop, portions which are only 10 feet wide with unreinforced slopes on one side that is degrading. In another recent incident in the community, a fire truck could not access a gas line leak because of vehicles legally parked on a narrow street.

Many developers request waivers for street widening and unless residents are notified of these requests for waivers and take action at the hearings, some developers are granted these waivers by hearing officers who do not know the community and hear no voices of opposition. We encountered a great deal of hostility from a developer when we insisted that street widening was a must for construction to take place on our narrow street.

Permitted ZADs often require flag men, supervisors to be present on site, notifications to residents of street blockage and limits on the number of construction vehicles that can park on the street. However, many of these requirements are flagrantly violated and it is very difficult to get a response from Building and Safety about noncompliance with ZAD.

These are just a few issues we have had recently with construction activities in the community. If further concerns and examples would be helpful to make the case for the Mount Washington community to be included in the Hillside Construction Regulation, please let me know.

Respectfully submitted,
Laura Lee

Sent from my iPhone

--



Ulises Gonzalez, AICP

Preferred Pronouns: He, His, Him

City Planner

Los Angeles City Planning

200 N. Spring St., Room 667

Los Angeles, CA. 90012

T: (213) 978-1205 | Planning4LA.org





Planning CPC <cpc@lacity.org>

Supporting HCR for Mt. Washington

Aurigemma Mark <mark@aucomm.net>

Tue, Nov 1, 2022 at 9:05 PM

To: "cpc@lacity.org" <cpc@lacity.org>

Re: HCR and case CPC-2023-6108-ZC-CA

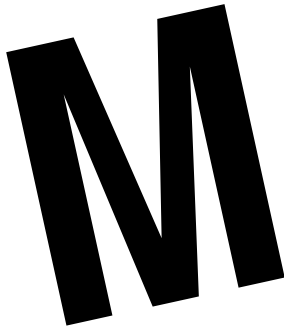
To Whom It May Concern:

We are writing as a Mt. Washington homeowners and residents (544 Dove Drive) to express strong support for adding HCR construction protections to our neighborhood. These protections are long overdue for this fragile residential neighborhood with very narrow streets.

We strongly support the Mt. Washington Homeowners Association (MWhA) efforts to ensure these reasonable safety regulations for our neighborhood.

Thank you for all of your efforts and consideration.

Mark Aurigemma
Brad Greenwood
544 Dove Drive
Los Angeles, CA 90065
mark@aucomm.net
646-270-9451 (mobile)



2 November 2022

To: Los Angeles City Planning Commission
Cecilia Lamas, Commission Executive Assistant

Re: Hillside Construction Regulations Ordinance (CPC-2022-6108-ZC-CA / ENV-2022-6109-CD 23)
Agenda item 9, November 3, 2022 hearing

Dear Los Angeles City Planning Commission members:

I am pleased the City Planning Department is considering applying a Hillside Construction Regulations Ordinance (HCR) to my community, Glassell Park. **I fully support the plan.**

I live on a red flag street that is, nonetheless, a “feeder” street to the smaller, narrower streets on the hill above me. It’s one of only three main ingress/egress streets residents can use to access their hillside homes. The entire area is a Very High Fire Severity Hazard Zone. Every day I see dozens of construction vehicles heading up and down the hill. I have seen cement spills directly in front of my house, and oversize trucks wedged across the intersection because they’re just too big to make the switchback turn.

In addition to the requirements the HCR would impose on haul routes, grading, hours of work, hiring flagpersons, etc., I welcome the proposal to add a signage demand that would give community members some recourse when the rules are ignored. If at all possible, I would recommend a dedicated HCR hotline residents can call to report infractions or alert about dangerous situations.

Lastly, no ordinance—no matter how well intentioned—can benefit a community unless it is enforced.

Again, I thank you for your efforts to bring some relief to hillside residents, and for including Glassell Park in the ordinance’s coverage area.

Sincerely,



Marge Piane

Cc: Councilmember Mitch O’Farrell, CD13; Bill Cody, Field Deputy CD1; Gerald Gubatan, Planning Deputy, CD1; Craig Bullock, Planning Deputy, CD13; Craig Weber, Principal City Planner

MOUNT WASHINGTON HOMEOWNERS ALLIANCE



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November 1, 2022

Los Angeles City Planning Commission

Cecilia Lamas, Commission Executive Assistant cpc@lacity.org

RE: Addition of Northeast Communities to Hillside Construction Regulations

Hearing Date: November 3, 2022 at 8:30 a.m., Agenda Item 9

Case no. : CPC-2022-6108-ZC-CA

CEQA: ENV-2022-6109-CE 23

Plan Area: Northeast Los Angeles

Last Day to Act: 01-07-2023

Los Angeles City Planning Commission:

The Mount Washington Homeowners Alliance (“MWA”) is a non-profit 501(C)4 corporation with approximately 450 members living in Mount Washington. We educate both members and builders about the unique rules and regulations applicable to our hillside area to promote “safe and sane” construction.

Based on data from Planning and the Council District, there are currently approximately 300 construction sites in our small 2.7 square mile area, making safety a critical issue.

Since 2017 we have worked with other community groups to get the Northeast hillsides added to the Hillside Construction Regulations. It has been a nearly 6-year long community effort to achieve these basic safety protections.

MWA submitted our detailed initial comments on October 28, 2022. After reading the Report and updated draft Amendment, we would like to make the following points:

1. Size Threshold for Site Review Should be 5,000 Square Feet

13.20 D 7 sets the threshold for Site Plan Review of single-family homes at 17,500 square feet. This size threshold is inappropriate for the Northeast. Older established homes tend to range from 800 square foot bungalows to 2,000 square foot homes. MWA reviewed the data for application submissions made to Planning from January 2021 to present. The average size is 2,522 square feet with a range between 892 to 4100 square feet: only one project exceeded 5,000 square feet. Setting the threshold at 5,000 square feet is a realistic and still generous size that would impact only the few projects for which such a review is necessary.

2. 13.20 D 7 Needs to Clarify the Inapplicability of Restrictions in Very High Fire Severity Hazard Zones

The final sentence of paragraph D. 7 states that the Site Plan Review Process may not be used for certain things identified in the Housing Crisis Act of 2019, Govt. Code sec. 66300. However, Section 66300(f)(4) provides that:

This section **shall not apply to a housing development project located within a very high fire hazard severity zone.** . . [Emph Added]

P. O. Box 65855, Los Angeles, CA 90065-0855
www.mwha.us; www.facebook.com/MWHAAlliance

Therefore, in order to comply with state law, LAMC 13.20 D. 7 needs to be clarified so that the final sentence does not apply to Very High Fire Hazard Severity Zones.

3. To be Effective, 13.20 D 6 j Should Include Additional Criteria

Clause “j” is the only enforcement provision. In order to accurately reflect the requirements of the HCR, it should be modified as follows:

A sign shall be placed at the project site, at a location that is viewable from the adjacent public right-of-way, that provides contact information for City enforcement entities related to the following topics: blocked roadways, construction noise or hours of operation, grading activities, **hauling activities, flag persons, signage, and tree damage.**

The hi-lited wording is added to include enforcement for provisions D 3-5, D 6 a, b, d, f, h and i (hauling activities, flag persons, and signage). It changes tree “removal” to “tree damage” because the tree issues include more than removal.

The designation of the correct enforcing agency for each listed activity is critical. There is little, if any, coordination between departments regarding enforcement. Clarification of their respective purview is critical to any meaningful enforcement. At present, a resident can contact LADBS who says, not my responsibility, contact DOT; who then says, not my responsibility, contact BOE; who then says not my responsibility, contact LADBS.

The alphabet soup game of pass the buck only makes the situation worse, unnecessarily increasing tensions and frustrating all involved. A posted chart that clearly states the enforcing agency will provide a modicum of enforceability and is a critical step in the right direction.

There should also be information on who to contact for enforcement over the weekends. Having an inspector appear on Monday after the violations have occurred does not solve the problem.

Take, for example, the arbitrary road closure on Rustic mentioned in MWAHA’s October 28, 2022 Addendum, p. 3. Clearly a violation, there was no one to report it to. If an inspector appeared on Monday, the builder would simply say “I didn’t do it” no matter how many neighbors reported it.

Please accept this letter as a statement of **strong and enthusiastic support by our 450 members for the amendment including the Northeast communities, and specifically the Mt Washington/Glassell Park Specific Plan area, within the protections of the HCR.** (Many members wrote early individual statements in support of the HCR; however, some were inadvertently submitted to Planning instead of CPC. We are trying to correct that error and get them included in the file.)

Respectfully submitted,



Pat Winters, 2022 VP Land Use
Mount Washington Homeowners Alliance
MWAHA.Pat@gmail.com



Planning CPC <cpc@lacity.org>

HCR and case number CPC-2022-6108-ZC-CA

Needra Jenkins <nej323@gmail.com>

Tue, Nov 1, 2022 at 7:03 PM

To: cpc@lacity.org

Cc: Pat Winters <mwha.pat@gmail.com>

Good Evening,

We have lived at [910 Nordica Dr, Los Angeles, CA 90065](#) since 2002; and are deeply vested in having the Hillside Construction Regulations (HCR) be implemented for the following reasons:

1. We have lived through 20+ years of construction traffic congestion, which has made streets essential to the ingress/egress of getting to work and school unpassable. We can all agree that Mount Washington streets are narrow, and under ordinary circumstances, only 1 car can pass at a time, if cars are parked on even one side of the street. Construction truck traffic is an out and out blockade!
2. By limiting the maximum amount of grading and import/export of dirt, it would reduce the length of time the dirt haul trucks would block street access on any given day.
3. Also, by limiting truck size, it makes it more likely than unlikely that our streets will have great accessibility. Often the large trucks block the streets, so entirely, that even walking one's dog is problematic and you have to turn around and go back the direction from which you came because you cannot pass through.
4. Further, allowing a convoy of trucks on our narrow streets has resulted in long delays for residents going to work and taking our kids to school, because it increases the length of time that the narrow streets are blocked.
5. Now that many of us work from home, rather than in an office setting elsewhere, limiting construction hours from 8a to 6p, will allow for some minimum quiet time to work.
6. After being cooped up for 2 years due to covid restrictions, children are now back to playing outside on the weekends. Limiting construction to only interior work on Saturdays, will make hillside neighborhoods safer for children to ride their bikes, skateboards, and to otherwise play outside, as we can all agree that children should do.
7. All in all, private construction to follow the same standards as public work, with flag persons onsite at both ends of the street to assist all trucks, which also provides an alert to residents trying to navigate our streets.

My family (with 3 school age children) greatly appreciates your assistance in communicating our concerns. Thank you for your time and action.

Needra Jenkins



Planning CPC <cpc@lacity.org>

Addition of Northeast Communities

Olivia Rodriguez <olivia139@juno.com>
To: cpc@lacity.org

Wed, Nov 2, 2022 at 5:11 PM

Attention: CPC

Re: addition of Northeast Communities to hillside construction regulations / hearing date November 3, 2022 at 8:30am -
Agenda item # 9

I support the adoption of Hillside Construction Regulations (HCR) Ordinance overlay for the Northeast hillside area including Glassell Park. The Ordinance needs to be adopted and needs to be enforced. I live in the Northeast area specifically in Glassell Park and any construction that takes place in empty lots affects existing homes that are built on LAND FILLS, which threatens properties going down hills causing permanent damage. Building on a lot below my property is being considered, located at the entrance of [Scandia Way, LA 90065](#). This makes me extremely nervous and upsetting to think that my home and many others will be affected.

I implore you to adopt the HCR Ordinance.

Thank you,

Olivia G. Rodriguez

Sent from my iPhone



Planning CPC <cpc@lacity.org>

Hillside Construction Regulations in Mount Washington

Paul Langley <paulwlangley@gmail.com>

Wed, Nov 2, 2022 at 8:10 PM

To: cpc@lacity.org

Hello,

I wanted to let you know that I'm very pleased that Hillside Construction Regulations now include Mount Washington.

I'm also hoping that enforcement of these regulations improve. It would seem that same day on-site responses are critical. We have had an individual, David Galindo, start work at [815 Mount Washington Drive](#) when he didn't have any permits. He's done grading, tree removal, and it looks like he came up short when he tried to widen the road. The support for the "new" edge of the road is insufficient and frankly dangerous. If one of the sanitation trucks drives along that new edge the road will give under the weight of the truck and send it tumbling into the canyon below.....with the driver. This is why enforcement is critical.

Thank you.

Sincerely,

Paul Langley
[800 Mt Washington Dr,](#)
[Los Angeles, CA 90065](#)

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Paul Langley
paulwlangley@gmail.com
323-497-7285

Attn: Planning Commission, City of Los Angeles Re: CPC-2022-6108-ZC-CA

Dear Commissioners:

11/3/2022

Construction on hillside parcels with substandard streets falls hard on human peace and safe enjoyment, as well as the natural habitat. Fire-resistant native walnuts (*juglans californica*) have been a victim, despite their protected status. We (and the birds) come together over our love the hillsides of northeast LA and in support of the Hillside Construction Regulations (HCR). However, we should be clearheaded that an HCD is only a ballast construction: it does not protect the hills. I urge the Planning Commission to explore its authority to rezone key areas into Open Space based on urgent fire, habitat, and sustainability issues. The ultimate goal should be to establish conservation easements on behalf of the public, recognizing the sustainability values of such sites, as well as the multi-generational ecological and cultural significance of key areas, such as Flat Top.

In the same breath I urge a far more careful assessment of what parcels to include in the HCR district. Based on my research, many properties are included in the proposed Northeast HCD district : (1) are located in dense long ago built-up neighborhoods. (2) have good streets with adequate access (3) show no or little history of homeowner association complaints (4) possess modest topography (5) present clear opportunity for organic density in the form of ADUs/JADUs. To restrict grading and truck haul routes and hours, does not concern me at all and is appropriate (though not required because such sites have modest grading needs, having already been developed in the early part of the 20th century without anything but shovels.)

However, restricting the work hours on such sites is questionable and may in fact run afoul of SB330 and SB8. Though staff labors to state that, *“The proposed Zone Change ordinance to apply the HCR District does not reduce height, density, floor area ratio, open space, lot size, setback, frontage, lot coverage requirements, or anything that would lessen the intensity of housing.”* However, we all know the truth of the old saw, *“time is money...”* The proposed work hour restrictions will, most certainly, cause time extensions on projects, amounting to additional costs. Such regulations may be justifiable in more extreme hillside sites with substandard streets; they are a hindrance to the *“intensity of housing”* where the cost and time impacts are likely to constrain construction.

Where such restrictions impact the ability of homeowners, especially the many long-term family ownerships in these areas, they seem at odds with California Civil Code 4571. Such work hours restrictions as zero Saturday building hours will significantly raise the cost of construction for small projects and severely impact any owner builders. 4567 is clear to state that that *“reasonable restrictions”* to the construction of ADUs and JADUs *“... means restrictions that do not unreasonably increase the cost to construct...”* Since the potential builders of small ADU projects in Northeast LA at the fringes of the steep hillsides are low-income communities, I question the fairness and equity of the application of these regulations to include many properties that do not meet the standard rationale for the ordinance. A quick sample of 29 properties on Isabel, the average date of construction was 1927 with many long-term ownerships.

In sum, I urge the Commissioners to direct staff to: (1) revise the Northeast HCD CPC-2022-6108-ZC-CA in order to more carefully define those properties to avoid inequitable application of construction limitations on work hours for parcels to not warrant such restrictions, with attention to avoiding harm to the ability of the City and State to support in-fill organic density, such as ADUs. (Alternately, a process might be considered for an over-the-counter exemption to work hour restrictions based on objective criteria -street access, topography, or modest grading). (2) Explore if and how the Planning Department provides real protections for hills that are crucial to the cultural and ecological sustainability of the City.

Sincerely, Steven Appleton

EXAMPLES:



326 N. Ave 54, 90042 In HCD: YES. Hillside: YES. Zone: RD2-1-HPOZ, General Plan: Low Medium Residential, State Enterprise Zone, TOC Tier 3, CD1, **Modest topography.** 60' sidewalk to sidewalk, full street. **Excellent Access.** Red (6230 sq ft) is receptive to ADU/JADU. Lot size: 9714 sq ft.



546 Isabel Street 90065 HCD: YES. CD1, TOC, Tier 3. Hillside Zone: YES. Very High Fire Severity: YES. Good roads and access. Slight Grade with flat pad, close to Fire Station. 13268 sq. ft. land area. 1036 sq. house. Lot: 13,286 sq ft. Receptive to ADU/JADU.

Other examples: 271 N SHANLEY AVE, 3342 N SEYMOUR ST, 623 N AVE 54, 546 W ISABEL ST, 815 ISABEL ST (and many more)



Planning CPC <cpc@lacity.org>

Hillside construction regulations

Stephen Gibson <stephen.r.gibson@gmail.com>

Wed, Nov 2, 2022 at 5:09 PM

To: cpc@lacity.org

As a resident of Mount Washington for years and lifelong resident of Los Angeles I am in support of sensible hillside construction regulations. I have seen the dangers of substandard roads and have friend who's lives have been put in serious jeopardy by restricted access by emergency services. With over 40 years of driving in Los Angeles and many of those driving thru the hollywood and West Hollywood hills, I've been in numerous near miss auto accidents on unsafe roads with restricted widths.

I am not against building homes but with safety access a paramount concern. All three of my children attended Mount Washington elementary school, as did I for second grade and so can personally testify as to the dangers of increased traffic over the years since.

Stephen Gibson

[924 Elyria Drive](#)[Los Angeles, Ca 90065](#)

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Stephen Gibson



Comment in favor of HCR

Yael Pardess <yaelp33@icloud.com>

Tue, Nov 1, 2022 at 7:37 PM

To: cpc@lacity.org

To the city Planning commission

I live on Mt Washington. This letter represents countless neighbors in my community. We have expressed our support in previous letters and meetings.

We urge you to vote yes on HCR

CPC-2022-6108-ZC-CA

CEQA: ENV-2022-6109-CE

Plan Area Northeast LA

We are seeing an unprecedented construction activity in an area that cannot really support it.

Roads are substandard (16' wide on average) and many are cracked, steep or dangerous. Some are paper street and not suitable for any car, let alone construction vehicles.

We are a very hi severity fire Zone. Because of our narrow streets and the growing numbers of parked cars and trucks, that LAFD concluded that evacuation will not be possible and we are to shelter in place or await instructions. It is unthinkable.

As a community, we feel assaulted and unprotected. Existing hillside regulations are more than often- not followed or blatantly disregarded.

We hope that the HCR will provide clear guidelines that are sorely needed along with strict enforcement.

We are not opposed to sane and lawful and safe construction, we are opposed to the assault and danger we experience every single day. Many of us put our hard earned money so that we could live in a SAFE and quiet place. In past few years, developers have received countless waivers and have not observed existing regulations to maintain work hours, hauling routes and truck quantity.

-They block our streets with large trucks and do not place warning signs on intersections, causing jams at the end of a narrow street

with no room to back off.

-They leave trucks idling for hours polluting the air.

-The beeps of trucks reversing is a constant very disturbing noise.

-The lack of construction site maintenance creates ever-present dust and dangerous debris on our roads, properties and in our lungs.

-We have seen emergency vehicles stuck because a truck was parked illegally, or simply blocked a narrow street.

-The hauling and grading of large soil quantity can make adjacent homes vulnerable to cracks and slippage.

-The clearcutting of all vegetation creates more dust, and dangerous debris to fall into streets and downhill properties.

-Trucks damage properties. We have had trucks slip downhill and fall into properties. My fence has been damaged several times by cars and trucks. In my case, no one has come forth to pay for the damages.

We have unfortunately seen lives lost, and property burned as a result of blocked streets!

The constant grading and large heavy trucks damage our homes and our streets and utterly destroy all vegetation, our last remaining wildlife corridors and unique native species to our area. The accumulative effect of so much nature destruction, soil and noise disturbance is destroying an historic unique are of Los Angeles. We must protect it. Trees provide shelter food oxygen and a cooling effect to all of us. Cutting them in favor of more mansions,(that do not solve the housing crisis) is creating an irreversible damage that no new potted tree can replace. I urge the city to reduce construction to a level that will keep nature safe and our lives safer and healthier.

Much is being written these days about the effects of noise pollution on our state of mind. I urge you to take this into account and approve the work hours regulations to include all sites. New and old. Many of us work from home and have to keep doors and windows closed.

I heard from neighbors that had a mental breakdown due to ongoing construction near them. They were overwhelmed by the noise, shaking home, the non compliance or rudeness, destruction of trees, property, fences, cars, mud etc, and overall negative quality of life.

Our reporting and complaints do not seem to make a dent. Developers or workers and truck drivers can be rude. It is not up to us to make them adhere to the laws. We need to have strict guidelines to protects what is left of the peace and quiet we hoped to live it.

We need immediate ENFORCEMENT!

We need to know that these regulations will be kept and violators punished. Every builder needs to post a clear sign showing their contact, their work hours and communicate with residents clearly. The HCR must be posted clearly on every site with the contact of the city agency we can report to. We need order and law restored to what feels now like the Wild West.

It will be unimaginable to think that developers can defeat this important bill. It will certainly cost more lives, health and property if it doesn't.

We urge you to make sure the HCR is approved.

Thank you so much for bringing it to a final vote

Yael Pardess

yaelp33@icloud.com



Streets Mt Washington HCR.pdf

4768K

Street conditions during or before construction

Presentation shows our daily lives and traffic
On our unmaintained narrow streets

Mount Washington LA 90065

4876-4880 Glenalbyn Dr



This cement truck got stuck on curve and had to reverse all the way down the hill

Trucks that barely make it up the hill

My fence was damaged several times





4683 Glenalbyn

Future construction

Car can barely make a turn



4683 Glenalbyn

Future construction with unmaintained street, debris and dust



We reported it but only the orange fence was taken off, Dust will soon become mud



Fence falling into the street
plus dirt dust and debris

4683 Glenalbyn



4676 Glenalbyn at night



4683 Glenalbyn

with many cars parked making two way traffic with trucks impossible.
Developer will have to block whole street section to allow truck access

Future construction

16' wide street



Unrelated to HCR's regulations, but just to show you how crucial it is to request and insist on street widening as per hillside ordinance. It can offer a saner and safer commute or evacuation

Original street



Everyday school traffic and parents trying to negotiate the streets





A 16' wide curve with two way traffic

Fire truck stuck on Quail Dr - (a 16 foot W street)

Access to a life saving team is made impossible





We reported this future construction site for debris dust and mud and developer finally put up a fence





Comments about HCR

Yael Pardess <yaelp33@icloud.com>

Tue, Nov 1, 2022 at 1:44 PM

To: cpc@lacity.org

Hello I am a resident of Mount Washington
I am writing in favor of the HCR
CPC-2022-6108-ZC-CA
CEQA: ENV-2022-6109-CE
Plan Area Northeast LA

I have lived here since 1997 and am seeing changes that are adding stress and danger to our daily lives- such as non stop construction on every street almost, with grading, beeping, thumping, dust, weekend construction noise, blocking of our streets by large trucks and waivers granted to home builders not to widen substandard streets. The current regulations are not protecting our right to have a safe life here.

The accumulative effect feels like an assault. I came to live here because it was rustic and quiet. It is no more. Home have gone up in value but our quality of life has deteriorated.
It is now dangerous to live here.

Dangerous to drive on a 16' wide two way traffic steep streets with large trucks blocking your access.
Dangerous high fire zone and inability to evacuate because of the narrow blocked roads.
Dangerous potential slippage and damage of nearby homes because of nearby grading of steep hills.
Dangerous hills slippage and mud slides created by illegal trees clearing.
Dangerous air pollution and dust.
Danger to property damage - wide trucks hitting homes or fences or cars on narrow substandard roads.
Danger to our cars- nails, screw and construction materials left on the streets.
Dangers to our crumbling roads infrastructure collapsing under heavy trucks.

There must be regulations and logic and enforcement to curb this grab for all, take what you can.
Roads are destroyed, protected trees are cut down illegally, and what was once precious is eroding in favor of mansions that do nothing to resolve the housing shortage.

Me and many others urge the city to vote in favor of the HCR and make sure that you add the most important part:

ENFORCEMENT!!

All these written laws do not matter if at the end of the phone line or a complaint, is an ineffective branch that does not actually enforce these -regulations.

-We require that every builder posts a clear sign with their name, contact, and hours of operation and a city number to contact in case they do not follow their hours or their routes. Sign should list the HCR

-We require that every builder coordinates his truck routes with other nearby builders and the city enforces it, by verifying these are not paper roads and that the roads actually can hold these heavy trucks.

-We require that a developer is held responsible for damages incurred to streets and private properties.

-We absolutely require a sane noise level and no work on the weekends so that we can open our windows and relax for at least one day.

I personally request that HCR takes effect on all constructions- ongoing and new. It makes no sense to enforce only new constructions.

If it is the law- it should apply to all. Otherwise It creates confusion, anger and disregard by some, for these important new regulations for years to come, since they cannot be enforced yet on hundreds of sites that already make our life hell.

Thank you for your consideration and your vote

Yael Pardess

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