

# Notice of Public Hearing

Aviso de Audiencia Pública • 공청회통지  
Abiso ng Pagdinig sa Publiko • 公開聽證會通知  
Հանրային խումբերի մասին ծանուցագիր



Traducción  
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Pagsasalin  
Թարգմանություն



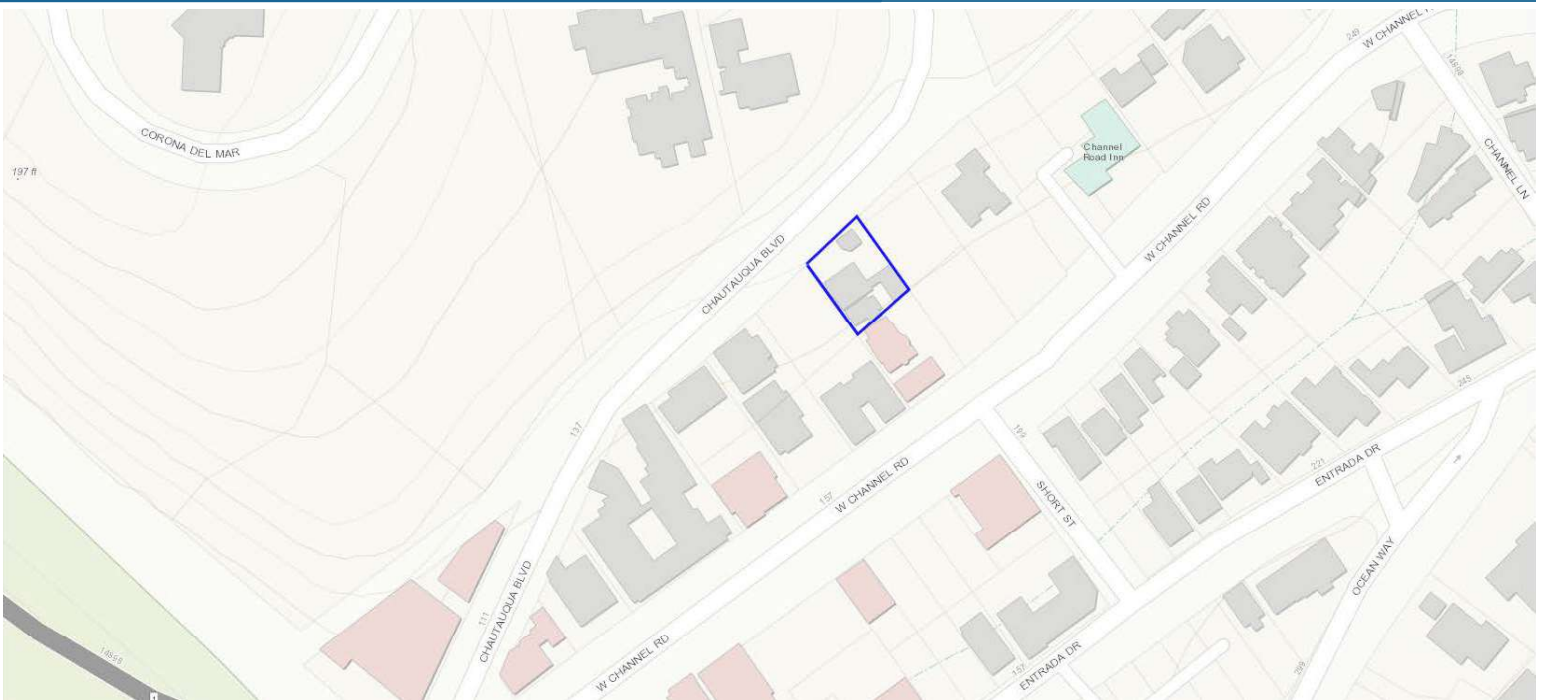
**March 20th, 2024 after 4:30pm**

West Los Angeles Area Planning Commission

Felicia Mahood Multipurpose Center  
11338 Santa Monica Boulevard  
Los Angeles, CA 90025

This meeting may be available virtually, in a hybrid format. Please check the meeting agenda approximately 72 hours before the meeting for additional information.

Please see [planning4la.org/hearings](https://planning4la.org/hearings) for the meeting agenda.



## Project Address

148 North Chautauqua Boulevard, Pacific Palisades, CA 90402

Sitio de Proyecto

프로젝트 주소 • 項目地址

Address ng Proyekto

ծրագրի Հասցե

## Proposed Project

Proyecto Propuesto

프로젝트 제안 • 擬議項目

Iminungkahing Proyekto

Առաջարկվող ծրագիր

The demolition of existing unpermitted structures and the construction of a new 17-foot 4-inch tall, two-story mixed-use structure consisting of two dwelling units and 1,415 square feet of office use. The project will provide 6 vehicle parking spaces and 7 bicycle parking spaces at the ground level. The project will be approximately 3,470 square feet with a Floor Area Ratio of 0.75:1, includes the installation of 11 new signs, and grading/export of approximately 767 cubic yards of soil.

## Actions Requested

Acciones solicitadas • 요청 된 작업 • 所要求的事项 • Humiling ng Mga Pagkilos • Հայցվող գործողությունները

The West Los Angeles Area Planning Commission will consider:

1. Pursuant to California Environmental Quality Act (CEQA) Guidelines, an Exemption from CEQA pursuant to CEQA Guidelines, Article 19, Sections 15301 (Class 1) and 15303 (Class 3) and that there is no substantial evidence demonstrating that an exception to a Categorical Exemption pursuant to CEQA Guidelines Sections 15300.2 applies;
2. Pursuant to Los Angeles Municipal Code (LAMC) Section 11.5.7 F., a Specific Plan Exception from the Pacific Palisades Commercial Village and Neighborhoods Specific Plan to allow a ground floor parking in lieu of ground floor retail otherwise required by Section 6 B. of the Specific Plan, to allow a Floor Area Ratio (FAR) of 0.75:1 in lieu of the 0.5:1 FAR otherwise required by Section 8 of the Specific Plan, and to allow for a project without the buffer otherwise required by Section 12 D. of the Specific Plan;
3. Pursuant to LAMC Section 16.50, a Design Review for compliance with the requirements of the Pacific Palisades Commercial Village and Neighborhoods Design Review Board;
4. Pursuant to LAMC Section 11.5.7 C., a Project Permit Compliance Review for a project in the Pacific Palisades Commercial Village and Neighborhoods Specific Plan;
5. Pursuant to the LAMC Section 12.20.2, a Coastal Development Permit for the proposed project on a lot in the Single Permit Jurisdiction area of the California Coastal Zone; and
6. Pursuant to Government Code Sections 65590 and 65590.1 and the City of Los Angeles Interim Mello Act Compliance Administrative Procedures, a Mello Act Compliance Review for the development of two new Residential Units in the Coastal Zone.





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## Case Information

Información del caso • 케이스 정보 • 案例資訊 • Impormasyon sa Kaso • Տեղեկություններ գործի վերաբերյալ

### Case Number(s):

APCW-2022-3115-DRB-SPP-SPE-CDP-MEL

### Environmental Case Number(s):

ENV-2022-3116-CE

### Related Case Number(s):

N/A

### Overlay(s):

Pacific Palisades Commercial Village and Neighborhoods Specific Plan

### Community Plan Area:

Brentwood-Pacific Palisades

### Zone:

[Q]C2-1XL

### Land Use Designation:

Neighborhood Commercial

### Assigned Staff Contact Information:

Brenden Lau, Planning Assistant  
brenden.lau@lacity.org  
(213) 978-1162  
200 N. Spring Street, Room 721  
Los Angeles, CA 90012

### Council District:

11 - Traci Park

### Applicant:

Frank Langen

### Appellant:

N/A

### Applicant Representative:

Susan Steinberg, Howard Robinson & Associates

### Appellant Representative:

N/A

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## Who's Receiving This Notice

Quién recibe este aviso • 본통지를 받은 사람들 • 誰會收到此通知

Sino ang Tumatanggap ng Paunawang Ito • Սույն ծանուցագիրը ստացող կողմը

You are receiving this notice either because you live on or own property that is on a site within 500 feet of where a project application has been filed with the Department of City Planning, or because you requested to be added to the interested parties list. You are invited to attend this hearing to learn more about the proposed project and offer feedback. If unable to attend, you may contact the planner to provide written comment, obtain additional information, and/or review the project file.

**General Information** - Visit our website at [planning4la.org/hearings](http://planning4la.org/hearings) for general information about public hearings and the exhaustion of administrative remedies.

**File Review** - The complete file will be available for public inspection by appointment only. Please email the staff identified on the front page, at least three (3) days in advance, to arrange for an appointment. Files are not available for review the day of or day before the hearing.

**Agendas And Reports** - Commission Agendas are accessible online at [planning4la.org/hearings](http://planning4la.org/hearings). Appeal Recommendation Reports are available on-line seven (7) days prior to the Commission meeting and are hyperlinked to the case numbers on the agenda. **Please note that Appeal Recommendation Reports are not prepared for appeals related to Zoning Administrator decisions.**

Be advised that the Commission may RECONSIDER and alter its action taken on items listed on the meeting agenda at any time during this meeting or during the next regular meeting, in accordance with the Commission Policies and Procedures and provided that the Commission retains jurisdiction over the case. **If a Commission meeting is cancelled or adjourned due to lack of quorum, all remaining agenda items shall be continued to the next regular meeting or beyond, as long as the continuance is within the legal time limits of the case or cases.**

**Testimony And Correspondence** - Your attendance is optional; oral testimony can only be given at the Commission meeting and may be limited due to time constraints. Written testimony or evidentiary documentation may be submitted prior to, or at the meeting in accordance to the Commission's submittal requirements. Commissions function in a quasi-judicial capacity and therefore, cannot be contacted directly. Any materials submitted to the Commission become City property and will not be returned. This includes any correspondence or exhibits used as part of your testimony.

**Requirements For Submission Of Materials** - Written materials may be submitted prior to or at the meeting in accordance with the submittal requirements below. The case number must be written on all communications, plans and exhibits.

- **Regular Submissions** – Written materials not limited as to volume must be received by the Commission Executive Assistant no later than by end of business day Monday of the week prior to the week of the Commission meeting. Materials must be delivered electronically to the staff and commission email identified on the front of this page.
- **Secondary Submissions** - All written materials in response to an Appeal Recommendation Report and/or additional comments must be submitted no later than **48 hours before to the Commission meeting (for Central, South LA and Harbor APCs, materials must be received no later than by 3:00 p.m., Thursday of the week prior to the Commission Meeting)**. Submissions, including exhibits, shall not exceed ten (10) pages and must be submitted electronically to the Commission identified on the front of this notice.
- **Day of Hearing Submissions** - Submissions less than 48 hours prior to, and including the day of the Commission meeting, must not exceed two (2) written pages, including exhibits. Photographs do not count toward the page limitation. These must be submitted electronically to the Commission email identified on the front of this page.
- **Non-Complying Submissions** - Submissions that do not comply with these rules will be stamped "File Copy. Non-complying Submission". Non-complying submissions will be placed into the official case file, but they will not be delivered to, or considered by the Commission. The Commission Rules and Operating Procedures are available online at [planning4la.org/hearings](http://planning4la.org/hearings) and selecting the specific Commission.

**Exhaustion Of Administrative Remedies And Judicial Review** - If you challenge these agenda items in court, you may be limited to raising only those issues you or someone else raised at the public hearing aenized here, or in written correspondence on these matters delivered to this agency at or prior to the public hearing. If you seek judicial review of any decision of the City pursuant to California Code of Civil Procedure Section 1094.5, the petition for writ of mandate pursuant to that section must be filed no later than the 90th day following the date on which the City's decision became final pursuant to California Code of Civil Procedure Section 1094.6. There may be other time limits which also affect your ability to seek judicial review.

**Accommodations** - As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability. To request a reasonable accommodation, such as translation or interpretation, please contact the Commission Executive Assistant at (213) 978-1134, the Commission Office Main Line at (213) 978-1300 or by email at [apcwestla@lacity.org](mailto:apcwestla@lacity.org) a minimum of 3 days (72 hours) prior to the public hearing. Be sure to identify the language you need English to be translated into and indicate if the request is for oral interpretation or written translation services. If translation of a written document is requested, please include the document to be translated as an attachment to your email.





# DEPARTMENT OF CITY PLANNING

## RECOMMENDATION REPORT

### West Los Angeles Area Planning Commission

**Date:** March 20, 2024  
**Time:** After 4:30 p.m.\*  
**Place:** Felicia Mahood Multipurpose Center  
11338 Santa Monica Boulevard  
Los Angeles, CA 90025

This meeting may be available virtually, in a hybrid format. The meeting's telephone number and access code number will be provided no later than 72 hours before the meeting on the meeting agenda published at <https://planning.lacity.org/about/com-missions-boards-hearings> and/or by contacting [apcwestla@lacity.org](mailto:apcwestla@lacity.org).

**Case No.:** APCW-2022-3115-DRB-SPP-SPE-CDP-MEL  
**CEQA No.:** ENV-2022-3116-CE  
**Council No.:** 11 – Park  
**Plan Area:** Brentwood – Pacific Palisades  
**Specific Plan:** Pacific Palisades Commercial Village and Neighborhoods – Neighborhood Area A  
**Certified NC:** N/A  
**GPLU:** Neighborhood Commercial  
**Zone:** [Q]C2-1XL  
**Applicant:** Frank Langen  
**Representative:** Susan Steinberg, Howard Robinson & Associates

**Public Hearing:** Required, October 25, 2023  
**Appeal Status:** Appealable to City Council  
**Expiration Date:** April 4, 2024  
**Multiple Approval:** Yes

**PROJECT LOCATION:** 148 North Chautauqua Boulevard

**PROPOSED PROJECT:** The demolition of existing unpermitted structures and construction of a new 12-foot 6-inch tall, two-story mixed-use structure comprised of 1,415 square feet of office use and two residential dwelling units. The proposed project will provide six automobile parking spaces and five bicycle parking spaces at the ground level and two bicycle parking spaces at the second floor. The proposed project will be approximately 3,470 square feet with a Floor Area Ratio (FAR) of 0.75:1. The proposed project includes the construction of a driveway for access along Chautauqua Boulevard, installation of 11 new signs, and grading/export of approximately 767 cubic yards of soil.

**REQUESTED ACTIONS:**

1. Pursuant to California Environmental Quality Act (CEQA) Guidelines, an Exemption from CEQA pursuant to CEQA Guidelines, Article 19, Section 15301 (Class 1) and 15303 (Class 3), and that there is no substantial evidence demonstrating that an exception to a Categorical Exemption pursuant to CEQA Guidelines Sections 15300.2 applies;
2. Pursuant to Los Angeles Municipal Code (LAMC) Section 11.5.7 F., a Specific Plan Exception from the Pacific Palisades Commercial Village and Neighborhood Specific Plan to allow parking at the Ground Floor in lieu of the Ground Floor Retail otherwise required by Section 6.B. of the Specific Plan, to allow a FAR of 0.75:1 in lieu of the 0.5:1 FAR otherwise required by Section 8

- of the Specific Plan, and to allow a project without the buffer otherwise required by Section 12.D. of the Specific Plan;
3. Pursuant to LAMC Section 11.5.7 C., a Project Permit Compliance Review to allow the proposed project on a lot in the Pacific Palisades Commercial Village and Neighborhoods Specific Plan;
  4. Pursuant to LAMC Section 16.50, a Design Review for compliance with the requirements of the Pacific Palisades Commercial Village and Neighborhoods Design Review Board;
  5. Pursuant to the LAMC Section 12.20.2, a Coastal Development Permit to allow the proposed project on a lot in the Single Permit Jurisdiction Area of the California Coastal Zone; and,
  6. Pursuant to Government Code Sections 65590 and 65590.1 and the City of Los Angeles Interim Mello Act Compliance Administrative Procedures, a Mello Act Compliance Review for the development of two new Residential Units in the Coastal Zone.

#### RECOMMENDED ACTIONS:

1. **Determine** that based on the whole of the administrative record that the project is exempt from CEQA, pursuant to CEQA Guidelines Section 15301 (Class 1) and 15303 (Class 3), and there is no substantial evidence demonstrating that an exception to a Categorical Exemption pursuant to CEQA Guidelines Section 15300.2 applies;
2. **Approve**, pursuant to LAMC Section 11.5.7 F., a Specific Plan Exception to allow parking at the Ground Floor in lieu of the Ground Floor Retail otherwise required by Section 6.B. of the Specific Plan, allow a FAR of 0.75:1 in lieu of the 0.5:1 otherwise required by Section 8 of the Specific Plan, and to allow a project without the buffer otherwise required by Section 12.D. of the Specific Plan;
3. **Approve**, pursuant to LAMC Section 11.5.7C, a Project Permit Compliance Review to allow the proposed project on a lot in Pacific Palisades Commercial Village and Neighborhoods Specific Plan;
4. **Approve**, pursuant to LAMC Section 16.50, a Design Review for compliance with the requirements of the Pacific Palisades Commercial Village and Neighborhoods Design Review Board;
5. **Approve**, pursuant to LAMC Section 12.20.2, a Coastal Development Permit to allow the proposed project on a lot in the Single Permit Jurisdiction area of the Coastal Zone; and
6. **Approve**, pursuant to Government Code Sections 65590 and 65590.1 and the City of Los Angeles Interim Mello Act Compliance Administrative Procedures, a Mello Act Compliance Review for the development of two new Residential Units in the Coastal Zone.
7. **Adopt** the attached Conditions of Approval; and
8. **Adopt** the attached Findings.



VINCENT P. BERTONI, AICP  
Director of Planning

*Theodore L. Irving*

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Theodore L. Irving, AICP, Principal City Planner

*Juliet Oh*

---

Juliet Oh, Senior City Planner

*Kenton Trinh*

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Kenton Trinh, City Planner

*Brenden Lau*

---

Brenden Lau, Planning Assistant  
brenden.lau@lacity.org  
(213) 978-1162

**ADVICE TO PUBLIC:** \*The exact time this report will be considered during the meeting is uncertain since there may be several other items on the agenda. Written communications may be mailed to the *Commission Secretariat, Room 272, City Hall, 200 North Spring Street, Los Angeles, CA 90012 (Phone No. [213-978-1300](tel:213-978-1300))*. While all written communications are given to the Commission for consideration, the initial packets are sent to the Commission's Office a week prior to the Commission's meeting date. If you challenge these agenda items in court, you may be limited to raising only those issues you or someone else raised at the public hearing agendaized herein, or in written correspondence on these matters delivered to the agency at or prior to the public hearing. As a covered entity under Title II of the American Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability, and upon request, will provide reasonable accommodation to ensure equal access to its programs, services and activities. Sign language interpreters, assistive listening devices, or other auxiliary aids and/or other services may be provided upon request. To ensure availability of services, please make your request no later than three working days (72 hours) prior to the meeting by calling the Commission Secretariat at [\(213\) 978-1300](tel:213-978-1300).

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## PROJECT ANALYSIS

### PROJECT SUMMARY

The subject site is a 4,626 square-foot, interior, irregular-shaped lot with a frontage of 60 feet along Chautauqua Boulevard and an average depth of 77 feet. The subject site is characterized by a downward slope from the front of the property along Chautauqua Boulevard to the rear of the property toward Channel Road. The subject site is zoned [Q]C2-1XL and designated for Neighborhood Commercial land uses within the Brentwood-Pacific Palisades Community Plan. The subject property is in the Single Permit Jurisdiction area of the Coastal Zone and Neighborhood Area A of the Pacific Palisades Commercial Village and Neighborhoods Specific Plan area (Specific Plan). It is also located in a Hillside area, Categorical Exclusion area, Very High Fire Severity Zone, Special Grading Area (BOE Basic Grid Map A-13372), Flood Zone X (Areas of 500-year flood: areas of 100-year flood with average depths of less than 1-foot or with drainage areas less than 1 square mile; and areas protected by levees from 100-year-flood), and approximately 0.34 kilometers from the Santa Monica Fault. The subject site is improved with unpermitted structures consisting of an artist studio, a chicken coop, storage, and a hair salon.

The adjacent properties to the north and east are zoned R1-1 and R1-1-O and developed with one- to three-story residential structures. The adjacent properties to the south and west are zoned [Q]C2-1XL and developed with one- to three-story residential and commercial structures.

The proposed project is for the demolition of the unpermitted structures and the construction of a new 12-foot 6-inch tall, two-story mixed-use structure comprised of 1,415 square feet of office use and two residential dwelling units. The proposed project will provide six automobile parking spaces and five bicycle parking spaces at the ground level and two bicycle parking spaces at the second floor. The proposed project will be approximately 3,470 square feet with an FAR of 0.75:1. The proposed project also includes the construction of a driveway for access along Chautauqua Boulevard, installation of 11 new signs, and grading/export of approximately 767 cubic yards of soil.

### BACKGROUND

#### Existing Uses

The subject site is improved with two unpermitted buildings constructed in 1978. The buildings are 420 and 961 square feet in size and currently being used as an artist studio, chicken coop, storage, and hair salon. The subject site is not identified as a historic resource in both SurveyLA and HistoricPlacesLA. The only building records on file for the subject site is a grading permit. A review of the archived Google Streetview's images revealed that the subject site has been developed since the oldest 2007 archive. There are no active Notices to Comply orders from the Department of Building and Safety for the subject site.

#### Surrounding Zones and Uses

The subject site is located in an urbanized area, developed with residential and commercial uses. The neighborhood and properties immediately surrounding the subject site are zoned R1-1, R1-1-O, and [Q] C2-1XL and developed with one-story to three-story commercial and residential buildings. The subject site is approximately 644 feet from the Will Rogers Beach State Park shoreline.

The subject site is located on the Chautauqua Boulevard, which intersects the streets of West Channel Road and Pacific Coast Highway. West Channel Road, to the south of Chautauqua

Boulevard, is predominately developed with a mix of one- and two-story residential and commercial buildings. These sites are zoned [Q]C2-1XL and R1-1 with land use designations of Neighborhood Commercial and Low Residential. Pacific Coast Highway, to the southwest of Chautauqua Boulevard, provides access to the Will Rogers State Park and is predominately developed with one- to three-story commercial buildings. These sites are zoned OS-1XL and [Q]C2-1XL with land use designations of Open Space and Neighborhood Commercial.

### Streets and Circulation

Chautauqua Boulevard, adjoining the subject site to the north, is a designated Local Street – Standard with a designated right-of-way width of 60 feet and roadway width of 36 feet. The actual right-of-way width is 70 feet and actual roadway width is 40 feet. Chautauqua Boulevard is improved with an asphalt roadway, curb, gutter, and sidewalk.

### Relevant Cases

Ordinance No. 168,737 – On June 5, 1993, an ordinance became effective in changing the zone for the area located at Pacific Coast Highway and West Channel Drive from (O)C2-1VL to [Q]C2-1XL-O with the following condition: Properties shall be limited to those uses permitted in the C1 zone.

### On-site Building Records

None

### Surrounding Sites:

DIR-2021-3032-CDP-MEL – On November 10, 2021, the Director of Planning approved a Coastal Development Permit and Mello Act Compliance Review for the demolition of an existing single-family dwelling and two-car garage and the construction of a new two-story, 6,722 square-foot single-family dwelling, with a 2,273 square-foot basement, and swimming pool with spa. A total of five parking spaces are provided, the project includes the excavation of 1,192 cubic yards of cut and fill and the export of 540 cubic yards of soil; within the Single Permit Jurisdiction of the Coastal Zone, located at 235 North Vance Street.

DIR-2019-1949-CDP-MEL – On September 2, 2021, the Director of Planning approved a Coastal Development Permit and Mello Act Compliance Review for the demolition of two single-family dwellings with accessory structures and the construction of a two-story, 19,666 square-foot, single-family dwelling with 7,619 square feet of habitable basement area, eight parking spaces, pool/spa, deck, sports court; a 407 square-foot Junior Accessory Dwelling Unit (JADU), and a 793 square-foot detached ADU all over four lots; necessary grading and the export of 600 cubic yards of soil; located within the Single Permit Jurisdiction of the Coastal Zone, located at 202-234 North Vance Street.

DIR-2019-2334-CDP-MEL & ZA-2019-2335-ZAA – On March 10, 2020, the Director of Planning approved a Coastal Development Permit and Mello Act Compliance Review for the remodel and 664 square-foot addition to an existing 2,667 square-foot, three-story single-family dwelling (SFD), resulting in a 3,331 square-foot, three-story SFD; legalization of an attached 620 square-foot accessory dwelling unit (ADU); a new 427 square-foot detached two-car garage; a new pool and spa; as well as a new 10-foot tall retaining wall, accessory walls, vehicular gates, relocation of curb cuts, 338 cubic yards of grading and 41 cubic yards of export. A total of three parking spaces are maintained on-site, two covered spaces for the single-family dwelling and one uncovered space for the new ADU,



located within the Single Permit Jurisdiction of the Coastal Zone. The Zoning Administrator approved a Zoning Administrator's Adjustment for the construction of an accessory structure (two-car garage) located 5 feet from the front lot line in lieu of a minimum 55 feet as otherwise required by LAMC Section 12.21-C.5(b), located at 239 North West Channel Road.

ZA-2019-2335-ZV-CDP-MEL – On June 28, 2017, the Zoning Administrator approved a Zone Variance, Coastal Development Permit, and Mello Act Compliance Review for the demolition of a 648-square-foot one-story single-family dwelling and the construction of a 1,438-square-foot three-story 32-foot 6-inch tall single-family dwelling with a roof deck, on a 2,400-square-foot lot within the dual-permit jurisdiction of the California Coastal Zone, and to allow a Zone Variance to allow two compact covered spaces in lieu of one standard enclosed parking space, located at 211 North Entrada Drive.

APCW-2008-945-SPE-SPP – On November 19, 2008, the West Los Angeles Area Planning Commission approved a Specific Plan Exception and Project Permit Compliance Review for the continued use and maintenance of a three-foot, six-inch wide by eight-foot high, two-faced projecting sign, located within the Pacific Palisades Commercial Village and Neighborhoods Specific Plan, at 106 North West Channel Road.

DIR 2002-3656-SPP-M1 – On February 17, 2005, the Director of Planning approved a Design Review Board, Project Permit Compliance Review, and Project Permit Modification for the demolition of existing building and construction of new art gallery building, parking lot improvements, landscaping, a revised site plan, and reduced (to 1368 sq. feet) building size, located within the Pacific Palisades Commercial Village and Neighborhoods Specific Plan, at 169 North West Channel Road.

DIR 2004-6554 DRB-SPP – On January 7, 2005, the Director of Planning denied a Design Review Board and Project Permit Compliance Review for the installation of one new Business Identification wall sign, located within the Pacific Palisades Commercial Village and Neighborhoods Specific Plan, at 109 North West Channel Road.

ZA-2019-2335-ZV-CDP-MEL – On March 17, 2004, the Zoning Administrator dismissed a Zone Variance and Zoning Administrator's Adjustment to allow a height of 45 feet in lieu of the permitted 33 feet in conjunction with the construction of a new-single-family dwelling inasmuch as the project has been revised to observe the permitted 33 feet and the variance is not required and to permit side yards of three feet in lieu of the six feet required for the original proposed 45-foot in height project inasmuch as the revised project has been defined as two stories by the Department of Building and Safety which requires three-foot side yards as provided by the proposed project. The Zoning Administrator approved a Coastal Development Permit Review for the construction, use and maintenance of a single-family dwelling, located within the single permit area of the California Coastal Zone, at 201 North Entrada Drive

DIR 2002-3656-DRB-SPP – On February 6, 2003, the Director of Planning approved a Design Review Board and Project Permit Compliance Review for the demolition of existing building and construction of new art gallery building, parking lot improvements, landscaping, located within the Pacific Palisades Commercial Village and Neighborhoods Specific Plan, at 169 North West Channel Road.

## **REQUESTED ACTIONS**

### **Specific Plan Exception**

Pursuant to LAMC Section 11.5.7 F., the applicant is requesting a Specific Plan Exception to allow parking at the Ground Floor in lieu of the Ground Floor Retail otherwise required by Section 6 of the Pacific Palisades Commercial Village and Neighborhood Specific Plan. Section 6.B. of the Specific Plan states each building in the Commercial Village and Neighborhood Areas shall have a Ground Floor and that Ground Floor Retail uses shall occupy at least 75 percent of the linear frontage of the building along a public street in the Commercial Village and Neighborhood Areas. The subject property is in Neighborhood Area A and Section 4 of the Specific Plan defines Ground Floor Retail as: *The sale of commodities to the public (as distinguished from wholesale sales not available to the public) and the provision of services, located on the ground floor of a building.*

The applicant is also requesting a Specific Plan Exception to allow an FAR of 0.75:1 in lieu of 0.5:1 otherwise required by Section 8 of the Specific Plan.

The required FAR is calculated as follows:

<b>Buildable Area</b>	<b>Floor Area Ratio (FAR)</b>	<b>Floor Area Allowed</b>
4,626 SF	0.5:1	2,313 SF
<b>TOTAL ALLOWABLE</b>		<b>2,313 SF</b>

The proposed FAR is calculated as follows:

<b>Buildable Area</b>	<b>Floor Area Ratio (FAR)</b>	<b>Floor Area Allowed</b>
4,626 SF	0.75:1	3,470 SF
<b>TOTAL ALLOWABLE</b>		<b>3,470 SF</b>

The applicant is also requesting a Specific Plan Exception to allow for a project without a buffer otherwise required by Section 12.D. of the Specific Plan. The Specific Plan requires a buffer of plant material satisfactory to the Director of Planning wherever a commercially zoned lot is adjacent to or abutting the side or rear yard of a residentially zoned or residentially used lot within the Specific Plan Area. The plant material shall be maintained to a height not exceeding eight feet and shall not be less than six feet at maturity. If a plant material is not feasible for the buffer as determined by the Director of Planning, then a 6-foot-high decorative masonry wall shall be utilized as a buffer.

### **Project Permit Compliance Review**

Pursuant to LAMC Section 11.5.7, the applicant is requesting a Project Permit Compliance Review for a project within the Pacific Palisades Commercial Village and Neighborhoods Specific Plan. The Specific Plan was established under Ordinance No. 160,515, effective December 31, 1985. The Specific Plan was amended under Ordinance No. 168,246, effective October 26, 1992, and under Ordinance No. 168,579, effective March 21, 1993. The Specific Plan was last amended under Ordinance No. 184,371, effective August 7, 2016. The Specific Plan Provides regulations for the use, height, FAR, setbacks, parking, alcohol consumption regulations, landscaping standards, urban design features, and sign standards that supersede the regulations outlined in the LAMC.

The proposed project is for demolition of existing unpermitted structures and construction of a new 12-foot 6-inch tall, two-story mixed-use structure comprised of 1,415 square feet of office uses and two residential dwelling units. The proposed project will provide six automobile parking

spaces and five bicycle parking spaces at the ground level and two bicycle parking spaces at the second floor. The proposed project will be approximately 3,470 square feet with an FAR of 0.75:1. The proposed project also includes the construction of a driveway for access along Chautauqua Boulevard, installation of 11 new signs and grading/export of approximately 767 cubic yards of soil.

Section 4 of the Specific Plan defines a Project as: *The construction, erection, addition to or structural alteration of any building or structure, a use of land or change of use on a lot located in whole or in part within the Specific Plan Area which requires the issuance of a building permit, change of use permit or sign permit.* The proposed project will construct a new mixed-use building with office and residential uses and, as such, requires a Project Permit Compliance Review.

### Design Review Board

Pursuant to LAMC Section 16.50, the applicant is requesting a Design Review Board (DRB) Review for a project within the Pacific Palisades Commercial Village and Neighborhoods Specific Plan. The DRB was established as part of the Specific Plan and provides recommendations on design review matters related to the placement of mass, form, spatial elements, and overall quality. As a development involving the construction of a new building, the proposed project requires review by the Design Review Board.

### Coastal Development Permit

Pursuant to LAMC Section 12.20.2, the applicant is requesting a Coastal Development Permit for a development in the Single Permit Jurisdiction area of the Coastal Zone. LAMC Section 12.20.2 provides the following definition:

*“Development” means, on land, in or under water, the placement or erection of any solid material or structure; discharge or disposal of any dredged material or of any gaseous, liquid, solid, or thermal waste; grading, removing, dredging, mining, or extraction of any materials; change in the density or intensity of the use of land, including, but not limited to, subdivisions pursuant to the Subdivision Map Act (commencing with Section 66410 of the Government Code), and any other division of land, including parcel maps and private street divisions, except where any land division is brought about in connection with the purchase of such land by a public agency for public recreational use; change in the intensity of use of water, or of access thereto; construction, reconstruction, demolition, or alteration of the size of any structure, including any facility of any private, public, or municipal utility; and the removal or harvesting of major vegetation other than for agricultural purposes, kelp harvesting, and timber operations which are in accordance with a timber harvesting plan submitted pursuant to the provisions of the Z’berg-Nejedly Forest Practice Act of 1973 (commencing with Section 4511 of the California Public Resources Code). As used in this definition, “structure” includes, but is not limited to, any building, road, pipe, flume, conduit, siphon, aqueduct, telephone line, and electrical power transmission and distribution line.*

A Coastal Development Permit is required for the demolition of the existing structures; the construction of the new mixed-use building and driveway and the associated grading; and the installation of 11 new signs.

### Mello Act Compliance Review

Pursuant to California Government Code Sections 65590 and 65590.1 (commonly called the Mello Act) and the City of Los Angeles Interim Administrative Procedures (IAP) for complying with

the Mello Act, the demolition, conversion, and/or the construction of Residential Units is subject to review for compliance with the IAP. The applicant is requesting a Mello Act Compliance Review.

The Mello Act Compliance Review is needed for the development of two residential units in the Coastal Zone.

## **PUBLIC HEARING AND COMMUNICATIONS**

A joint public hearing was held by the Design Review Board and a Hearing Officer (Kenton Trinh), on behalf of the West Los Angeles Area Planning Commission. The joint public hearing was held on Wednesday, October 25, 2023, at 5:10 p.m., and public testimony was taken regarding the proposed project. The public hearing was held at the Rustic Canyon Recreation Center, located at 601 Latimer Road, Santa Monica, CA 90402. The public hearing was attended by the four members of the Design Review Board, the applicant team, and 10 members of the public. Comments from the public hearing and correspondence received for the project are documented in Public Hearing and Communications, Page P-1.

### **Pacific Palisades Commercial Village and Neighborhoods Specific Plan Design Review Board**

The project design was presented before a quorum of the Design Review Board for a Final Review on October 25, 2023, as part of the joint public hearing. The DRB Members, were in support of the project and the overall request. The DRB requests to require the project to add the right turn only signs for entering and exiting the property and that Ficus vines should be replaced with deciduous vines. The DRB recommended approval of the project with conditions, included in this report's Conditions of Approval, with a 4 – 0 vote.

## **ISSUES**

### **Floor Area Ratio**

The Purpose of the Pacific Palisades Commercial Village and Neighborhoods Specific Plan (Section 2 of the specific plan) is partially to ensure compatibility and maintaining the general character of the area. Specifically, the Plan's purpose includes Section 2.A., to assure that any future developments is "compatible with the surrounding residential community, the character of the commercial area aesthetic qualities of development"; Section 2.B. "to enhance the aesthetic qualities of development, protect the low intensity, community-oriented use and preserve the individual qualities of the areas". Per the Specific Plan Section 8, FAR for Neighborhood Area A is 0.5:1.

The applicant is proposing an FAR of 0.75:1. The proposed project would be compatible with the existing character of the area and would meet the Specific Plan's purpose in assuring future development's compatibility with the existing residential intensity. Per the computability study (Exhibit D) surrounding properties within the area, developed prior to the adoption of the specific plan, has an average FAR of 0.82:1. Therefore, the proposed project complies with the intent and purpose of the specific plan. The Specific Plan Exception request for increasing the FAR to 0.75:1 would be compatible with the surrounding residential community and protect the low intensity of it's use.

### **Ground Floor Retail**

The Purpose of the Pacific Palisades Commercial Village and Neighborhoods Specific Plan (Section 2 of the specific plan) is partially to ensure compatibility and maintaining the general character of the area. Specifically, the Plan's purpose includes Section 2.A., to assure that any future developments is "compatible with the surrounding residential community, the character of

the commercial area aesthetic qualities of development”; Section 2.B. “to enhance the aesthetic qualities of development, protect the low intensity, community-oriented use and preserve the individual qualities of the areas”; Section 2.D. to assure that “the commercial uses are consistent with the general character of the Pacific Palisades Community”; and Section . Per the Specific Plan Section 6 of the Specific Plan requires buildings to have a Ground Floor and that Ground Floor Retail uses occupy at least 75 percent of the linear frontage of the buildings along a public street.

The intent of this provision is to enhance the pedestrian-oriented nature of the commercial areas in the Specific Plan. However, due to the topography of the subject site, locating Ground Floor Retail uses at the top of the proposed building along Chautauqua Boulevard is infeasible as it would limit the ability of the proposed project to provide the required parking and access.

This immediate section of Chautauqua Boulevard is not a pedestrian-oriented street as it is characterized by sloping topography at the base of a cliff and not developed with commercial uses. The adjacent property to the south of the subject site fronts West Channel Road and is developed with retail uses (coffee shop). The property owner and applicant of the proposed project owns the adjacent property at 169 West Channel Road; however, the site is fully developed with several structures and a retaining wall. As such, vehicle access is not feasible from West Channel Road to the project site. The proposed project is required to provide parking on site; therefore, the only viable vehicle access is along Chautauqua Boulevard. Further, properties on Chautauqua Boulevard, specifically, 107 to 121 N. Chautauqua Boulevard, 127 N. Chautauqua Boulevard and 134 N. Chautauqua Boulevard also has ground floor parking, therefore, the applicant’s request for ground floor parking would not diminish the character of the commercial area. Properties on Chautauqua Boulevard are primarily developed with residential development and some commercial development, with one commercial and two residential properties with ground floor parking in the vicinity, therefore the project will preserve the individual qualities of the area.

### Driveway

The project site is located on Chautauqua Boulevard and near the Pacific Coast Highway intersection. The property owner and applicant of the proposed project owns the adjacent property at 169 West Channel Road; however, the site is fully developed with several structures and a retaining wall. As such, vehicle access is not feasible from West Channel Road to the project site. This property located on Chautauqua Boulevard would not have access to the driveway to the adjacent property and would require a new driveway to access the subject property. Chautauqua Boulevard is a major thoroughfare and concerns were posed regarding potential traffic access problems with the new driveway.

Due to the steep slope of the site, accessing the site through Channel Road is infeasible. The applicant worked with Los Angeles Department of Transportation (LADOT) to address these issues. LADOT has provided a memo on November 7, 2023, with the recommended driveway improvements. Which included a minimum of 20-foot reservoir space no back up, right turn only signage, width of 14 feet, bollards in the middle-painted centerline of Chautauqua Boulevard in front of the new driveway, and to remove and replace all depressed curbs or driveway no longer in use with a full curb-height. The applicant addressed these comments on Sheet A-100 of Exhibit A.

### Buffering

The Purpose of the Pacific Palisades Commercial Village and Neighborhoods Specific Plan (Section 2 of the specific plan) is partially to ensure compatibility and maintaining the general character of the area. Specifically, the Plan’s purpose includes Section 2.G. “to adequately buffer



all new development from nearby residential uses to the greatest extent feasible". Section 12.D. of the Specific Plan requires a buffer of plant material wherever a commercially zoned lot is adjacent to or abutting the side or rear yard of residentially zoned or residentially used lot within the Specific Plan area. The section further states that the plant material used shall be maintained to a height not exceeding eight feet and shall not be less than six feet at maturity and that if a plant material is not feasible for the buffer determined by the Director of Planning, then a 6-foot high decorative masonry wall shall be utilized.

The intent of this provision is to buffer all new development from nearby residential uses to reduce disturbances between potentially incompatible land uses.

The property immediately adjacent to the north of the subject site is zoned R1-1. While it is currently an undeveloped site, the lot can potentially be developed with a residential use. The subject site is characterized by a steep slope from along Chautauqua Boulevard down toward the adjacent property to the South and West Channel Road. The proposed building will cut into the hillside and terrace down, following the existing sloping topography. Any required buffer would have to follow the same existing topography, so any required landscaping or wall would have to be raised to a height above the maximum of eight feet for the plant material and six feet for the masonry wall in order to serve any meaningful purpose.

The applicant is proposing to provide a parking level that includes 48-inch guardrails with solar screen fabric to screen vehicles and vehicle lights from adjacent development and includes planters to incorporate landscaping at the ground level. The applicant is also proposing on the side yards retaining walls varying from three-feet nine-inches to six-feet with the retaining wall covered with landscaping and vines. A Noise Study was prepared by Parker Environmental Consultants on January 24, 2024 (Exhibit C.5) to analyze the potential noise impact of the proposed parking level. The Study found that based on noise levels typical of parking lots/uses, the potential impact would be less than significant to surrounding neighboring properties and that the proposed development would comply with the requirements of the City's Noise Ordinance. Therefore, the proposed project would buffer all new development from nearby residential uses to the greatest extent feasible given the findings from the Noise Study and the site's existing steep slope along Chautauqua Boulevard.

## **CONCLUSION**

Based on evaluation of the project and information submitted, input from the public and the Design Review Board, City Planning Staff recommends that the West Los Angeles Area Planning Commission (WLAAPC) approve the requested actions and adopt the attached Conditions of Approval and Findings.

The proposed project would be developed on a substandard, down-sloping lot, that fronts Chautauqua Boulevard instead of West Channel Road. As such, there are exceptional circumstances and conditions, specific to the site that warrant the approval of exceptions from certain provisions of the Specific Plan. Approval of the requested actions will enable the construction of a new 12-foot 6-inch tall, two-story mixed-use structure comprised of 1,415 square feet of office use and two residential dwelling units, consistent with the intent and objectives of the Specific Plan. Furthermore, the project would replace unpermitted structures with new development and landscaping that meets the zoning and building code requirements for new development in hillside areas and the coastal zone.

## CONDITIONS OF APPROVAL

### Development Conditions

1. Except as modified herein, the project shall be in substantial conformance with the plans and materials submitted by the Applicant, stamped "Exhibit A," and attached to the subject case file. No change to the plans will be made without prior review by the Department of City Planning. Each change shall be identified and justified in writing. Minor deviations may be allowed in order to comply with the provisions of the Los Angeles Municipal Code or the project conditions.
2. All other use, height and area regulations of the Municipal Code and all other applicable government/regulatory agencies shall be strictly complied with in the development and use of the property, except as such regulations are herein specifically varied or required.
3. **Single Permit Jurisdiction Area.** The proposed project is located within the Single Permit Jurisdiction area of the California Coastal Zone. Prior to the issuance of any permits, the applicant shall provide a copy of the Coastal Commission's Notification that the City's coastal development permit is effective.
4. **Residential Density.** The proposed project shall have a maximum of two dwelling units.
5. **Office Use.** The proposed project shall be limited to a maximum of 1,415 square feet of office uses.
6. **Floor Area Ratio (FAR).** The proposed project shall have a maximum FAR of 0.75:1 or a maximum floor area of 3,470 square feet.
7. **Height.** The proposed project shall be limited to a maximum height of 12 feet 6 inches and two stories, as shown in Exhibit A.
8. **Parking and Access.** A total of 13 parking spaces shall be provided for the proposed project as follows: two automobile parking spaces for the residential use, four automobile parking spaces for the office uses, and seven bicycle parking spaces. Parking layout shall be subject to review and final approval by the Department of Building and Safety. All automobile access shall be from Chautauqua Boulevard.
  - a. **Residential Parking.** The Pacific Palisades Commercial Village and Neighborhoods Specific Plan requires one automobile parking space for each dwelling unit with fewer than four habitable rooms or a floor area of not more than 700 square feet. The proposed project includes two dwelling units, each having two habitable rooms. One automobile parking space is required for each dwelling unit.
  - b. **Commercial Parking.** The Pacific Palisades Commercial Village and Neighborhoods Specific Plan requires one automobile parking space for each 300 square feet of floor area for office uses. The proposed project is limited to 1,415 square feet of floor area. Five automobile parking spaces are required; however, one parking space may be replaced with four bicycle parking spaces pursuant to LAMC Section 12.21-A.4.
  - c. **Bicycle Parking.** The Pacific Palisades Commercial Village and Neighborhoods Specific Plan requires two bicycle parking spaces for each 1,000 square feet of

floor area. The proposed project shall provide seven bicycle parking spaces for the 3,470 square-foot building, as shown on Exhibit A

- d. The required automobile parking shall be provided on the Ground Floor at the roof deck level, as shown on Exhibit A.
9. **Roof Structures.** Chimneys, exhaust ducts, ventilation shafts and other similar devices essential for building function may exceed the height limit by a maximum of five feet.
  10. **Driveway.** The proposed project shall comply with the requirements of the Department of Transportation, as stated in a memo dated November 7, 2023 and any subsequent amendment thereto.
  11. **Signs.** As shown in Exhibit A, the proposed project shall be limited to 31 square feet of combined sign area, as follows:
    - a. One Building Information Sign which reads "148", with dimensions of 24-inch by 12-inch, and a total sign area of two square feet.
    - b. One Building Identification Sign which reads "Canyon Place", with dimensions of 132-inch by 12-inch, and a total sign area of 11 square feet.
    - c. Five Building Directory Signs which read "Canyon Place Directory", with dimensions of 24-inch by 18-inch, and a total sign area of 15 square feet.
    - d. Two Window Signs, for the office units, with dimensions of 18-inch by 6-inch and a total sign area of 1.5 square feet.
    - e. Two Window Signs, for the residential units, with dimensions of 18-inch by 6-inch and a total sign area of 1.5 square feet.
  12. **Grading.** The project shall comply with the Conditions of Approval required in the Geology and Soils Report Approval Letter issued by the Department of Building and Safety, Grading Division, dated March 14, 2022 (Log No. 120704) and any subsequent amendment thereto. All Conditions of Approval shall be incorporated and printed on the plans submitted for plan check.
  13. Prior to the sign-off of plans by the Development Services Center, the applicant shall submit the plans for review and approval to the Fire Department. Said Department's approval shall be included in the plans submitted to the Development Services Center.
  14. **Electric Automobile Parking.** All electric automobile charging spaces (EV Spaces) and electric automobile charging stations (EVCS) shall comply with the regulations outlined in Sections 99.04.106 and 99.05.106 of Article 9, Chapter IX of the LAMC.
  15. **Materials and Color.** The materials and colors of the proposed signs shall be consistent with those shown on Exhibit "A."
  16. **Landscaping.** A final landscape plan shall be submitted that is in substantial conformance with the landscape plan in Exhibit "A". Open areas not used for buildings, driveways, parking areas, recreational facilities, pedestrian amenities, or walkways shall be landscaped. The landscape plan shall include an irrigation plan. Landscaping shall be maintained in good health for the life of the project.

- a. All landscaping shall be drought tolerant and native or non-invasive plant species. No plant species listed as problematic and/or invasive by the California Native Plant Society, the California Exotic Pest Plant Council, or identified from time to time by the State of California shall be employed or allowed to naturalize or persist on the site. No plant species listed as “noxious weed” by the State of California or the U.S. Federal Government shall be utilized within the property.
  - b. Landscaping which includes grouping of plant materials, consisting of small trees, shrubs, planter boxes or tubs of flowers, shall be placed at entrances to courtyards and along walkways.
  - c. Side yard areas shall be landscaped using plant materials similar to those used in the front yard of the proposed project.
  - d. The rear yard shall be landscaped with plant materials reaching a minimum height of six feet to eight feet at maturity. If not feasible, a decorative block wall shall be utilized as determined by the Director of Planning or his/her designee.
17. **Parking Level Screening.** As shown on Sheet A-301 of Exhibit A, the project shall apply solar screen fabric to the guardrails of the parking level to screen vehicles and vehicle lights.
  18. **Street Trees.** Two street trees shall be provided to the satisfaction of the Urban Forestry Division.
  19. **Solar Panels.** As shown in Exhibit A, solar panels shall be installed on the building rooftop as a part of an operational photovoltaic system and will be maintained for the life of the proposed project. The proposed project shall comply with the Los Angeles Municipal Green Building Code, Section 99.05.211, to the satisfaction of the Department of Building and Safety
  20. **Lighting.** All outdoor and parking lighting shall be shielded and down-cast within the site in a manner that prevents the illumination of adjacent public rights-of-way, adjacent properties, and the night sky (unless otherwise required by the Federal Aviation Administration (FAA) or for other public safety purposes)
  21. All graffiti on the site shall be removed or painted over to match the color of the surface to which it is applied within 24 hours of its occurrence.
  22. A 24-hour “hotline” phone number for the receipt of construction-related complaints from the community shall be provided to the immediate neighbors. The construction supervisor shall be required to respond within 24 hours of any complaint received on this hotline.
  23. All deliveries during construction shall be coordinated so that only one vendor delivery vehicle is at the subject property at one time and so that a construction supervisor is present at such time to prevent any potential traffic impacts. A flag person shall be provided to assist with the delivery of any construction materials to the subject property on trash pick-up days until the trash collection has been completed.
  24. All debris, trash, and waste generated by the construction, including, but not limited to building material remnants, removed weeds, dirt, food or drinks consumed by workers, etc., must be removed from the subject property or kept in a covered trash receptacle on the subject property. Any trash stored on the subject property must be removed at least once per week or whenever the storage receptacle is full, whichever is sooner.

25. During all phases of construction, all construction vehicle parking and queuing related to the proposed project shall be located on the subject property.
26. During all phases of construction, all materials related to the proposed project shall be stored on the subject property.
27. A copy of the first page of this grant and all Conditions and/or any subsequent appeal of this grant and its resultant Conditions and/or letters of clarification shall be printed on the building plans submitted to the Department of City Planning and the Department of Building and Safety for purposes of having a building permit issued at any time during the term of this grant.

### **Administrative Conditions**

28. **Approval, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, review or approval, plans etc., as may be required by the subject conditions, shall be provided to the Department of City Planning for placement in the subject file.
29. **Code Compliance.** Use, area, height, and yard regulations of the zone classification of the subject property shall be complied with, except where granted conditions differ herein.
30. **Condition Compliance.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning and any designated agency or the agency's successor and in accordance with any stated laws or regulations, or any amendments thereto.
31. **Building Plans.** All the Conditions of Approval, and any other written modifications, shall be printed on the final building plans / drawings submitted to the Department of City Planning and the Department of Building and Safety.
32. **Corrective Conditions.** The authorized use shall be conducted at all times with due regard for the character of the surrounding district, and the right is reserved to the City Planning Commission, or the Director pursuant to Section 12.27.1 of the Municipal Code, to impose additional corrective conditions if, in the Commission's or Director's opinion, such conditions are proven necessary for the protection of persons in the neighborhood or occupants of adjacent property.
33. **Final Plans.** Prior to the issuance of any building permits for the project by the Department of Building and Safety, the applicant shall submit all final construction plans that are awaiting issuance of a building permit by the Department of Building and Safety for final review and approval by the Department of City Planning. All plans that are awaiting issuance of a building permit by the Department of Building and Safety shall be stamped by Department of City Planning staff "Final Plans". A copy of the Final Plans, supplied by the applicant, shall be retained in the subject case file.
34. **Department of Building and Safety.** The granting of this Determination by the Director of Planning does not in any way indicate compliance with applicable provisions of the Los Angeles Municipal Code (LAMC). Any corrections and/or modifications to plans made subsequent to this determination by a Department of Building and Safety Plan Check Engineer that affect the uses, or any part of the exterior design or appearance of the project as approved by the Director, and which are deemed necessary by the Department of Building and Safety for Building Code compliance, shall require a referral of the revised

plans back to the Department of City Planning for additional review and sign-off prior to the issuance of any permit in connection with those plans.

35. **Covenant.** Prior to the effectuation of this grant, a covenant acknowledging and agreeing to comply with all the terms and conditions established herein shall be recorded in the County Recorder's Office. The agreement (standard master covenant and agreement form CP-6770) shall run with the land and shall be binding on any subsequent owners, heirs or assigns. The agreement with the conditions attached must be submitted to the Department of City Planning for approval before being recorded. After recordation, a certified copy bearing the Recorder's number and date shall be provided for inclusion in case file. Fees required per LAMC section 19.01.E(3) for Monitoring of Conditional Use Permits and Inspection and Field Compliance Review of Operations shall be paid to the City prior to the final clearance of this condition.
36. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning.
37. **Expiration.** In the event that this grant is not utilized within three years of its effective date (the day following the last day that an appeal may be filed), the grant shall be considered null and void. Issuance of a building permit, and the initiation of, and diligent continuation of, construction activity shall constitute utilization for the purposes of this grant.
38. **Indemnification and Reimbursement of Litigation Costs.**

Applicant shall do all of the following:

- i) Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void, or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions, or to claim personal property damage, including from inverse condemnation or any other constitutional claim.
- ii) Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages, and/or settlement costs.
- iii) Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the Applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than \$50,000. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).
- iv) Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).



- v) If the City determines it necessary to protect the City's interest, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.

The City shall notify the applicant within a reasonable period of time of its receipt of any action and the City shall cooperate in the defense. If the City fails to notify the applicant of any claim, action, or proceeding in a reasonable time, or if the City fails to reasonably cooperate in the defense, the applicant shall not thereafter be responsible to defend, indemnify or hold harmless the City.

The City shall have the sole right to choose its counsel, including the City Attorney's office or outside counsel. At its sole discretion, the City may participate at its own expense in the defense of any action, but such participation shall not relieve the applicant of any obligation imposed by this condition. In the event the Applicant fails to comply with this condition, in whole or any other action. The City retains the right to make all decisions with respect to its representations in any legal proceeding, including its inherent right to abandon or settle litigation.

For purposes of this condition, the following definitions apply:

"City" shall be defined to include the City, its agents, officers, boards, commissions, committees, employees, and volunteers.

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

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

## FINDINGS

### 1. Specific Plan Exception Findings

- a. **The strict application of the regulations of the specific plan to the subject property would result in practical difficulties or unnecessary hardships inconsistent with the general purpose and intent of the specific plan.**

The subject site is currently developed with unpermitted structures, comprised of an artist studio, a chicken coop, storage, and a hair-salon. The proposed project involves the demolition of the existing unpermitted structures; construction of a 3,470 square-foot mixed use building consisting of office uses and two residential dwelling units; construction of a driveway for access along Chautauqua Boulevard; installation of 11 new signs; and grading/export of approximately 767 cubic yards of soil. The proposed project involves a request for a Specific Plan Exception to allow parking at the Ground Floor in lieu of the Ground Floor Retail otherwise required by Section 6.B. of the Specific Plan, allow a FAR of 0.75:1 in lieu of the 0.5:1 otherwise required by Section 8 of the Specific Plan, and to allow a project without the buffer otherwise required by Section 12.D. of the Specific Plan.

The subject site currently fronts Chautauqua Boulevard and is characterized by a steep downward slope from the front of the property along Chautauqua Boulevard to the rear of the property. The project proposes the construction of three levels that follow the downward slope of the subject site. The structure is classified as a two-story mixed-use building as the parking level is not included as a story.

#### **Ground Floor/Ground Floor Retail**

Section 3 of the Specific Plan provides the following definitions:

*Ground Floor: The lowest story within a building which is accessible from the street, the floor level of which is within three feet above or below curb level, which has frontage on or is primarily facing any public street, and which is at least 30 feet in depth or the total depth of a building, whichever is less.*

*Ground Floor Retail: The sale of commodities to the public (as distinguished from wholesale sales not available to the public) and the provision of services, located on the ground floor of a building.*

Based on the topography of the subject site, the Ground Floor is the uppermost level of the structure, comprising the parking level and a new driveway along Chautauqua Boulevard.

Section 6 of the Specific Plan requires buildings to have a Ground Floor and that Ground Floor Retail uses occupy at least 75 percent of the linear frontage of the buildings along a public street. The intent of this provision is to enhance the pedestrian-oriented nature of the commercial areas in the Specific Plan. However, due to the topography of the subject site, locating Ground Floor Retail uses at the top of the proposed building along Chautauqua Boulevard is infeasible as it would limit the ability of the proposed project to provide the required parking and access. Furthermore, this immediate section of Chautauqua Boulevard is not a pedestrian-

oriented street as it characterized by sloping topography at the base of a cliff and not developed with commercial uses.

The adjacent property to the south of the subject site fronts West Channel Road and is developed with retail uses (coffee shop). The property owner and applicant of the proposed project owns the adjacent property at 169 West Channel Road; however, the site is fully developed with several structures and a retaining wall. As such, vehicle access is not feasible from West Channel Road to the project site. The proposed project is required to provide parking on site; therefore, the only viable vehicle access is along Chautauqua Boulevard.

If the required Ground Floor Retail use is provided, the proposed project would not be able to provide the required parking and access necessary for the proposed office and residential uses. The steep slope would require excessive grading to construct a driveway to a below grade parking level, resulting in practical difficulties and an unnecessary hardship. As such, the requested exception, to allow a parking level at the Ground Floor is appropriate and consistent with the intent of the Specific Plan.

### **Floor Area Ratio**

Section 8 of the Specific Plan limits the FAR of projects in Neighborhood Area A to 0.5:1. The applicant is requesting a Specific Plan Exception to allow an FAR of 0.75:1. The intent of this provision is to assure that development is compatible with the surrounding residential community and character of the commercial areas and to promote orderly, attractive, and harmonious development.

According to a Compatibility Study prepared by the applicant (Exhibit D), the average FAR of all the properties in Neighborhood Area A of the Specific Plan along Chautauqua Boulevard and West Channel Road is 0.82. The 24 properties that were studied range from one to three stories and have an average height of 25 feet. The increase in FAR will allow the proposed project to maximize the amount of development on the subject site without exceeding the average FAR and height in the surrounding area. Conversely, strict application of the FAR regulations would create development that is incompatible in size and massing. As such, the application of the Specific Plan requirements would result in practical difficulties or unnecessary hardships inconsistent with the general purpose and intent of the Specific Plan.

### **Buffering**

Section 12.D. of the Specific Plan requires a buffer of plant material wherever a commercially zoned lot is adjacent to or abutting the side or rear yard of residentially zoned or residentially used lot within the Specific Plan area. The section further states that the plant material used shall be maintained to a height not exceeding eight feet and shall not be less than six feet at maturity and that if a plant material is not feasible for the buffer determined by the Director of Planning, then a 6-foot high decorative masonry wall shall be utilized.

The applicant is requesting a Specific Plan Exception to allow the proposed project without the required buffer along the side yard of the property. The project site is zoned [Q]C2-1XL and adjacent to R1-1-O-zoned lots to the north and R1-1-zoned lots to the east. These adjacent lots are either vacant or developed with single-family dwellings and multi-family apartment buildings. The intent of this provision

is to buffer all new development from nearby residential uses to reduce disturbances between potentially incompatible land uses.

The property immediately adjacent to the north of the subject site is zoned R1-1. While it is currently an undeveloped site, the lot can potentially be developed with a residential use. As previously mentioned, the subject site is characterized by a steep slope from along Chautauqua Boulevard down toward the adjacent property to the south and West Channel Road. The proposed building will cut into the hillside and terrace down, following the existing sloping topography. Any required buffer would have to follow the same existing topography, so any required landscaping or wall would have to be raised to a height above the maximum of eight feet for the plant material and six feet for the masonry wall in order to serve any meaningful purpose. As such, the application of the Specific Plan requirements would result in practical difficulties or unnecessary hardships inconsistent with the general purpose and intent of the Specific Plan.

- b. **There are exceptional circumstances or conditions that are applicable to the subject property or to the intended use or development of the subject property that do not generally apply to other properties within the specific plan area.**

There are special circumstances or conditions that are unique to the subject site, such as its size and topography, that warrants a Specific Plan Exception. The subject site fronts Chautauqua Boulevard to the northwest and abuts a developed commercial lot to the southeast. Chautauqua Boulevard slopes upward from Pacific Coast Highway to the subject site. The project site is characterized by a steep slope from along Chautauqua Boulevard down toward the adjacent property to the southeast and does not maintain a pedestrian connection to the commercial corridor below, along West Channel Road

#### **Ground Floor/Ground Floor Retail**

The Specific Plan requires the proposed project to provide Ground Floor Retail uses, in this case, the retail use would be required along the Chautauqua Boulevard frontage, more than 40 feet above the West Channel Boulevard commercial area. Furthermore, the topography of the subject site limits the location of required parking. Unlike the lots fronting West Channel Boulevard, providing parking in any lower levels would require the construction of longer ramps and support structures to meet the maximum slope requirements for driveway ramps. In addition, for the proposed project to follow the parking backup space requirements, only one or two parking spaces could be provided per level, causing the need for multiple levels of parking for a single office space above. The proposed project would then require significantly more grading than what is currently required. Therefore, there are exceptional circumstances that are applicable to the subject site that do not generally apply to other properties within the Specific Plan area.

#### **Floor Area Ratio**

As discussed above, the subject site is steeply sloping and approximately 4,626 square feet in lot area. Given the substandard size of the lot, if the proposed project were to follow the 0.5:1 FAR, the allowable Floor Area would be 2,313 square feet. The other properties in Neighborhood Area A of the Specific Plan were built prior to the Specific Plan's adoption and have an average FAR of 0.82:1, according to

the applicant's Combability Study (Exhibit D). Based on the size of the lot, the required FAR would result in a circumstance in which the development is unable to match the existing scale of the uses in the neighborhood. Therefore, there are exceptional circumstances that are applicable to the subject site that do not generally apply to other properties within the Specific Plan area.

### **Buffering**

The Specific Plan also requires buffering for residential development or zoned lots from commercial development. The topography of the subject site limits the allowable buffering due to the steep downward slope. As the topography is steeply sloped, providing the 6-foot buffer would be impractical since it would have to follow the site topography and be raised to heights beyond the maximum allowed to adequately serve as a buffer between uses. The commercially zoned lots within the Specific Plan are not characterized by such a steep slope and would not have issues providing the 6-foot buffer otherwise required for commercial development adjacent to residential uses or zones. Therefore, there are exceptional circumstances that are applicable to the subject site that do not generally apply to other properties within the Specific Plan area.

- c. **The requested exception is necessary for the preservation and enjoyment of a substantial property right or use generally possessed by other property within the geographically specific plan in the same zone and vicinity but which, because of such special circumstances and practical difficulties or unnecessary hardships is denied to the property in question.**

The proposed project is requesting a Specific Plan Exception to allow parking at the Ground Floor in lieu of the required Ground Floor Retail, to allow an increase in FAR from 0:75:1 in lieu of the maximum FAR of 0.5:1 allowed, and to allow for a project without the required buffer. With regards to the Ground Floor Retail requirement, the subject site is characterized by a steep downslope from the front of the property along Chautauqua Boulevard toward the rear of the property, where the adjacent property is located along West Channel Road. The subject site is currently landlocked at the rear with no access available from West Channel Road. The proposed project involves the construction of a new driveway along Chautauqua Boulevard for access and, as a result, parking will have to be located at the Ground Floor along Chautauqua Boulevard. Requiring Ground Floor Retail at that level would mean that any parking would need to be provided at multiple levels below grade, thus reducing the potential size of the proposed development.

With regards to the request for the increased FAR, other properties in the area are built to an average FAR of 0.82:1. The substandard lot size provides hardship in matching the scale of the existing uses in the surrounding neighborhood. Much of the surrounding properties were built prior to the adoption of the Specific Plan and maintain a higher FAR than what is allowed. Granting the increase in FAR would allow the proposed project to maintain compatibility with the neighborhood.

With regards to the request to allow the proposed project without the required buffer, due to the steep downslope of the site, providing a buffer would be impractical because it would need to be higher than allowable eight feet for plant material and six feet for a masonry wall to fully screen the side of the proposed building. Furthermore, providing the eight-foot plant material buffer or six-foot masonry wall buffer would cover the windows of the lower level at the bottom of the hillside lot, potentially reducing sunlight and ventilation. As such, the requested

Specific Plan Exceptions are necessary for the preservation and enjoyment of a substantial property right possessed by other properties in the area.

- d. **The granting of the exception will not be detrimental to the public welfare or injurious to property or improvements adjacent to or in the vicinity of the subject property.**

The subject site is located on Chautauqua Boulevard with intersecting streets of Pacific Coast Highway and West Channel Road. Chautauqua Boulevard is predominately developed with one- to three-story residential buildings. These sites are zoned [Q]C2-1XL with Neighborhood Commercial land use designations. West Channel Road, south of Chautauqua Boulevard, is predominantly developed with one- to three-story residential and commercial buildings. These sites are zoned [Q]C2-1XL with Neighborhood Commercial land use designations.

The neighborhood was developed in the 1920s – 1960s before the adoption of the Specific Plan. As such, the properties within the neighborhood are developed with an FAR larger than what is currently allowed per the Specific Plan. Further, existing developments on Chautauqua Boulevard do not have Ground Floor Retail uses or even building frontages. The proposed request to provide parking at the Ground Floor and have an increased FAR of 0.75:1 is compatible with the existing developments in Neighborhood Area A. The proposed request to allow for a project without the adequate buffer would not be detrimental as the proposed project will observe the required yard setbacks and provide retaining walls screened with landscaping. Furthermore, the proposed development is designed and articulated to blend into the hillside area. The parking level includes 48-inch guardrails with solar screen fabric to screen vehicles and vehicle lights from adjacent development and includes planters to incorporate landscaping at the ground level. A Noise Study was prepared by Parker Environmental Consultants on January 24, 2024 (Exhibit C.5) to analyze the potential noise impact of the proposed parking level. The Study found that based on noise levels typical of parking lots/uses, the potential impact would be less than significant to surrounding neighboring properties and that the proposed development would comply with the requirements of the City's Noise Ordinance. As such, the granting of the Specific Plan Exception would not be detrimental to the public welfare or injurious to property or improvements adjacent to or in the vicinity of the subject site.

- e. **The granting of the exception is consistent with the principles, intent and goals of the Specific Plan and any applicable element of the General Plan.**

The subject site fronts Chautauqua Boulevard, which is developed with one- to three-story residential buildings. The properties along Chautauqua Boulevard are zoned [Q]C2-1XL and R1-1-O and designated for Neighborhood Commercial and Low Residential land uses. West Channel Road, located to the south of Chautauqua Boulevard, is developed with one- to three-story commercial and residential buildings. These properties along West Channel Road are zoned [Q]C2-1XL and R1-1 and designated for Neighborhood Commercial and Low Residential land uses. The subject site is characterized by a steep downward slope from the front of the lot along Chautauqua Boulevard to the rear of the lot. The adjacent property to the rear of the lot has frontage along West Channel Road.

The Applicant requests a Specific Plan Exception to provide parking at the Ground Floor in lieu of the required Ground Floor Retail uses. The general intent of this provision is to maintain and enhance the pedestrian-orientation of the commercial



areas in the Specific Plan. However, the immediate section of Chautauqua Boulevard is not a pedestrian-oriented street as it is characterized by sloping topography. The street is located at the base of a cliff to the north and at a higher elevation than the subject site. Adjacent properties are also downslope to the south. There are no building frontages along Chautauqua Boulevard. Requiring Ground Floor Retail along Chautauqua Boulevard would not only eliminate the only location of access and parking, but also create development that is incompatible with the surrounding area.

The Applicant requests a Specific Plan Exception to provide an increased FAR of 0.75:1 in lieu of the maximum FAR of 0.5:1 allowed. The intent of Specific Plan is to assure that development is compatible with the surrounding residential community and character of the commercial areas and to promote orderly, attractive, and harmonious development. The average FAR of the properties in Neighborhood Area A of the Specific Plan is 0.82:1. Requiring the proposed project to be limited to an FAR of 0.5:1 would result in a development much smaller than the existing buildings in the area, where most of them were constructed prior to the establishment of the Specific Plan.

The Applicant requests a Specific Plan Exception to allow for a project without the buffer otherwise required by Section 12.D. of the Specific Plan. The intent of Specific Plan is to assure that development is compatible with the surrounding residential community and character of the commercial areas and to promote orderly, attractive, and harmonious development. The intent of the buffer in is to buffer the residential uses and zones from the commercial development. Due to the downward slope topography, requiring the proposed project to provide the required buffer throughout the property would result in buffering exceeding the eight feet maximum as outlined in the Specific Plan. To address potential noise impacts, the applicant prepared a Noise Study prepared by Parker Environmental Consultants on January 24, 2024 (Exhibit C.5). The report concluded that the noise generated from the development's parking deck would generate levels that are well below the ambient noise levels in the projects vicinity. The proposed project will also provide a 48-inch guardrail with solar screen fabric, and landscaping to prevent any light and glare from vehicles. The proposed project also proposes retaining walls varying from three-feet nine-inches to six-feet with the retaining wall covered with landscaping and vines, which would provide a portion of the necessary buffering, enhance the qualities of development, protect the low intensity, community oriented uses and preserve the individual qualities of the areas.

Therefore, the granting of the Specific Plan Exception will be consistent with the principles, intent and goals of the Specific Plan and General Plan as it will assure that the proposed project will be compatible with the general character of the surrounding area.

## 2. Project Permit Compliance Review Findings

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

The proposed project involves the demolition of existing unpermitted structures and construction of a new 12-foot 6-inch tall, 3,470 square-foot two-story mixed-use building with two office spaces and two residential dwelling units; construction of a new driveway for access along Chautauqua Boulevard; installation of 11 new

signs; and grading/export of approximately 767 cubic yards of soil and is subject to Sections 6, 7, 8, 10, 12, and 13 of the Specific Plan. The proposed project complies with the applicable Specific Plan regulations and standards as listed below:

### **Section 6 – Land Use.**

*Uses.* Section 6.A. of the Specific Plan describes the allowable use types for Neighborhood Area A as those permitted in the C1 Zone rather than the underlying C2 Zone. The project includes office and residential uses which are permitted in the C1 zone. The proposed project complies with Section 6.A. of the Specific Plan.

*Ground Floor Retail.* Section 6.B. of the Specific Plan requires that all structures have a Ground Floor with Ground Floor Retail uses occupying at least 75 percent of the linear frontage, along a public street. The proposed project is requesting a Specific Plan Exception to allow the required access and parking at the Ground Floor along Chautauqua Boulevard in lieu of the required Ground Floor Retail. A full discussion is provided in Finding Number 1 – Specific Plan Exception Findings.

### **Section 7 – Height**

Section 7.A. of the Specific Plan limits the height of projects to two stories or 30 feet in height. The project proposes a 12-foot 6-inch-tall two-story development. The proposed project complies with Section 7.A of the Specific Plan.

Section 7.B. of the Specific Plan limits the height measured from grade to the ceiling of the project's upper story to 27 feet. The project proposes a 12-foot 6-inch mixed use development measured from grade. The proposed project complies with Section 7.B. of the Specific Plan.

### **Section 8 – Floor Area Ratio**

Section 8 of the Specific Plan limits the FAR of projects in Neighborhood Area A to 0.5:1. The proposed project is requesting a Specific Plan Exception to allow an increase in FAR to 0.75:1 in lieu of the maximum of 0.5:1 allowed. A full discussion is provided in Finding Number 1 – Specific Plan Exception Findings.

### **Section 10 – Parking**

*Parking Space Requirements.* Section 10.B. of the Specific Plan outlines automobile parking requirements for residential and commercial uses. Section 10.B.1 requires one automobile parking space for each dwelling unit containing fewer than four habitable rooms or with a floor area of not more than 700 feet. The project includes two dwelling units, each unit is approximately 708 square feet and contains two habitable rooms. As such, one parking space is required for each dwelling unit. A total of two parking spaces are required and provided for the residential use.

Section 10.B.5 requires one automobile parking space for each 300 square feet of floor area for offices. The project includes 1,415 square feet of office use. Five automobile parking spaces are required. The proposed project provides four automobile parking spaces for the office use and will utilize the provisions of LAMC Section 12.21-A.4 to replace one required automobile parking space with four

bicycle parking spaces. As such, the proposed project complies with Section 10B of the Specific Plan.

*Provisions for Bicycle Parking.* Section 10.D.1 of the Specific Plan requires bicycle parking to be provided at 1 percent of the floor area of the project or a ratio of two bicycle parking spaces per 1,000 square feet of building floor area, whichever is less. The proposed project is 3,470 square feet and is required to provide a total of seven bicycle parking spaces, two spaces for each 1,000 square feet of floor area. The proposed project will provide seven bicycle parking spaces (four long-term and three short-term spaces) and complies with Section 10D.1 of the Specific Plan.

Section 10.D.2 of the Specific Plan requires bicycle parking spaces to be located as close to the front entrance of the building or structure as possible and not within the sidewalk right-of-way. The three short-term bicycle spaces are located near the front of the building, two long-term spaces are located on the parking deck, and two long term spaces are located adjacent to the office units. The proposed project complies with Section 10D.2 of the Specific Plan.

## **Section 12 – Landscaping Standards and Urban Design Features**

*Street Trees.* Section 12.A. of the Specific Plan requires that street trees be provided in conformance with the Department of Public Works and the Department of City Planning, placed at least 30 feet apart and placed no more than 10 feet from the curb with a minimum size of 10 feet in height and two inches in caliper. The project is required to provide two street trees to the satisfaction of the Department of Public Works – Urban Forestry Division. As conditioned, the proposed project will comply with Section 12A of the Specific Plan.

*Entrance to Courtyard and Walkways.* Section 12.B. of the Specific Plan requires landscaping along the entrance, courtyard, and walkways for the project. As shown in the Landscape Plan, the proposed project includes landscaping along these areas on the ground floor, first floor, and second floor. Therefore, the proposed project complies with Section 12B of the Specific Plan.

*Side Yard Areas to Courtyard and Walkways.* Section 12.C. of the Specific Plan requires landscaping along the side yard areas. As shown in the Landscape Plan, the proposed project includes landscaping along the easterly side yard and the westerly side yard. The proposed project complies with Section 12C of the Specific Plan.

*Buffering.* Section 12.D. of the Specific Plan requires a landscape buffer consisting of plant species of a minimum of six feet and maximum of eight feet in height at maturity or a six-foot masonry wall as determined by the Director of Planning for lots adjacent to residential areas. The proposed project is requesting a Specific Plan Exception to allow the project without the required buffer. A full discussion is provided in Finding Number 1 – Specific Plan Exception Findings.

*Landscape Maintenance.* Section 12.G. of the Specific Plan requires that projects maintain landscaping and hardscape in good condition. As conditioned, the proposed project complies with Section 12G of the Specific Plan.

*Metal Awnings and Bars on Windows.* Section 12.H. of the Specific Plan prohibits metal awnings attached to the buildings and metal bars in front of any window.

The proposed project does not include any of these features and complies with Section 12H of the Specific Plan.

*Underground Utilities.* Section 12.I. of the Specific Plan requires utility connections, for new buildings, to be placed underground. As conditioned, the proposed project complies with Section 12I of the Specific Plan.

### **Section 13 – Sign Standards**

Section 13.B.1. The total sign area shall not exceed two square feet for each of the first 20 feet of building frontage which is adjacent to a public access way and one square foot for each linear foot of building frontage, which exceeds the first 20 feet. The proposed project has a building frontage of 48 feet. At two square feet of sign area for first 20 feet and one square feet of sign area for 28 feet, the maximum allowable sign area is 68 feet. The project proposes a total sign area of 29 square feet of non-exempt sign area. The proposed project complies with Section 13B.1 of the Specific Plan.

Section 13.B.3. For all buildings occupied by several businesses or uses, the size of signs pertaining to each business or use is governed by the proportion of the building frontage occupied by that business or use. The only tenant building size proposed are the two door signs which are 18-inch by 6-inch and are equal in size. Therefore, the proposed project complies with Section 13B.3 of the Specific Plan.

Section 13.B.5. No single sign shall exceed 100 square feet in sign area. None of the proposed signs will exceed 100 square feet in sign area. The proposed project complies with Section 13.B.5 of the Specific Plan.

Section 13.B.9. All signs, other than those described in Subdivisions 6, 7, 8 and 10 of this Subsection shall be parallel to building walls or facades. All signs are parallel to the wall or door; therefore, the proposed project complies with Section 13.B.9 of the Specific Plan

Section 13.B.11. No sign shall be attached directly to either the inside or outside of any window or door, except for store names, store hours and logos. Only the business identification signs will be on the doors. Therefore, the proposed project complies with Section 13B.11 of the Specific Plan.

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

A Categorical Exemption, ENV-2022-3116-CE, has been prepared for the proposed project consistent, with the provisions of the California Environmental Quality Act. The proposed project involves the demolition of existing unpermitted structures; construction of a new 12-foot 6-inch tall, 3,470 square-foot two-story mixed-use structure comprised of office uses and two dwelling units; construction of a driveway for access along Chautauqua Boulevard; installation of 11 new signs; and grading/export of approximately 767 cubic yards of soil; located in the Single Permit Jurisdiction of the Coastal Zone. The Categorical Exemption prepared for the proposed project is appropriate pursuant to CEQA Guidelines Section 15301 (Demolition of existing Commercial and Accessory Structures) and 15303

(Construction of new Residential and Commercial building). A full discussion is provided in Finding Number 6 – Environmental Finding.

Therefore, the proposed project is determined to be categorically exempt and does not require mitigation or monitoring measures; no alternatives of the project were evaluated. An appropriate environmental clearance has been granted.

### 3. Design Review Board Findings

#### a. **A recommendation was made by the Pacific Palisades Commercial Village and Neighborhoods Design Review Board pursuant to LAMC Section 16.50**

The Pacific Palisades Commercial Village and Neighborhoods Design Review Board (Board) met on October 25, 2023, and convened a quorum. The project representative briefly described the proposed project to the Board. After review and discussion, the Board recommended to approve the proposed project on a vote of 4-0 with two requests. The DRB requested to change one of the landscape ficus vines from ficus pumila 'Creeping fig' to a deciduous vine, and to add the right turn only signs for entering and exiting the property. The DRB was in support of this project.

### 4. Coastal Development Permit Findings

#### a. **The development is in conformity with Chapter 3 of the California Coastal Act of 1976.**

Chapter 3 of the Coastal Act includes provisions that address the impact of development on public services, infrastructure, traffic, the environment and significant resources, and coastal access. Applicable provisions are as follows:

***Section 30244 Archaeological and Paleontological Resources.***

*Where development would adversely impact archaeological or paleontological resources as identified by the State Historic Preservation Officer, reasonable mitigation measures shall be required.*

The proposed project involves the demolition of existing unpermitted structures and construction of a new 12-foot 6-inch tall, 3,470 square-foot two-story mixed-use building with two office spaces and two residential dwelling units; construction of a new driveway for access along Chautauqua Boulevard; installation of 11 new signs; and grading/export of approximately 767 cubic yards of soil. The proposed grading is subject to review by the Department of Building and Safety and will comply with the requirements of the Grading Division. The Grading Division reviewed and approved a Geotechnical Report for the proposed project; the required conditions and were outlined in a letter dated March 14, 2022 (Log No. 120704).

The subject site is not located in an area with known archaeological or paleontological resources. However, if such resources are discovered during any excavation or grading activities, the project is subject to compliance with Federal, State and Local regulations already in place. If previously unknown archaeological resources are found during excavation and grading, the Project would be required to follow procedures detailed in California Public Resources Code Section 21083.2. The required compliance would ensure any found deposits are treated in accordance with federal, State, and local guidelines, including those set forth in

PRC Section 21083.2. If archaeological or paleontological resources are discovered during excavation or grading activities, the proposed project is subject to compliance with Federal, State and Local regulations already in place. As such, the project conforms to the applicable Land Resources policies of Chapter 3.

***Section 30250 Location; existing developed area.***

*(a) New residential, commercial, or industrial development, except as otherwise provided in this division, shall be located within, contiguous with, or in close proximity to, existing developed areas able to accommodate it or, where such areas are not able to accommodate it, in other areas with adequate public services and where it will not have significant adverse effects, either individually or cumulatively, on coastal resources. In addition, land divisions, other than leases for agricultural uses, outside existing developed areas shall be permitted only where 50 percent of the usable parcels in the area have been developed and the created parcels would be no smaller than the average size of surrounding parcels.*

The subject site is in an urbanized area developed with a mix of commercial and residential buildings. The adjacent properties to the north and west are zoned R1-1-O and [Q]C2-1XL and developed with one- to three-story residential buildings. The adjacent properties to the south and east are zoned [Q]C2-1XL and R1-1 and developed with one- to three-story residential and commercial buildings.

The proposed project will construct a new driveway for parking and access along Chautauqua Boulevard, subject to the conditions outlined in the Los Angeles Department of Transportation memo dated November 7, 2023. The proposed development will continue to be served by existing police and fire stations and will have connections to all public services, including water and sewage, waste disposal, gas, and electricity. As such, the proposed project will be in an existing developed area contiguous with similar uses and in an area that is able to accommodate new development.

***Section 30251 Scenic and Visual Qualities.***

*The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local governments shall be subordinate to the character of its setting.*

The subject site is a sloping lot in a developed commercial and residential hillside neighborhood. The properties surround the subject lot are zoned [Q]C2-1XL, R1-1, and R1-1-O and developed with a mix of one- to three-story commercial and residential buildings. The subject site is located on Chautauqua Boulevard with intersecting streets of West Channel Road and Pacific Coast Highway. The subject is located north of Pacific Coast Highway and the beach. The proposed project involves the demolition of existing unpermitted structures and construction of a new 12-foot 6-inch tall, 3,470 square-foot two-story mixed-use building with two office spaces and two residential dwelling units; construction of a new driveway for access along Chautauqua Boulevard; installation of 11 new signs; and grading/export of approximately 767 cubic yards of soil.

The proposed project will not exceed the maximum building height allowed and will observe the required setbacks. The proposed project will exceed the maximum FAR allowed by the Specific Plan but will be consistent with the average FAR of the surrounding properties as they were developed prior to the adoption of the Specific Plan and its regulations, as shown in the Compatibility Study prepared by the applicant (Exhibit D). In addition, the proposed project will be constructed into the hillside and will have minimal visual impact on the character of the area. Due to the down sloping nature of the lot, only one level will be visible from street level, along Chautauqua Boulevard. As such, the proposed improvements will not impact the scenic or visual qualities in the area.

***Section 30252 Maintenance and Enhancement of Public Access.***

*The location and amount of new development should maintain and enhance public access to the coast by (1) facilitating the provision or extension of transit service, (2) providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads, (3) providing nonautomobile circulation within the development, (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation, (5) assuring the potential for public transit for high intensity uses such as high-rise office buildings, and by (6) assuring that the recreational needs of new residents will not overload nearby coastal recreation areas by correlating the amount of development with local park acquisition and development plans with the provision of onsite recreational facilities to serve the new development.*

The subject site is not located between the first public road and the sea and is located approximately more than 650 feet from the beach and approximately more than 1370 feet from the ocean. The subject site is in a residential and commercial neighborhood. The proposed project includes the construction of a driveway to provide parking and access to the subject site. Adequate parking will be provided on site consisting of six automobile parking spaces and seven bicycle parking spaces. The neighborhood is also served by public transit stops located less than half a mile away. In addition, there is no adjoining public access points or public recreation facilities that will be affected by the proposed project. As such, despite its proximity to the beach, the proposed project will not have any adverse impacts on public access to the coast.

***Section 30253 Minimization of Adverse Impacts.***

*New development shall: (1) Minimize risks to life and property in areas of high geologic, flood, and fire hazard. (2) Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs. (3) Be consistent with requirements imposed by an air pollution control district or the State Air Resources Control Board as to each particular development. (4) Minimize energy consumption and automobile miles traveled. (5) Where appropriate, protect special communities and neighborhoods which, because of their unique characteristics, are popular visitor destination points for recreational uses.*

The subject site is located in a Hillside area, Categorical Exclusion area, Very High Fire Severity Zone, Special Grading Area (BOE Basic Grid Map A-13372), Flood Zone X (Areas of 500-year flood: areas of 100-year flood with average depths of less than 1-foot or with drainage areas less than 1 square mile; and areas



protected by levees from 100-year-flood), and approximately 0.34 kilometers from the Santa Monica Fault. As such, the proposed project is subject to compliance with Zoning and Building Code requirements that will minimize risks to life and property in such hazard areas.

The subject site is also located within an area that may be affected by Sea Level Rise. On August 12, 2015, the Coastal Commission adopted a Sea Level Rise Policy Guidance document, updated, and adopted On November 7, 2018. This policy document provides a framework and directions for local jurisdictions to address sea level rise (SLR) in Local Coastal Programs (LCPs) and Coastal Development Permits (CDPs).

The Coastal Storm Modeling System (CoSMoS) was utilized to analyze the project's vulnerability to flood hazards, considering a scenario of a minimum 6.6-foot sea level rise and a 100-year storm scenario. Based on this scenario, the proposed development could potentially be affected by flooding as a result of SLR, however, the potential for such flooding in severe storm events is likely to increase towards the end of the project life (based on a typical development life of 75 years). The proposed project does not include any basement areas or any new construction. The proposed project is for a demolition and new construction. Furthermore, any repair, demolition, and/or new construction as a result of any flooding would be subject to additional review. As conditioned, the proposed development is consistent with Section 30253 of the Coastal Act.

The proposed project will have no adverse impacts on public access, recreation, public views, or the marine environment, as the subject site is located within a developed area and located approximately 1,370 feet from the ocean. The proposed project will neither interfere nor reduce access to the shoreline or beach. There will be no dredging, filling, or diking of coastal waters or wetlands associated with the request, and there are no sensitive habitat areas, archaeological or paleontological resources identified on the site. The proposed project will not block any designated public access views. As conditioned, the proposed project is in conformity with Chapter 3 of the California Coastal Act.

- b. **The development will not prejudice the ability of the City of Los Angeles to prepare a local coastal program that is in conformity with Chapter 3 of the California Coastal Act of 1976.**

Coastal Act Section 30604(a) states that prior to the certification of a Local Coastal Program ("LCP"), a coastal development permit may only be issued if a finding can be made that the proposed development is in conformance with Chapter 3 of the Coastal Act.

There is no adopted Local Coastal Program (LCP) for the Pacific Palisades. The Brentwood-Pacific Palisade Community Plan contains the applicable land use policies and goals for that portion of the Coastal Zone. The Brentwood-Pacific Palisades Community Plan designates the property for Neighborhood Commercial land use with a corresponding zone of [Q]C2-1XL. The Pacific Palisades Commercial Village and Neighborhoods Specific Plan further regulates permitted uses, height, FAR, setbacks, parking, alcohol service (Commercial Village Subarea A), landscaping, and signage. The proposed project is consistent with the underlying zone, applicable provisions of LAMC Section 12.22 A.25 and most of the provisions of the Specific Plan. Furthermore, as discussed in Finding No. 4.a, the proposed project is consistent with the Chapter 3 policies of the Coastal Act.

As conditioned, the proposed project will not prejudice the ability of the City to prepare a Local Coastal Program.

- c. **The Interpretive Guidelines for Coastal Planning and Permits as established by the California Coastal Commission dated February 11, 1977 and any subsequent amendments thereto have been reviewed, analyzed and considered in light of the individual project in making this determination.**

The Los Angeles County Interpretive Guidelines were adopted by the California Coastal Commission (October 14, 1980) to supplement the Statewide Guidelines. Both regional and statewide guidelines, pursuant to Section 30620 (b) of the Coastal Act, are designed to assist local governments, the regional commissions, the commission, and persons subject to the provisions of this chapter in determining how the policies of this division shall be applied to the coastal zone prior to the certification of a local coastal program. As stated in the Regional Interpretive Guidelines, the guidelines are intended to be used “in a flexible manner with consideration for local and regional conditions, individual project parameters and constraints, and individual and cumulative impacts on coastal resources.”

The Regional Interpretive Guidelines – Pacific Palisades residential guidelines address parking, density, special provisions for development on bluffs and hillside areas, and coastal access. The applicable provisions of the California Coastal Commission’s Regional Interpretive Guidelines have been reviewed and considered in preparation of these findings. The proposed project involves the demolition of existing unpermitted structures and construction of a new 12-foot 6-inch tall, 3,470 square-foot two-story mixed-use building with two office spaces and two residential dwelling units; construction of a new driveway for access along Chautauqua Boulevard; installation of 11 new signs; and grading/export of approximately 767 cubic yards of soil.

The bluff top development standards unique to the Pacific Palisades area require a 25-foot setback from the edge of any coastal bluff and a 10-foot setback from the edge of any canyon bluff. The subject site is a hillside lot that slopes down from Chautauqua Boulevard. The lot maintains a steep slope with no canyon or coastal bluffs.

The Interpretive Guidelines have been reviewed, analyzed, and considered in light of the individual project in making this determination, and the project as conditioned is consistent with such Guidelines.

- d. **The decision of the permit granting authority has been guided by any applicable decision of the California Coastal Commission pursuant to Section 30625(c) of the Public Resources Code, which provides that prior decisions of the Coastal Commission, where applicable, shall guide local governments in their actions in carrying out their responsibility and authority under the Coastal Act of 1976.**

The proposed development is located within the Single Permit Jurisdiction area of the Coastal Zone, where the local jurisdiction (City of Los Angeles) issues Coastal Development Permits. The Coastal Commission will render decisions on appeals of the City’s Coastal Development Permits or Coastal Exemptions. The Coastal Commission took action on the following Coastal Development Permits that

included residential and/or commercial projects in the Pacific Palisades Coastal Zone:

- Application No. 5-18-1225 – On February 12, 2020, the Coastal Commission approved a Coastal Development permit for approximately 3,529 cubic yards of grading (3,279 cubic yards of cut and 250 cubic yards of fill) for site preparation for a future single-family residence and a swimming pool, construction of two retaining walls on pile foundations, one six feet high, 362 feet long along the north portion of the lot and the other 10 feet high, 243 feet long along the east and south portion of the lot all on a vacant, 53,267 square feet, residentially zoned lot, located at 1448 Cuesta Linda Drive.
- Application No. 5-18-0835 – On February 12, 2020, the Coastal Commission approved a Coastal Development permit for the construction of 36 feet high, two-story, 3,706 square feet., single- family home with a basement, attached garage, retaining walls, and swimming pool on a caisson grade beam foundation, on a 3,844 square feet vacant lot, including approximately 646 cubic yards of grading. located at 17605 West Castellammare Drive.
- Application No. 5-18-0692 & A-5-PPL-18-0036 – On February 12, 2020, the Coastal Commission denied a Coastal Development permit for the Demolition of a 2,637 square feet single-family residence and construction of a two-story, 28-to 53-feet high, 12,418 square feet single-family residence over a 3,678 square feet habitable basement, a 1,671 square feet ancillary living space, 2,060 square feet garage, and indoor and outdoor swimming pools. Approximately 4,100 cubic yards of grading is included in project, of which 700 cubic yards will be exported off-site, located at 401-405 Puerto Del Mar.
- Application No. A-5-PPL-17-00605– On February 9, 2018, the Coastal Commission found no substantial issue to a Coastal Development permit for an appeal by Andrea Pompelli and Interested Parties, c/o M. Jiminez Consulting, LLC of City of Los Angeles Local CDP ZA 2014-4454 approved with conditions for the grading and construction of a driveway with a paved area and two retaining walls to provide additional parking for an existing single family residence located on 620 Resolano Drive.
- Application No. A-5-05-153 – On January 11, 2006, the Coastal Commission approved a Coastal Development permit for a 45 foot-high, three-story, 82,000 square-foot, three-story residential building encompassing 29 condominium units above a three-level parking garage with pool and spa and the export of 60,000 cubic yards of soil located at 17325 Castellammare Drive.
- Application No. 5-05-236 and A-5-PPL-05-063 – On February 8, 2006, the Coastal Commission approved a Coastal Development permit for a demolition of two apartment buildings and construction of 48-foot high, four-story, 61-unit condominium project with no changes to the height, bulk, or sitting of the 82 units previously approved by the City of LA, with 130,000 cubic yards of cut and 80,000 cubic yards of fill located at 17331-17333 Tramonto Drive.

As such, this decision of the permit granting authority has been guided by applicable decisions of the California Coastal Commission pursuant to Section 30625(c) of the Public Resources Code, which provides those prior decisions of the Coastal Commission, where applicable, shall guide local governments in their actions in carrying out their responsibility and authority under the Coastal Act of 1976.

- e. **The development is not located between the nearest public road and the sea or shoreline of any body of water located within the coastal zone, and the development is in conformity with the public access and public recreation policies of Chapter 3 of the California Coastal Act of 1976.**

Section 30210 of the Coastal Act states the following in regards to public access:

*In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, right of private property owners, and natural resources from overuse.*

Section 30211 of the Coastal Act states the following in regards to public recreation policies:

*Development shall not interfere with the public's right of access to the sea where acquired through use or legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation.*

The subject site is located on Chautauqua Boulevard, which does not provide direct access to the beach or visitor and recreational activities. The subject site is located approximately 650 feet from beach and approximately 1,370 feet from the shoreline, but the proposed project would only impact public access if it resulted in a loss of on-street parking spaces by not providing adequate parking for the proposed office and residential uses. The proposed project will provide the required number of automobile parking spaces. No permanent structures will be placed within the public right-of-way. The subject site is not located between the nearest public road and sea or shoreline. As such, the proposed project will not conflict with any public access or public recreation policies of the Coastal Act.

- f. **An appropriate environmental clearance under the California Environmental Quality Act has been granted.**

A Categorical Exemption, ENV-2022-3116-CE, has been prepared for the proposed project consistent with the provisions of CEQA. The proposed project is the demolition of existing unpermitted structures and construction of a new 12-foot 6-inch tall, 3470 square-foot, two-story mixed-use structure comprised of two office spaces and two residential dwelling units; construction of a driveway for access along Chautauqua Boulevard; installation of 11 new signs; and grading/export of approximately 767 cubic yards of soil. The Categorical Exemption prepared for the proposed project is appropriate pursuant to CEQA Guidelines Section 15301 (Existing Facilities) and 15303 (New Construction or Conversion of Small Structures). A full discussion is provided in Finding Number 6 – CEQA Findings.

Therefore, the proposed project is determined to be categorically exempt and does not require mitigation or monitoring measures; no alternatives of the proposed project were evaluated. An appropriate environmental clearance has been granted.

## 5. **Mello Act Compliance Review Findings**

Pursuant to the City of Los Angeles Interim Administrative Procedures for Complying with the Mello Act, all Conversions, Demolitions, and New Housing Developments must be identified in order to determine if any Affordable Residential Units are onsite and must be maintained, and if the project is subject to the Inclusionary Residential Units requirement. Accordingly, pursuant to the settlement agreement between the City of Los Angeles and the Venice Town Council, Inc., the Barton Hill Neighborhood Organization, and Carol Berman concerning implementation of the Mello Act in the Coastal Zone Portions of the City of Los Angeles, the findings are as follows:

### a. **Categorical Exemptions (Part 2.4) Small New Housing Developments**

The project proposes the construction of two new Residential Units. Pursuant to Part 2.4.2 of the Interim Administrative Procedures, developments which consist of nine or fewer Residential Units are Small New Housing Developments and are categorically exempt from the Inclusionary Residential Unit requirement. Therefore, the proposed development of two new Residential Units is found to be categorically exempt from the Inclusionary Residential Unit requirement for New Housing Developments.

## 6. **CEQA Findings**

A Categorical Exemption, ENV-2022-3116-CE, has been prepared for the proposed project consistent with the provisions of the California Environmental Quality Act and the City CEQA Guidelines. The proposed project is the demolition of existing unpermitted structures and construction of a new 12-foot 6-inch tall, two-story mixed-use structure comprised of 1,415 square feet of office uses and two dwelling units. The proposed project will provide six automobile parking spaces, five bicycle parking spaces at the ground level, and two bicycle parking spaces at the second floor. The proposed project will be approximately 3,470 square feet with a Floor Area Ratio of 0.75:1 and includes the construction of a driveway for access along Chautauqua Boulevard, installation of 11 new signs and grading/export of approximately 767 cubic yards of soil. The Categorical Exemption prepared for the proposed project is appropriate pursuant to CEQA Guidelines, Sections 15301 (Class 1) and 15303 (Class 3).

The Class 1 Categorical Exemption includes demolition and removal of individual small structures: (1) One single-family residence. In urbanized areas, up to three single-family residences may be demolished under this exemption; (2) A duplex or similar multifamily residential structure. In urbanized areas, this exemption applies to duplexes and similar structures where not more than six dwelling units will be demolished; (3) A store, motel, office, restaurant, or similar small commercial structure if designed for an occupant load of 30 persons or less. In urbanized areas, the exemption also applies to the demolition of up to three such commercial buildings on sites zoned for such use; (4) Accessory (appurtenant) structures including garages, carports, patios, swimming pools, and fences. The proposed project includes the demolition of commercial and accessory structures (artist studio, a chicken coop, storage, and a hair salon).

The Class 3 Categorical Exemption allows for construction and location of limited numbers of new, small facilities or structures; installation of small new equipment and facilities in small structures; and the conversion of existing small structures from one use to another where only minor modifications are made in the exterior of the structure: (1) One single-family residence, or a second dwelling unit in a residential zone. In urbanized areas, up to three single-family residences may be constructed or converted under this exemption: (2) A store, motel, office, restaurant, or similar structure not involving the use of significant amounts of hazardous substances, and not exceeding 2,500 square feet of floor area. In urbanized area, the exemption also applies up to four such commercial buildings not exceeding 10,000 square feet in floor area on sites zoned for such use if not involving the use of significant amounts of hazardous substances where all necessary public services and facilities are available, and the surrounding area is not environmentally sensitive. The project includes the construction of a new 12-foot 6-inch tall, two-story mixed-use structure consisting of two dwelling units and 1,415 square feet of office use. The proposed project will provide automobile parking spaces at the ground floor, five bicycle parking spaces at the ground floor, and two bicycle parking spaces at the second floor.

Furthermore, the Exceptions outlined in the State CEQA Guidelines Section 15300.2 do not apply to the project:

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

The proposed project is not located in a sensitive environment. Although the project is located within the Coastal Zone, the residential neighborhood is not identified as an environmental resource. The proposed project is consistent with the scale and uses proximate to the area. The subject site is not located in a fault zone, liquefaction area, flood zone, nor is it within a landslide area. Although the project is located within a Very High Fire Hazard Severity Zone, the proposed project is subject to compliance with the requirements of the Building and Zoning Code that outline standards for residential and commercial construction.

- b. *Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.*

The proposed project is consistent with the type of development permitted for the area zoned [Q]C2-1XL and designated for Neighborhood Commercial land uses. The proposed project includes the demolition of existing unpermitted structures and construction of a new mixed-use development consisting of two office spaces and two residential dwelling units with a ground floor parking area and will not exceed thresholds identified for impacts to the area (i.e., traffic, noise, etc.). The proposed project will not result in significant cumulative impacts.

- c. *Significant Effect. A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.*

A Categorical Exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances. The proposed project includes the demolition of existing unpermitted structures and construction of a mixed-use development consisting of two office spaces and dwelling units. The surrounding area is developed with similar one to three-story commercial and residential uses. The proposed density is consistent with the surrounding properties in the area. A Noise Study was prepared by Parker Environmental Consultants, dated January 24, 2024 (Exhibit C.5). The report concluded that the noise generated from the development's parking deck would generate levels that are well below the ambient noise levels in the projects vicinity. Furthermore, the project will comply with the City's Noise Ordinance. A Tree Report was prepared by Lisa Smith, The Tree Resource, on March 12, 2022 (Exhibit C.3), stating one protected tree and two non-protected trees are on site. One 17-inch wide Black Walnut (*Juglans Californica*) with a health rating of Poor is proposed to be removed. Two non-protected trees will also be removed. The project is proposing to replace the protected tree with a ratio of 1:4 and the non-protected tree with a ratio of 1:1. The protected native tree will be replaced with four 15-gallon size container or largest available nursery size in black walnut species to the satisfaction of the Urban Forestry Division. The proposed project consists of work typical to a commercial neighborhood and no unusual circumstances are present or foreseeable.

- d. *Scenic Highways. A categorical exemption shall not be used for a project, which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway.*

The only State Scenic Highway in the City of Los Angeles is the Topanga Canyon State Scenic Highway, State Route 27. The subject site is located about 3.6 miles southeast of this State Scenic Highway. Therefore, the subject site will not create any impacts within a designated State Scenic Highway.

- e. *Hazardous Waste Sites. A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.*

The subject site is not identified as a hazardous waste site or is on any list compiled pursuant to Section 65962.5 of the Government Code.

- f. *Historical Resources. A categorical exemption shall not be used for a project, which may cause a substantial adverse change in the significance of a historical resource.*

The subject site and existing structures have not been identified as a historic resource or within a historic district (SurveyLA, 2015), the project is not listed on the National or California Register of Historic Places or identified as a Historic Cultural Monument (HCM).

## 7. **Additional Mandatory Finding**

- a. The National Flood Insurance Program rate maps, which are a part of the Flood Hazard Management Specific Plan adopted by the City Council by Ordinance No. 186,952, have been reviewed and it has been determined that this project is located in Zone X, Areas of 500-year flood: areas of 100-year flood with average

depths of less than 1-foot or with drainage areas less than 1 square mile; and areas protected by levees from 100-year flood. The proposed project shall conform with both the specific provisions and the intent of the Floodplain Hazard Management Ordinance.



## PUBLIC HEARING AND COMMUNICATIONS

### Public Hearing

A joint public hearing was held by the Design Review Board and a Hearing Officer (Kenton Trinh), on behalf of the West Los Angeles Area Planning Commission. The joint public hearing was held on Wednesday, October 25, 2023, at 5:10 p.m., and public testimony was taken regarding the proposed project. The public hearing was held at the Rustic Canyon Recreation Center, located at 601 Latimer Road, Santa Monica, CA 90402. The public hearing was attended by the four members of the Design Review Board, the applicant team, and 10 members of the public.

The project representatives (Sue Steinberg and Jared Johnson), property owner (Frank Langen), and architects (Keith Fallen and Brian Murphy) provided an overview of the background of the property, entitlements requested, compliance with the Specific Plan regulations, and proposed project's scope of work.

Three members of the public provided the following comments:

Richard Waltzer (Neighbor)

- Expressed his support for the proposed project, stating that he believes the proposed project would fit in with the neighborhood.
- Stated a concern with the potential traffic from Chautauqua Boulevard.

Sonoma Van Brunt (Santa Monica Canyon Civic Association, Board Member)

- Agreed with Richard's comments and expressed her concerns regarding the access and parking resulting from more customers for the office spaces.
- Cited concerns with ingress and egress of the building and potential traffic from the proposed project.

Julie Silliman (Pacific Palisades Community Council, Area 7 Representative)

- Cited the potential danger of cars backing up to Chautauqua Boulevard or turning left on to Chautauqua Boulevard as the street has had a few accidents.

The project representatives provided the following responses:

- Stated there will be a 'right turn only' sign to get in and out of the property and further stated that the driveway would be wide enough for two cars to come in and out.

The Department of City Planning received four letters indicating support for the proposed project.

- Expressed the size of the project is modest in comparison of buildings in the surrounding area.
- Stated the addition of two dwelling units will contribute towards the goal of creating more housing.

APCW-2022-3115-DRB-SPP-SPE-CDP-MEL

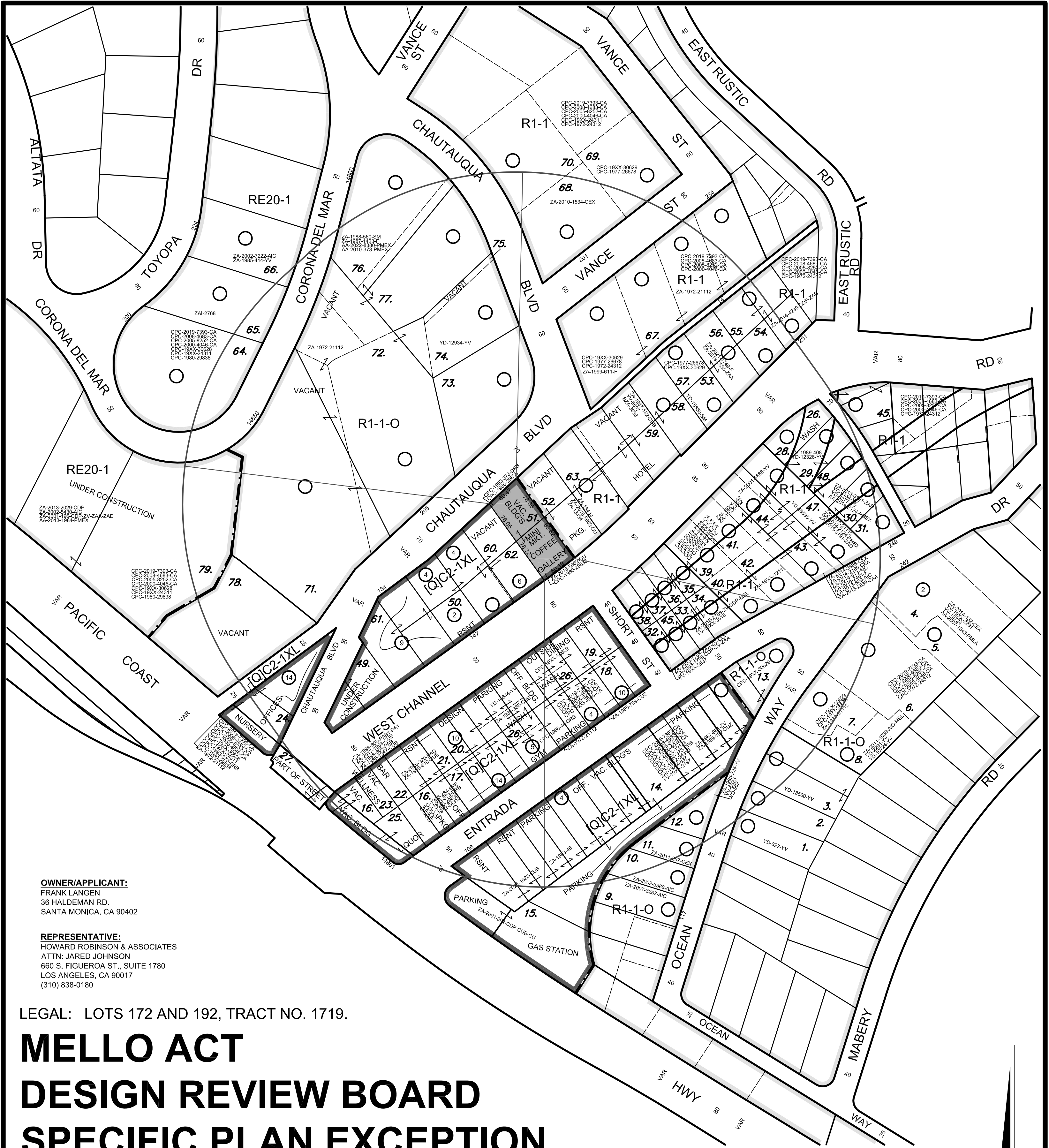
# **EXHIBIT A**

Maps

APCW-2022-3115-DRB-SPP-SPE-CDP-MEL

# **EXHIBIT A1**

Radius Map



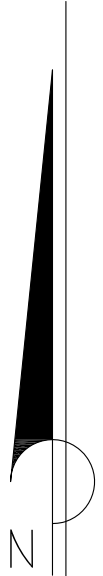
**OWNER/APPLICANT:**  
 FRANK LANGEN  
 36 HALDEMAN RD.  
 SANTA MONICA, CA 90402

**REPRESENTATIVE:**  
 HOWARD ROBINSON & ASSOCIATES  
 ATTN: JARED JOHNSON  
 660 S. FIGUEROA ST., SUITE 1780  
 LOS ANGELES, CA 90017  
 (310) 838-0180

LEGAL: LOTS 172 AND 192, TRACT NO. 1719.

# MELLO ACT DESIGN REVIEW BOARD SPECIFIC PLAN EXCEPTION SPECIFIC PROJECT PERMIT COASTAL DEVELOPMENT PERMIT

C.D. 11  
 C.T. 2628.02  
 P.A. BRENTWOOD-  
 PACIFIC PALISADES



## GC MAPPING SERVICE, INC.

3055 WEST VALLEY BOULEVARD  
 ALHAMBRA CA 91803  
 (626) 441-1080 FAX (626) 441-8850  
 GCMAPPING@RADIUSMAPS.COM

### SITE ADDRESS:

148 N. CHAUTAUQUA BLVD.

0.22 NET AC.

### CASE NO.

DATE: 06-20-2023  
 SCALE: 1" = 100'  
 USES FIELD  
 D.M. 123 B 129  
 T.B. PAGE: 631 GRID: B-7

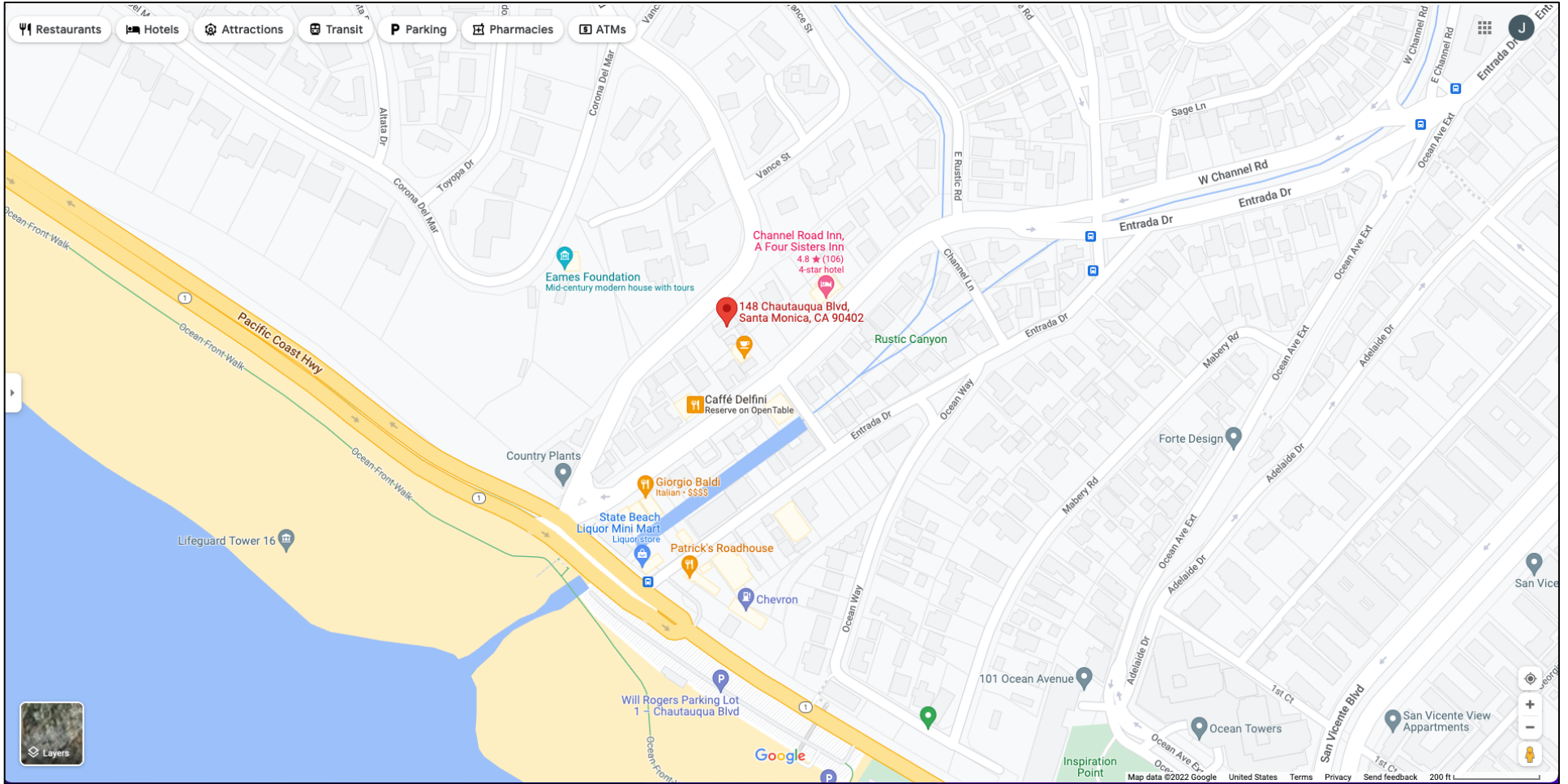
APCW-2022-3115-DRB-SPP-SPE-CDP-MEL

# **EXHIBIT A2**

Vicinity Map

## Vicinity Maps

148 N. Chautauqua Blvd., Los Angeles, CA 90402



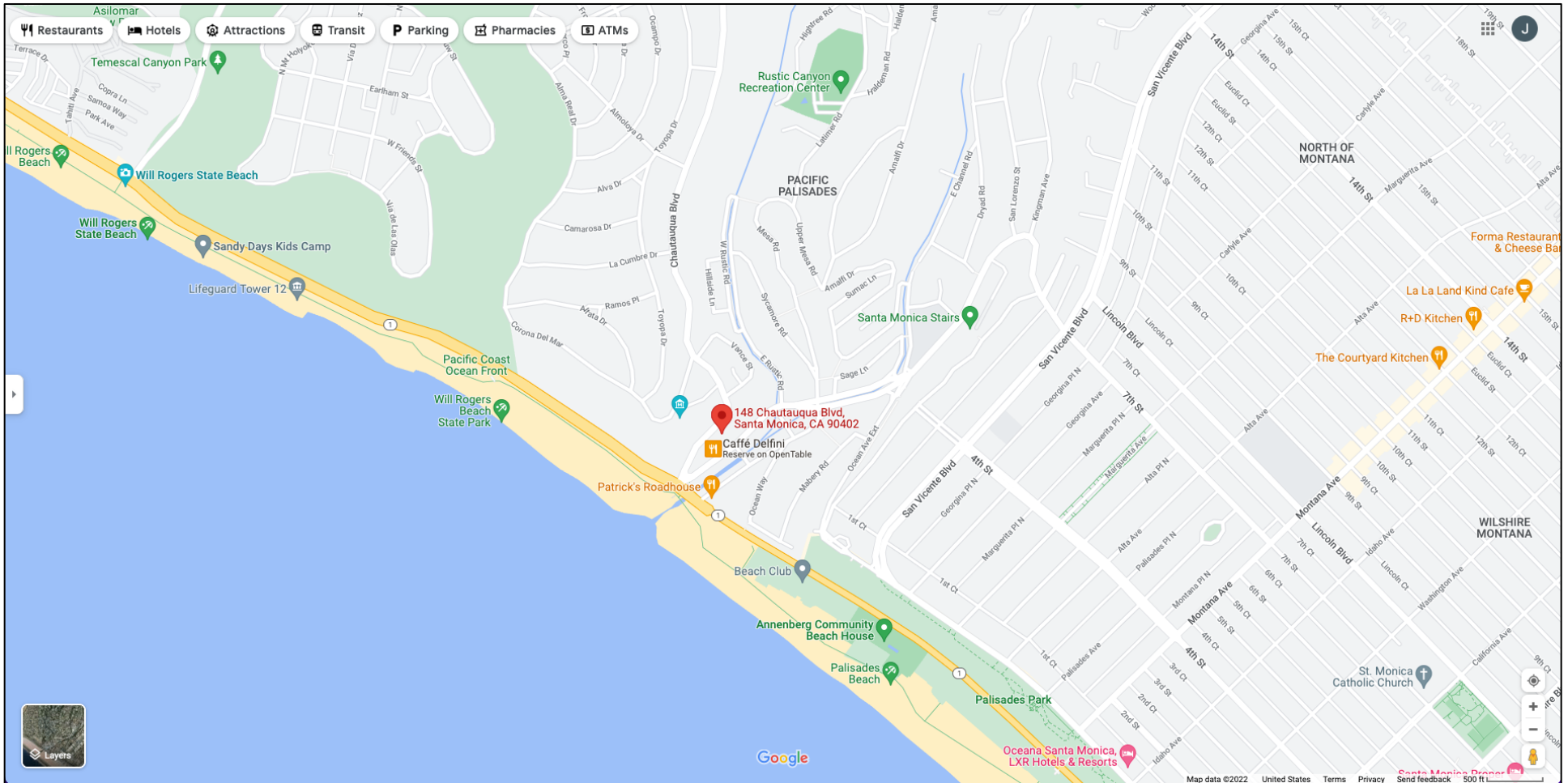
148 Chautauqua Blvd.  
Los Angeles, CA 90402

Prepared by Howard Robinson & Associates  
660 S. Figueroa St., Suite 1780  
Los Angeles, CA 90017



## Vicinity Maps

148 N. Chautauqua Blvd., Los Angeles, CA 90402



148 Chautauqua Blvd.  
Los Angeles, CA 90402

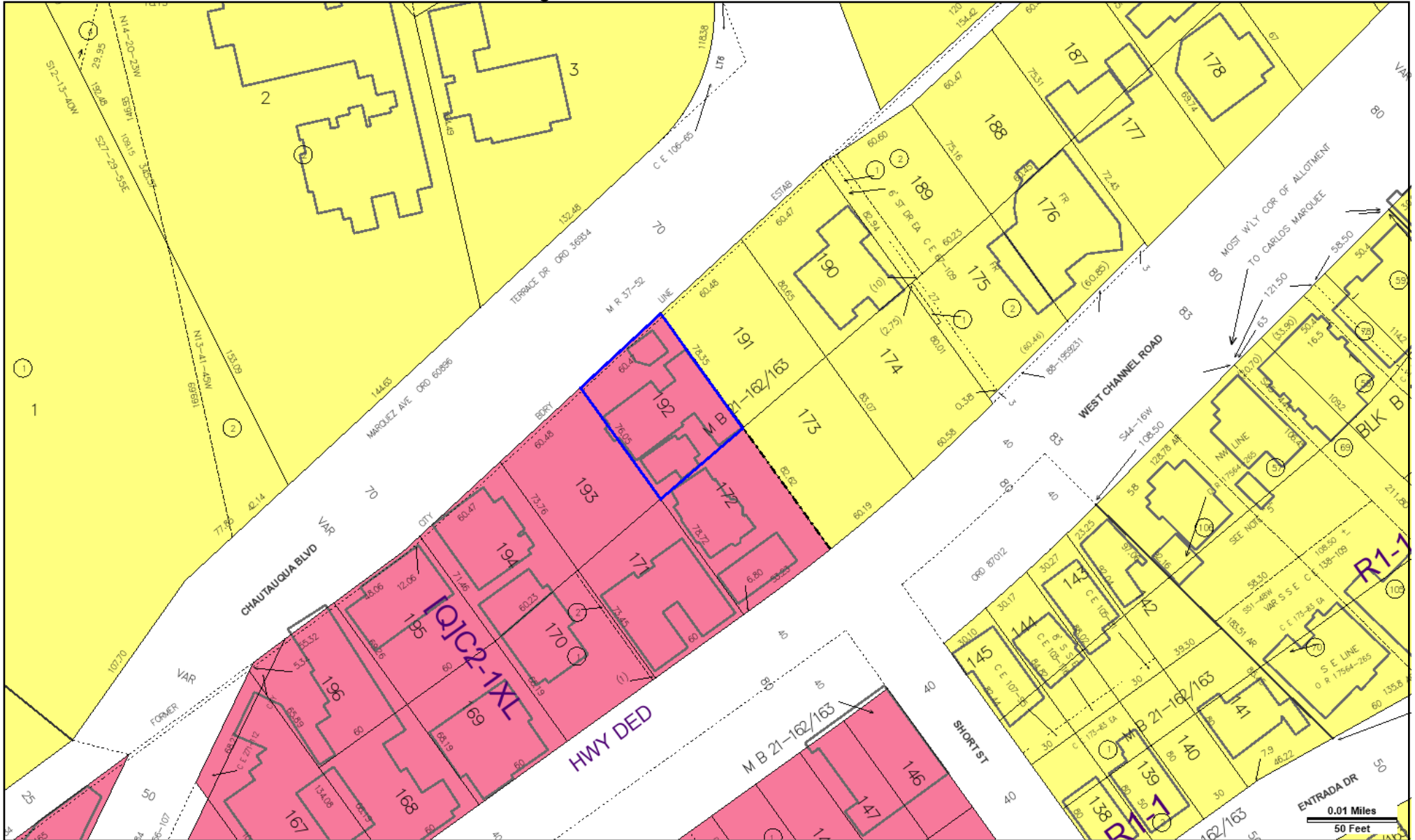
Prepared by Howard Robinson & Associates  
660 S. Figueroa St., Suite 1780  
Los Angeles, CA 90017

APCW-2022-3115-DRB-SPP-SPE-CDP-MEL

# **EXHIBIT A3**

ZIMAS Map





Address: 148 N CHAUTAUQUA BLVD  
 APN: 4410012022  
 PIN #: 123B129 952

Tract: TR 1719  
 Block: None  
 Lot: 192  
 Arb: None

Zoning: [Q]C2-1XL  
 General Plan: Neighborhood Commercial



APCW-2022-3115-DRB-SPP-SPE-CDP-MEL

# **EXHIBIT B**

Project Plans and Rendering



# CANYON PLACE

148 CHAUTAUQUA BLVD  
LOS ANGELES, CA 90402



1 DOWNHILL STREET VIEW

## PROJECT INFORMATION

**OWNER**  
FRANK LANGEN  
36 HALDEMAN RD.  
SANTA MONICA, CA 90402

**ARBORIST**  
LISA SMITH  
THE TREE RESOURCE  
PO BOX 49314  
LOS ANGELES, CA 90049  
310-663-2290

**ARCHITECT**  
BAM CONSTRUCTION / DESIGN  
150 W. CHANNEL RD.  
SANTA MONICA, CA 90402  
310-459-0955

**CIVIL ENGINEER**  
T ENGINEERING GROUP  
355 N. LANTANA ST., #333  
CAMARILLO, CA 93012  
818-383-3656

**ENVIRONMENTAL CONSULTANTS**  
MATTHEW SOUTH  
SOUTH ENVIRONMENTAL  
1443 E. WASHINGTON BLVD #288  
PASADENA, CA 91104  
303-818-3632

**LAND USE CONSULTANTS**  
HOWARD ROBINSON & ASSOCIATES  
660 S. FIGUEROA ST., SUITE 1780  
LOS ANGELES, CA 90017  
310-838-0180

**LANDSCAPE DESIGNER**  
BRAM TESTER, URBANSCAPE LA  
3047 CHESAPEAKE AVE  
LOS ANGELES, CA 90016  
323-698-6727

**NOISE CONSULTANTS**  
SHANE PARKER  
PARKER ENVIRONMENTAL CONSULTANTS  
25350 MAGIC MOUNTAIN PARKWAY, SUITE 300  
VALENCIA, CA 91355

**SOILS ENGINEER**  
GROVER-HOLLINGSWORTH & ASSOCIATES  
31129 VIA COLINAS, SUITE 707  
WESTLAKE VILLAGE, CA 91362  
818-889-0844

**STRUCTURAL ENGINEER**  
JOSEPH PERAZZALLI  
183 GREENFIELD AVE  
LOS ANGELES, CA 90049  
310-963-8067

**SURVEYOR**  
BECKER AND MIYAMOTO, INC.  
5601 W. WASHINGTON BLVD  
LOS ANGELES, CA 90016  
323-592-3589

PROJECT DESCRIPTION	LEGAL DESCRIPTION	PROJECT DATA	AREA CALCULATIONS	VICINITY MAP
NEW CONSTRUCTION OF 2-STORY MIXED-USE BUILDING WITH (2) OFFICE UNITS OVER (2) RESIDENTIAL UNITS AND SOLAR STRUCTURE ROOF OVER PARKING AREA	APN #: 4410 012 022 THOMAS BROS. GRID: PAGE 631 - GRID B7 TRACT: TR 1719 MAP REFERENCE: M B 21 - 162/163 BLOCK: NONE LOT: 192 ARB (LOT CUT REF): NONE MAP SHEET: 123B129 ZONING: [Q]C2-1XL ZONING INFORMATION: ZI-2471 COASTAL ZONE	TYPE OF CONSTRUCTION: V-B OCCUPANCY TYPE: B / R3 (N) STRUCTURES: 3,470 SF 12'-6" HT PER PPSP (N) PARKING: 6	LOT AREA: 4,626 SF BUILDABLE AREA: 4,626 SF PER PPSP MAX FLOOR AREA SF: .5 x 4,626 SF = 2,313 SF FLOOR AREA CALCULATIONS FIRST FLOOR BUILDING SF: 1,414.5 SF SECOND FLOOR BUILDING SF: 1,414.5 SF SECOND FLOOR COVERED WALKWAYS SF: 238.0 SF PARKING DECK BUILDING SF: 91.0 SF PARKING DECK COVERED WALKWAYS SF: 102.0 SF AUXILLARY SF: 210.0 SF TOTAL SF: 3,470.0 SF FLOOR AREA RATIO ALLOWED: .5 : 1 PROPOSED: .75 : 1 MAX 3,470 SF	
<b>PARKING - REQUIRED</b> (7) TOTAL PARKING SPACES REQUIRED (2) SPACES FOR RESIDENTIAL USE (5) SPACES FOR COMMERCIAL USE				
<b>PARKING - PROVIDED</b> (6) TOTAL PARKING SPACES PROVIDED (2) SPACES FOR RESIDENTIAL USE (4) SPACES FOR COMMERCIAL USE (1) SPACE OFFSET WITH (4) BICYCLE PARKING SPACES				
<b>BICYCLE PARKING - REQUIRED</b> 2 SPACES PER 1,000SF OF FLOOR AREA (7) BICYCLE PARKING SPACES REQUIRED				
<b>BICYCLE PARKING - PROVIDED</b> (3) SHORT TERM SPACES PROVIDED ALONG WALKWAY (4) LONG TERM SPACES PROVIDED (2) ON PARKING DECK (2) ON SECOND FLOOR				

SHEET LIST	
SHEET NUMBER	SHEET NAME
A-001	COVER SHEET
A-100	SITE PLAN
A-101	FIRST FLOOR PLAN
A-102	SECOND FLOOR PLAN
A-103	PARKING DECK FLOOR PLAN
A-104	ROOF PLAN
A-301	WEST ELEVATION UNITS 1 & 3
A-302	EAST ELEVATION UNITS 2 & 4
A-303	WEST ELEVATION UNITS 2 & 4
A-304	EAST ELEVATION UNITS 1 & 3
A-305	SOUTH ELEVATION
A-306	NORTH ELEVATIONS
A-307	EXTERIOR CORRIDOR ELEVATIONS
A-501	BUILDING SECTIONS
A-502	BUILDING SECTIONS
A-503	BUILDING SECTIONS
A-504	BUILDING SECTIONS
A-505	BUILDING SECTIONS
A-506	BUILDING SECTIONS
A-507	BUILDING SECTIONS
A-508	BUILDING SECTIONS
A-509	BUILDING SECTIONS
AD-100	EXISTING SITE / DEMO PLAN
C1	CIVIL ENGINEERING NOTES
C2	GRADING PLAN
C3	EARTHWORK EXHIBIT
C4	CROSS SECTIONS & DETAILS
E-101	FIRST FLOOR LIGHTING PLAN
E-102	SECOND FLOOR LIGHTING PLAN
E-103	PARKING DECK LIGHTING PLAN
E-201	LIGHTING SPECIFICATIONS & DETAILS
L-101	LOWER LEVEL LANDSCAPE PLAN
L-102	UPPER LEVEL LANDSCAPE PLAN
L-201	LOWER LEVEL IRRIGATION PLAN
L-202	UPPER LEVEL IRRIGATION PLAN
S2	FOUNDATION PLAN
SP-0	SIGN PROGRAM
SP-1	PARKING DECK SIGN PLAN
SP-2	SECOND FLOOR SIGN PLAN
SP-3	FIRST FLOOR SIGN PLAN
SP-4	SIGN ELEVATIONS & DETAILS
SP-5	SIGN ELEVATION & DETAILS
-	SURVEY

TOTAL SHEETS: 43

DATE	DESCRIPTION
3/10/22	PLANNING SUBMIT
12/12/22	PLANNING RESUBMIT
5/9/23	PLANNING RESUBMIT
6/13/23	PLANNING RESUBMIT
1/24/24	PLANNING RESUBMIT

REVISION SCHEDULE		
#	DATE	ISSUED TO

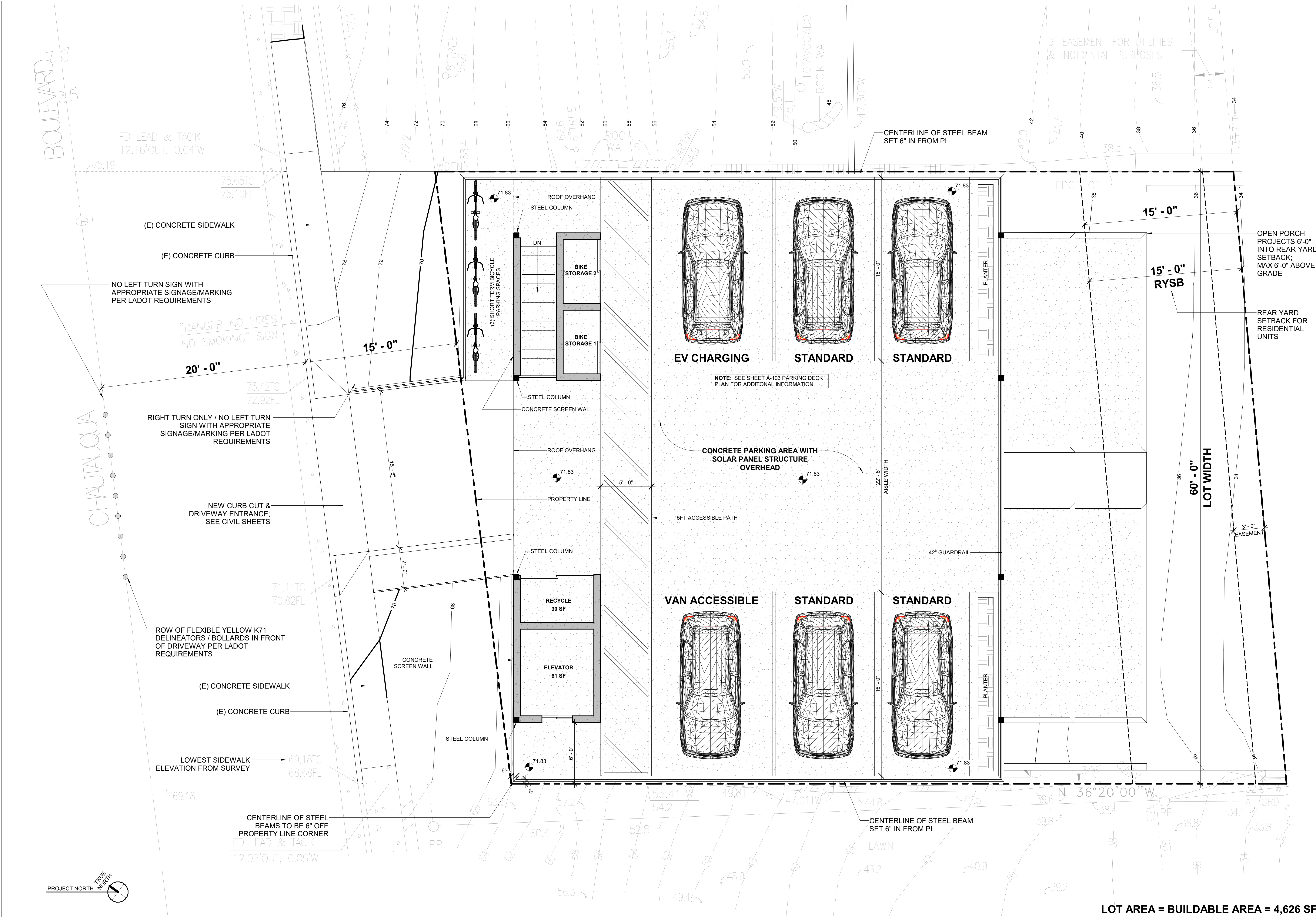
CANYON PLACE  
148 CHAUTAUQUA BLVD  
LOS ANGELES, CA 90402

B A M  
CONSTRUCTION / DESIGN, INC.  
BAM CONSTRUCTION/DESIGN, INC. 150 W. CHANNEL ROAD  
SANTA MONICA, CA 90402  
310-459-0955 fax 310-459-0953 www.bamcd.com



COVER SHEET  
DATE: 1/24/2024  
SCALE:  
DRAWN BY: KF  
SHEET:  
A-001





DATE	DESCRIPTION
3/10/22	PLANNING SUBMIT
12/12/22	PLANNING RESUBMIT
5/9/23	PLANNING RESUBMIT
6/13/23	PLANNING RESUBMIT
1/24/24	PLANNING RESUBMIT

#	DATE	ISSUED TO

**CANYON PLACE**  
 148 CHAUTAUQUA BLVD  
 LOS ANGELES, CA 90402

**B A M**  
 CONSTRUCTION / DESIGN, INC.  
 ARCHITECT  
 BAM CONSTRUCTION/DESIGN, INC. 150 W. CHANNEL ROAD  
 SANTA MONICA, CA 90402  
 310.459.0955 fax 310.459.0953 www.bamcdi.com

**LICENSED ARCHITECT**  
 BRIAN ALFRED MURPHY  
 C 23187  
 REN. 08.31.25  
 STATE OF CALIFORNIA

**SITE PLAN**

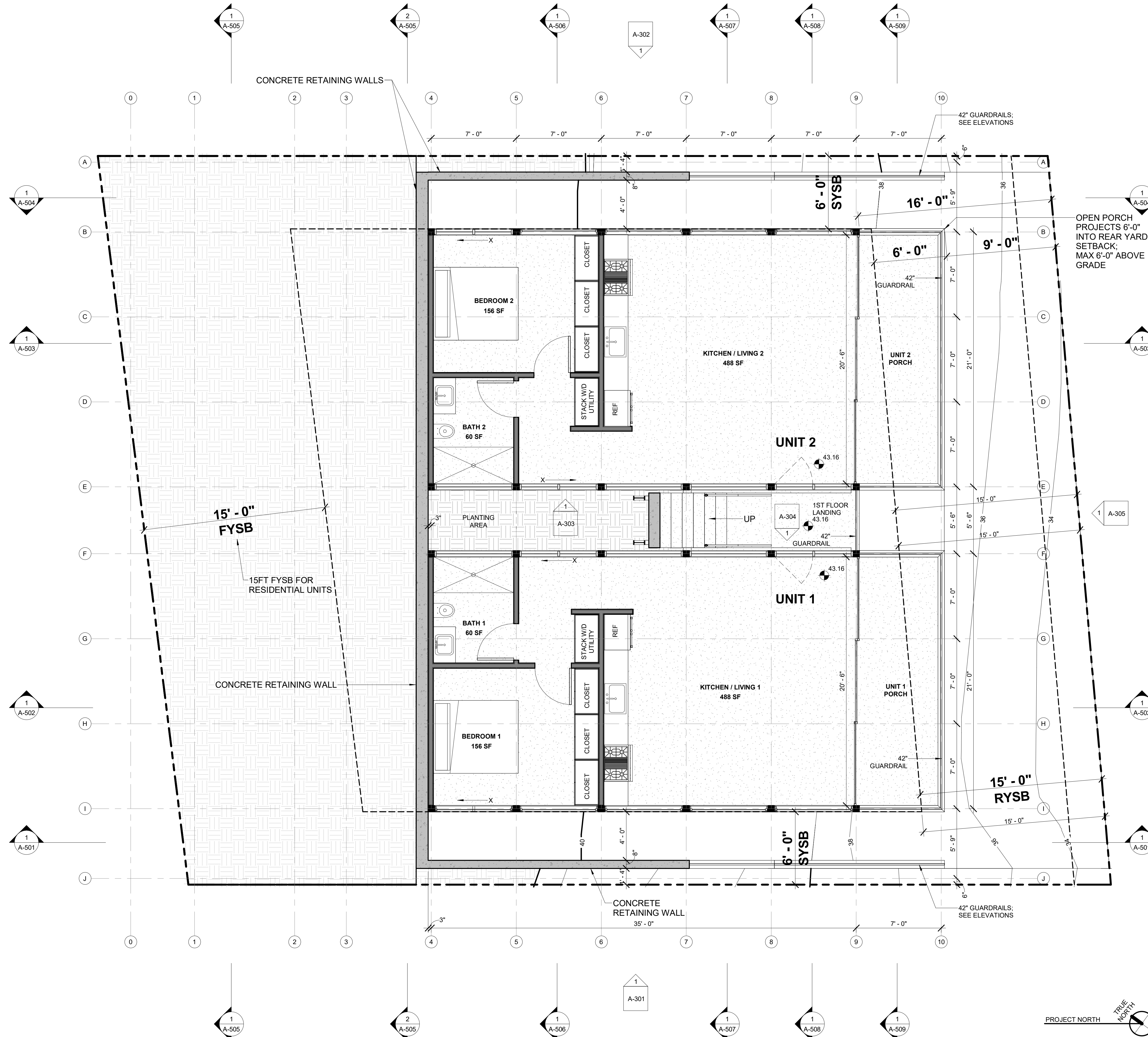
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SCALE:	1/4" = 1'-0"
DRAWN BY:	KF
SHEET:	

LOT AREA = BUILDABLE AREA = 4,626 SF

1 SITE PLAN  
 1/4" = 1'-0"

A-100





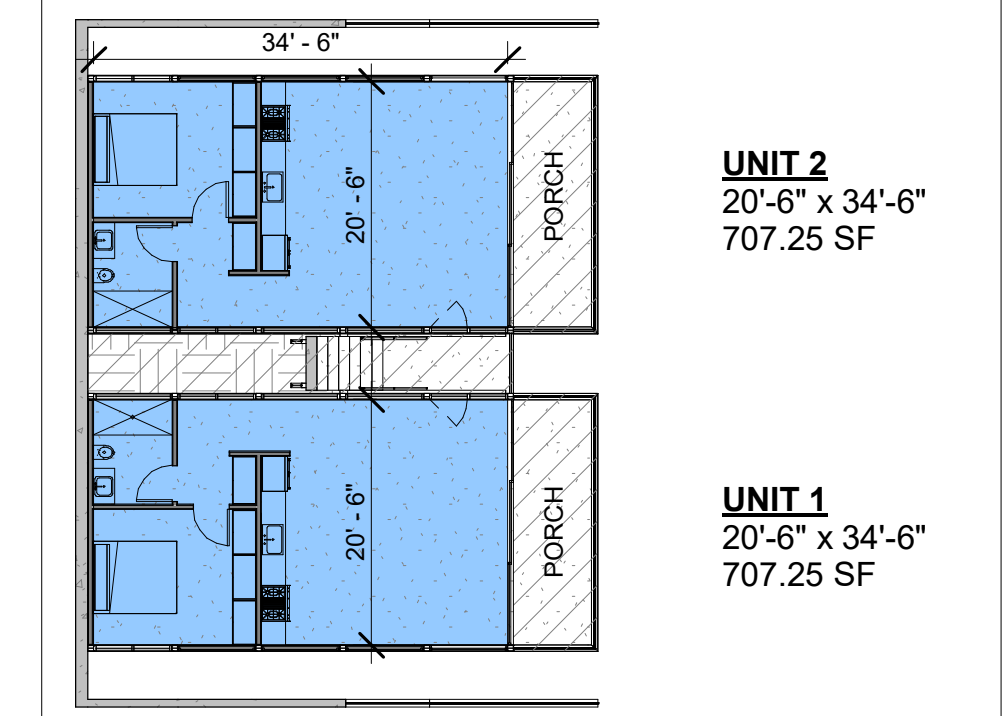
**NOTES**

OCCUPANCY GROUP	B
OCCUPANT LOAD	BUSINESS 150SF GROSS 578 SF / 150 GROSS = 4 OCC PER OFFICE 4 OCC x 4 OFFICES = 16 TOTAL OCCUPANTS
STAIRWAYS	8 OCCUPANTS PER STORY 8 x 0.3 INCHES = 2.4 INCHES
OTHER EGRESS COMPONENTS	8 OCCUPANTS PER STORY 8 x 0.2 INCHES = 1.6 INCHES

DATE	DESCRIPTION
3/10/22	PLANNING SUBMIT
12/12/22	PLANNING RESUBMIT
5/9/23	PLANNING RESUBMIT
6/13/23	PLANNING RESUBMIT
1/24/24	PLANNING RESUBMIT

**KEYNOTES**

**AREA CALCULATIONS**



- AREAS INCLUDED IN FLOOR AREA**
- BUILDING SQUARE FOOTAGE  
707.25 + 707.25 = 1,414.50 SF
  - EXTERIOR COVERED WALKWAYS  
0 SF
- AREAS EXCLUDED FROM FLOOR AREA**
- STAIRWAYS, MECHANICAL ROOMS, BICYCLE STORAGE AREAS, UNCOVERED PORCHES

**LEGEND**

**CANYON PLACE**  
148 CHAUTAUQUA BLVD  
LOS ANGELES, CA 90402

**B A M**  
CONSTRUCTION / DESIGN, INC.  
ARCHITECT  
BAM CONSTRUCTION/DESIGN, INC. 150 W. CHANNEL ROAD  
SANTA MONICA, CA 90402  
310.459.0955 fax 310.459.0953 www.bamcd.com

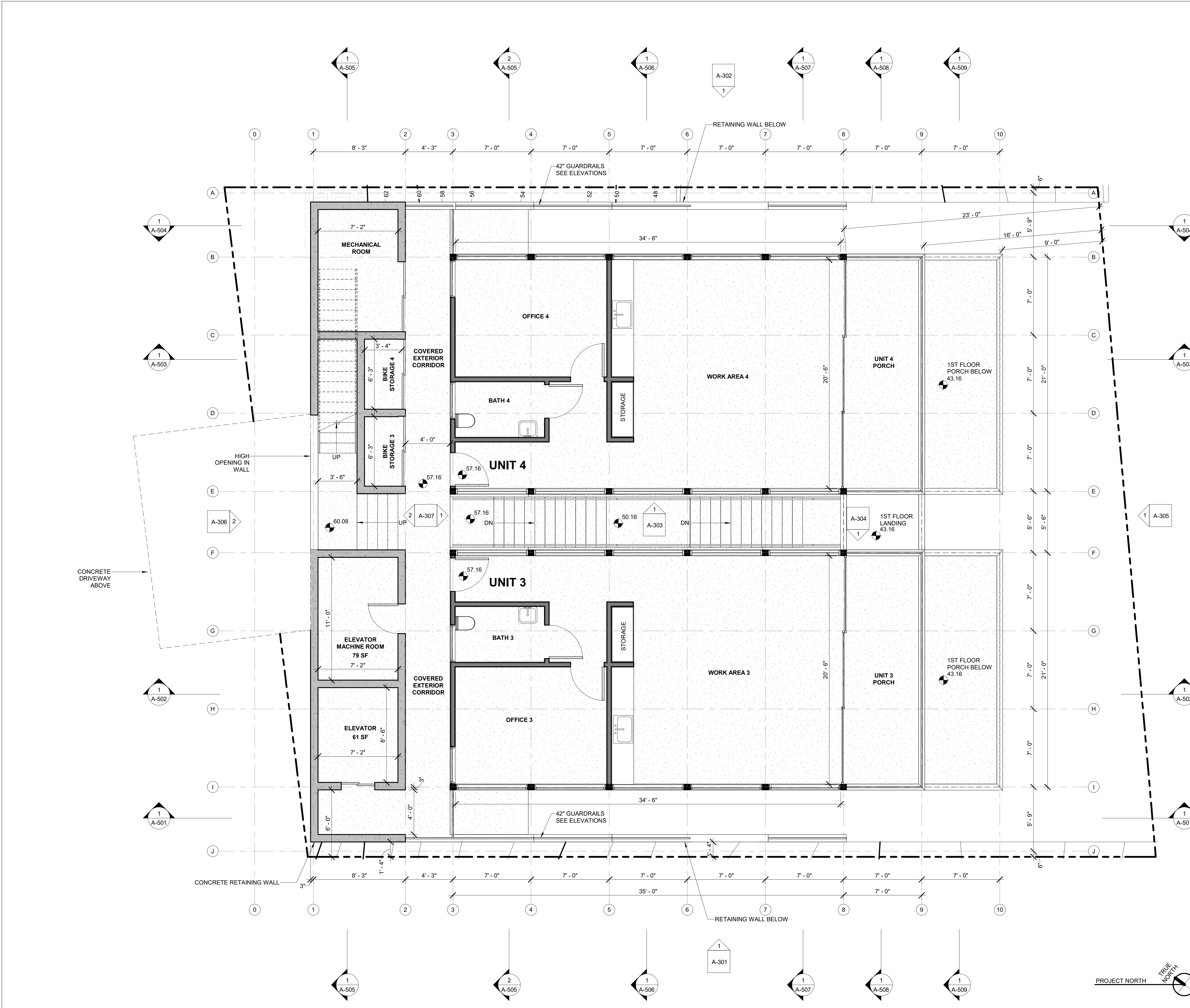
**LICENSED ARCHITECT**  
BRIAN ALFRED MURPHY  
C 23187  
REN. 08.31.25  
STATE OF CALIFORNIA

**FIRST FLOOR PLAN**

DATE:	1/24/2024
SCALE:	As indicated
DRAWN BY:	KF
SHEET:	

**A-101**





**NOTES**

**OCCUPANT LOAD**

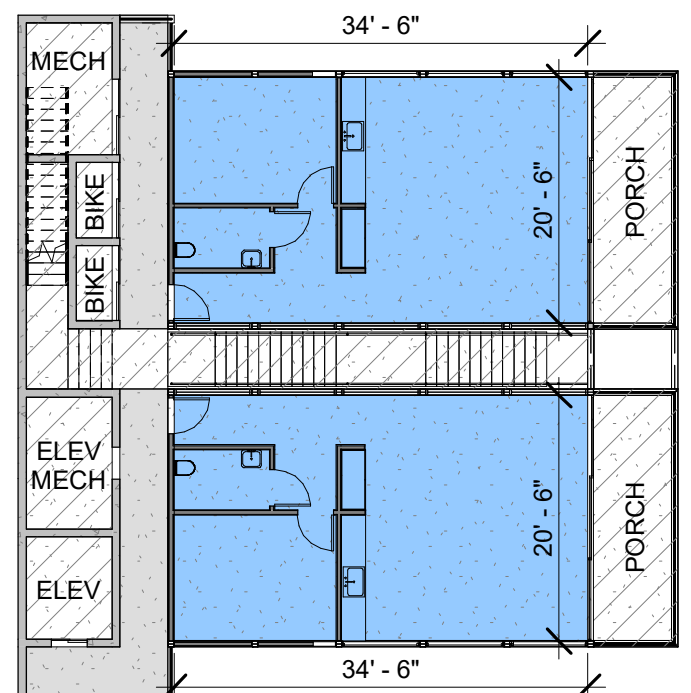
USE	LOAD	SF	OCCUPANTS
BUSINESS	150 GROSS	1414.5SF	10 OCC
ACCESSORY STORAGE/ MECHANICAL EQUIPMENT	300 GROSS	320 SF	1 OCC
RESIDENTIAL	200 GROSS	1414.5SF	7 OCC
PARKING	200 GROSS	2,400SF	12 OCC
<b>TOTAL</b>			<b>30 OCC</b>

DATE	DESCRIPTION
3/10/22	PLANNING SUBMIT
12/12/22	PLANNING RESUBMIT
5/9/23	PLANNING RESUBMIT
6/13/23	PLANNING RESUBMIT
1/24/24	PLANNING RESUBMIT

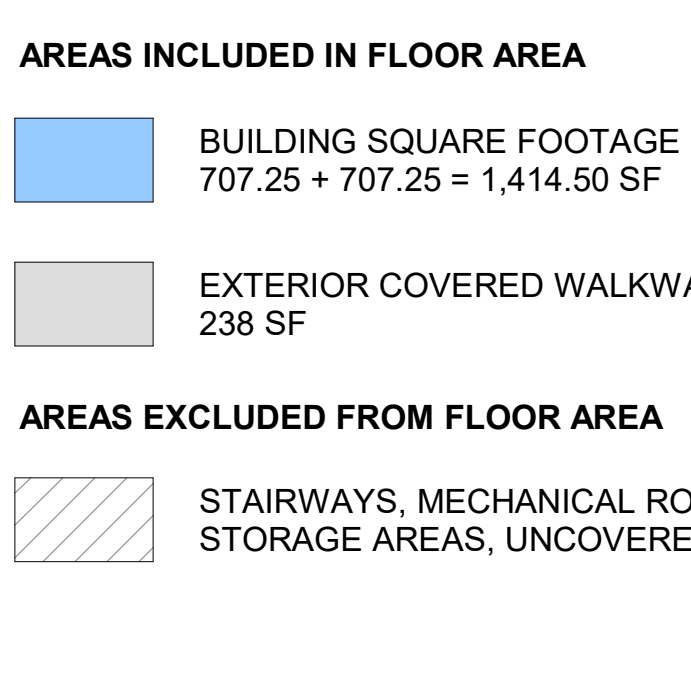
**KEYNOTES**

#	DATE	ISSUED TO

**AREA CALCULATIONS**



**UNIT 4**  
20'-6" x  
34'-6"  
707.25 SF



**UNIT 3**  
20'-6" x  
34'-6"  
707.25 SF

**AREAS INCLUDED IN FLOOR AREA**

- BUILDING SQUARE FOOTAGE  
707.25 + 707.25 = 1,414.50 SF
- EXTERIOR COVERED WALKWAYS  
238 SF

**AREAS EXCLUDED FROM FLOOR AREA**

- STAIRWAYS, MECHANICAL ROOMS, BICYCLE STORAGE AREAS, UNCOVERED PORCHES

**CANYON PLACE**  
148 CHAUTAUQUA BLVD  
LOS ANGELES, CA 90402

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LICENSED ARCHITECT  
BRIAN ALFRED MURPHY  
C 23187  
REN. 08.31.25  
STATE OF CALIFORNIA

**SECOND FLOOR PLAN**

DATE: 1/24/2024  
SCALE: As indicated  
DRAWN BY: KF  
SHEET:

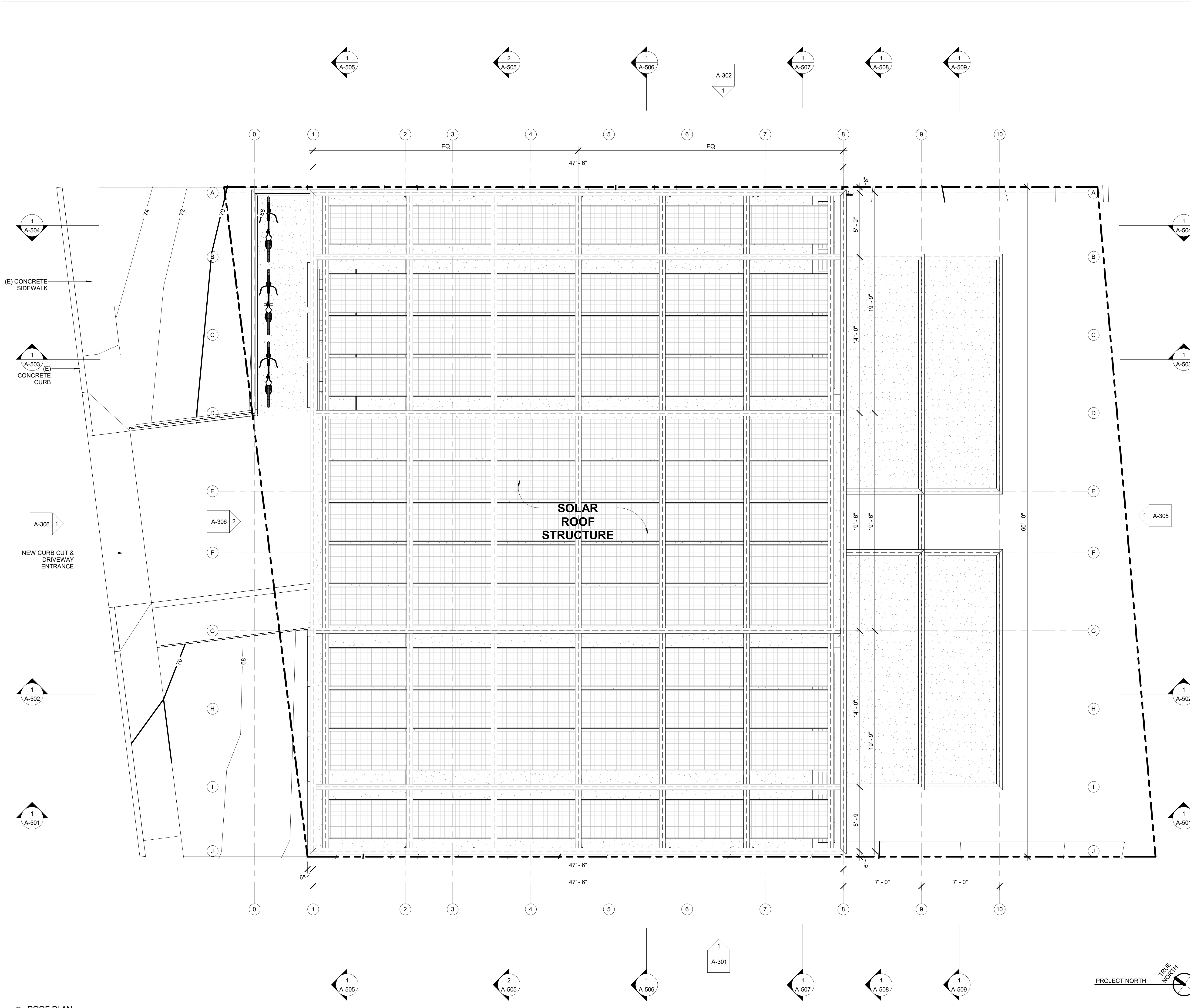
**A-102**

① SECOND FLOOR  
1/4" = 1'-0"









1 ROOF PLAN  
1/4" = 1'-0"

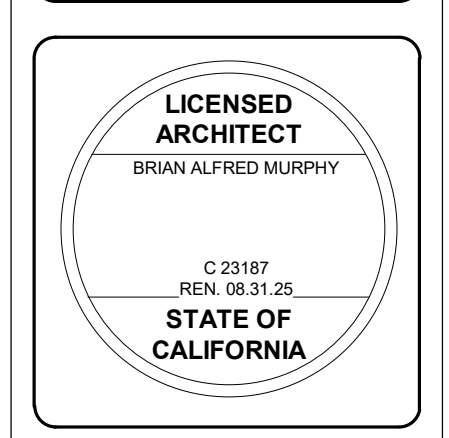
NOTES	
KEYNOTES	
SPECIFICATIONS	
<b>SOLAR PANELS</b>	
SOLAR PANELS TO BE VISION MODULE SYSTEM BY LUMOS OR EQUAL L 60 SERIES (TO BE CONFIRMED WITH SUPPLIER)	
AREA CALCULATIONS	
LEGEND	

DATE	DESCRIPTION
3/10/22	PLANNING SUBMIT
12/12/22	PLANNING RESUBMIT
5/9/23	PLANNING RESUBMIT
6/13/23	PLANNING RESUBMIT
1/24/24	PLANNING RESUBMIT

#	DATE	ISSUED TO

**CANYON PLACE**  
148 CHAUTAUQUA BLVD  
LOS ANGELES, CA 90402

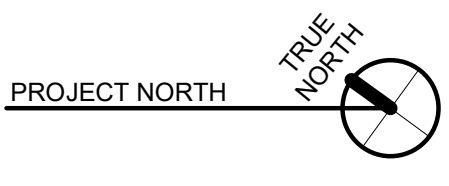
B A M  
CONSTRUCTION / DESIGN, INC.  
ARCHITECT  
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SANTA MONICA, CA 90402  
310.459.0955 fax 310.459.0953 www.bamcdi.com



**ROOF PLAN**

DATE:	1/24/2024
SCALE:	1/4" = 1'-0"
DRAWN BY:	KF
SHEET:	

A-104





DATE	DESCRIPTION
3/10/22	PLANNING SUBMIT
12/12/22	PLANNING RESUBMIT
5/9/23	PLANNING RESUBMIT
6/13/23	PLANNING RESUBMIT
1/24/24	PLANNING RESUBMIT

#	DATE	ISSUED TO

**CANYON PLACE**  
 148 CHAUTAUQUA BLVD  
 LOS ANGELES, CA 90402

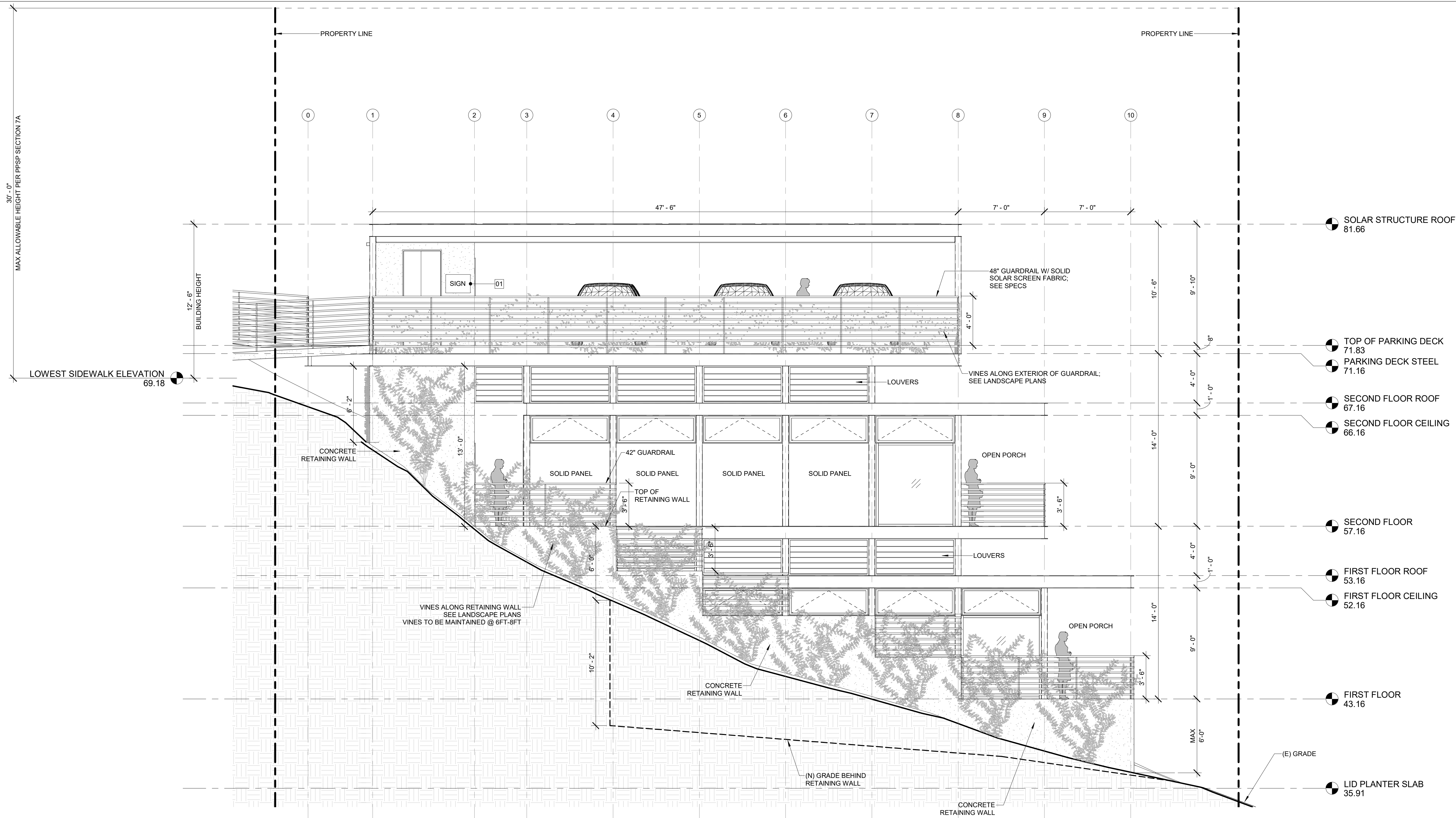
**B A M**  
 CONSTRUCTION / DESIGN, INC.  
 ARCHITECT  
 BAM CONSTRUCTION/DESIGN, INC. 150 W. CHANNEL ROAD  
 SANTA MONICA, CA 90402  
 310.459.0955 fax 310.459.0953 www.bamcdi.com

**LICENSED ARCHITECT**  
 BRIAN ALFRED MURPHY  
 C 23187  
 REN. 08.31.25  
 STATE OF CALIFORNIA

**WEST ELEVATION  
 UNITS 1 & 3**

DATE:	1/24/2024
SCALE:	1/4" = 1'-0"
DRAWN BY:	KF
SHEET:	

**A-301**



① WEST ELEVATION - UNITS 1 & 3  
 1/4" = 1'-0"

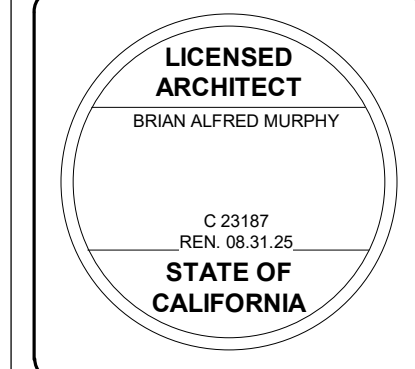
SPECIFICATIONS	KEYNOTES	NOTES
EXTERIOR SOLAR SCREEN FABRIC INSOLROLL MAUI SOLAR SCREEN FABRIC OR EQUAL COLOR - CARBON SAMPLE TO BE APPROVED BY OWNER / ARCHITECT	01 LOCATION OF BUILDING DIRECTORY SIGNAGE SEE SIGN PROGRAM (SP) SHEETS FOR DETAILS	

DATE	DESCRIPTION
3/10/22	PLANNING SUBMIT
12/12/22	PLANNING RESUBMIT
5/9/23	PLANNING RESUBMIT
6/13/23	PLANNING RESUBMIT
1/24/24	PLANNING RESUBMIT

#	DATE	ISSUED TO

**CANYON PLACE**  
 148 CHAUTAUQUA BLVD  
 LOS ANGELES, CA 90402

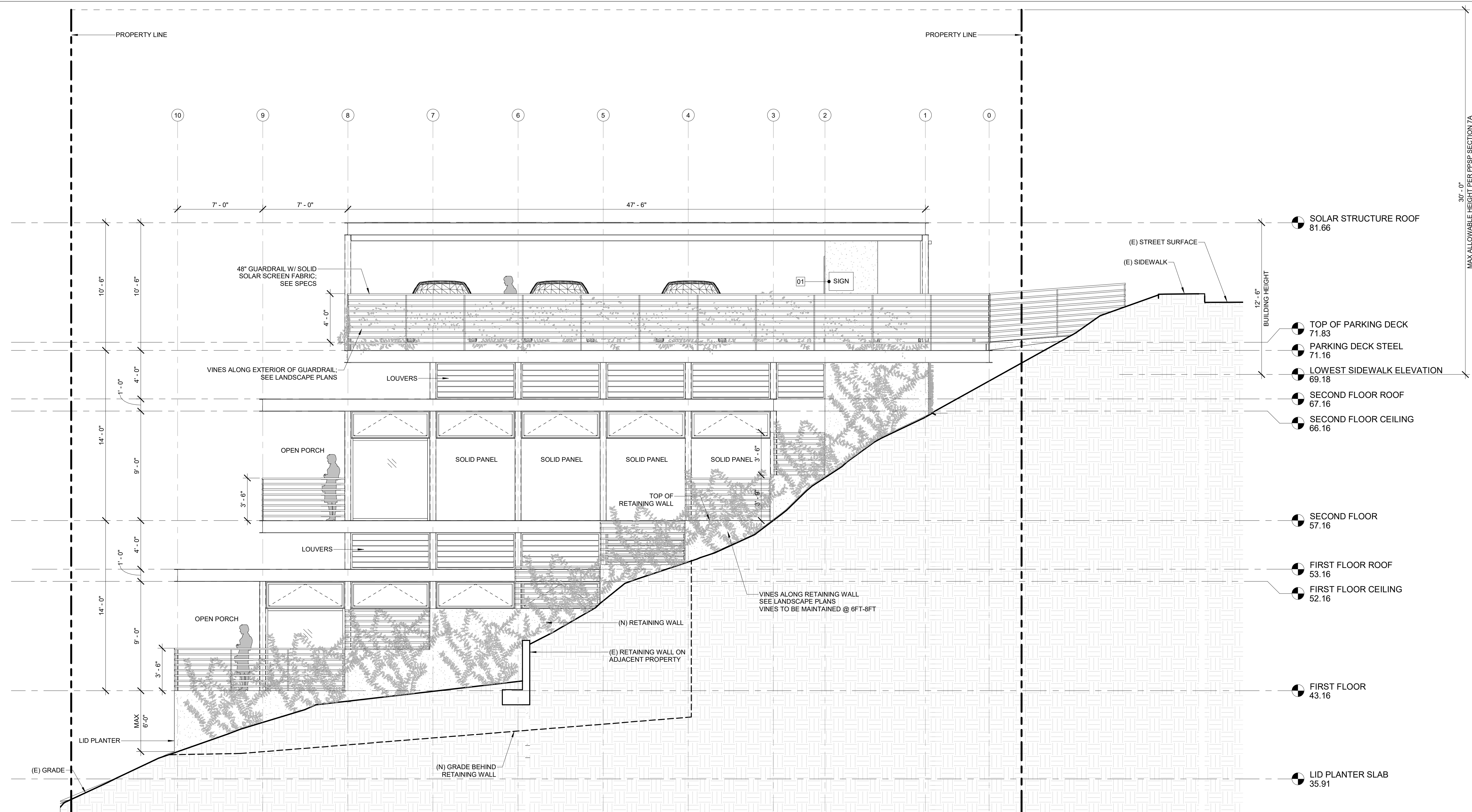
**B A M**  
 CONSTRUCTION / DESIGN, INC.  
 ARCHITECT  
 BAM CONSTRUCTION/DESIGN, INC. 150 W. CHANNEL ROAD  
 SANTA MONICA, CA 90402  
 310.459.0955 fax 310.459.0953 www.bamcdi.com



**EAST ELEVATION  
 UNITS 2 & 4**

DATE:	1/24/2024
SCALE:	1/4" = 1'-0"
DRAWN BY:	KF
SHEET:	

**A-302**



1 EAST ELEVATION - UNITS 2 & 4  
 1/4" = 1'-0"

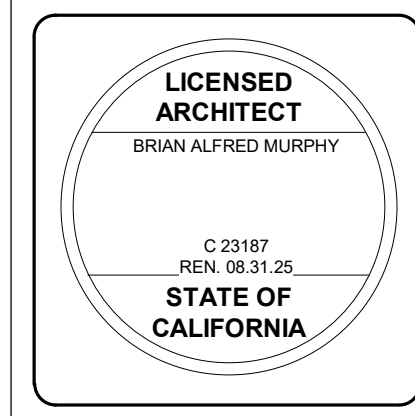
SPECIFICATIONS	KEYNOTES	NOTES
EXTERIOR SOLAR SCREEN FABRIC INSOLROLL MAUI SOLAR SCREEN FABRIC OR EQUAL COLOR - CARBON SAMPLE TO BE APPROVED BY OWNER / ARCHITECT	01 LOCATION OF BUILDING DIRECTORY SIGNAGE SEE SIGN PROGRAM (SP) SHEETS FOR DETAILS	

DATE	DESCRIPTION
3/10/22	PLANNING SUBMIT
12/12/22	PLANNING RESUBMIT
5/9/23	PLANNING RESUBMIT
6/13/23	PLANNING RESUBMIT
1/24/24	PLANNING RESUBMIT

#	DATE	ISSUED TO

**CANYON PLACE**  
 148 CHAUTAUQUA BLVD  
 LOS ANGELES, CA 90402

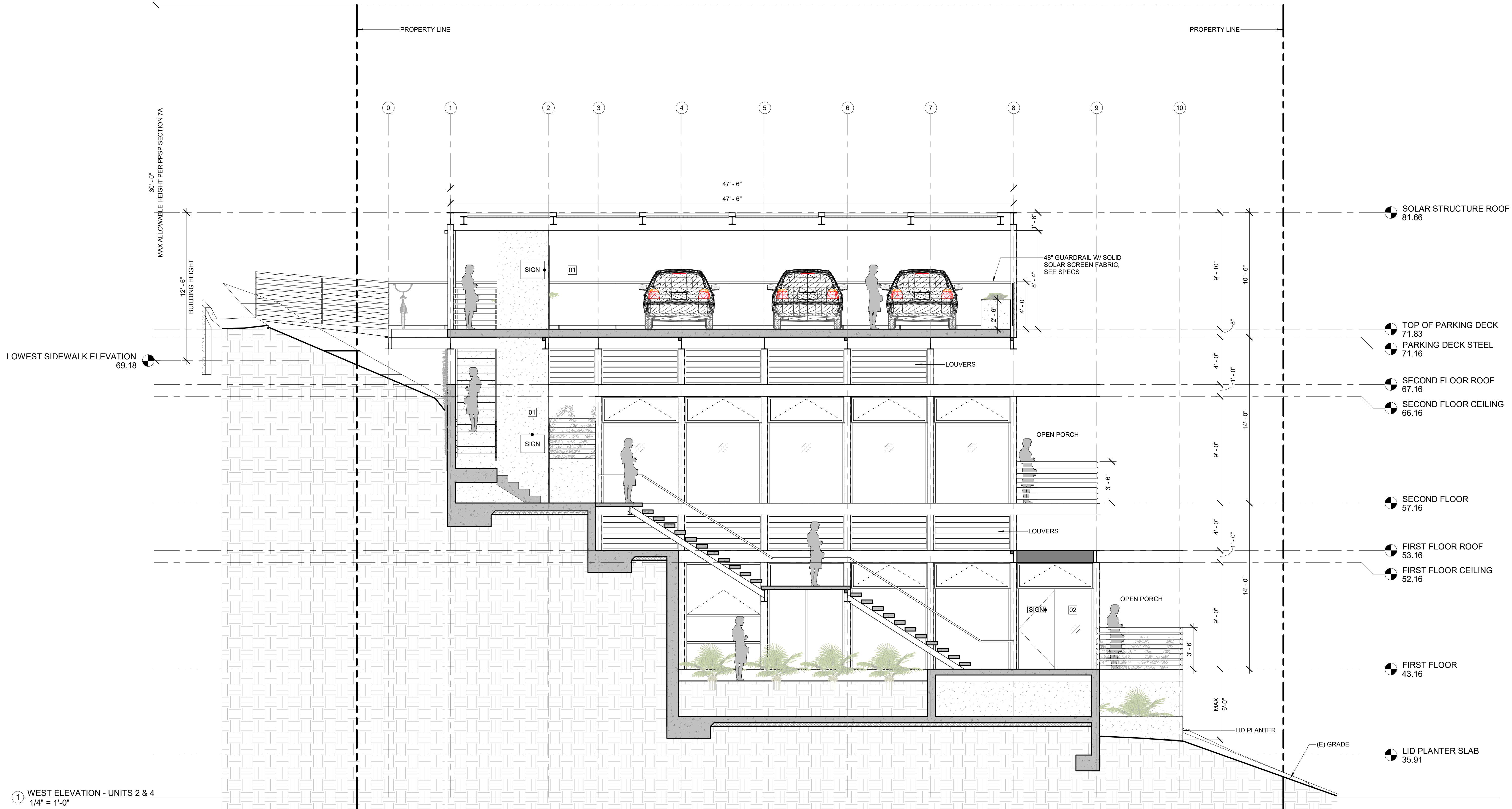
**B A M**  
 CONSTRUCTION / DESIGN, INC.  
 ARCHITECT  
 BAM CONSTRUCTION/DESIGN, INC. 150 W. CHANNEL ROAD  
 SANTA MONICA, CA 90402  
 310.459.0955 fax 310.459.0953 www.bamcdi.com



**WEST ELEVATION**  
**UNITS 2 & 4**

DATE:	1/24/2024
SCALE:	1/4" = 1'-0"
DRAWN BY:	KF
SHEET:	

**A-303**



1 WEST ELEVATION - UNITS 2 & 4  
 1/4" = 1'-0"

**SPECIFICATIONS**

EXTERIOR SOLAR SCREEN FABRIC  
 INSOLROLL MAUI SOLAR SCREEN FABRIC OR EQUAL  
 COLOR - CARBON  
 SAMPLE TO BE APPROVED BY OWNER / ARCHITECT

**KEYNOTES**

- 01 LOCATION OF BUILDING DIRECTORY SIGNAGE  
 SEE SIGN PROGRAM (SP) SHEETS FOR DETAILS
- 02 RESIDENTIAL UNIT SIGNAGE  
 SEE SIGN PROGRAM (SP) SHEETS FOR DETAILS

**NOTES**

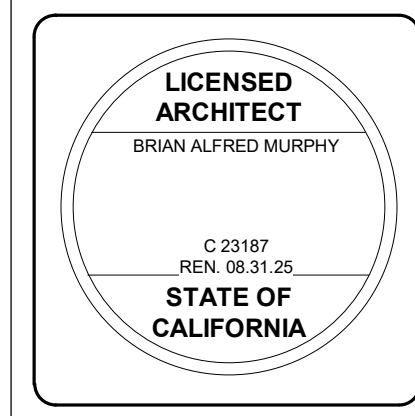


DATE	DESCRIPTION
3/10/22	PLANNING SUBMIT
12/12/22	PLANNING RESUBMIT
5/9/23	PLANNING RESUBMIT
6/13/23	PLANNING RESUBMIT
1/24/24	PLANNING RESUBMIT

#	DATE	ISSUED TO

**CANYON PLACE**  
 148 CHAUTAUQUA BLVD  
 LOS ANGELES, CA 90402

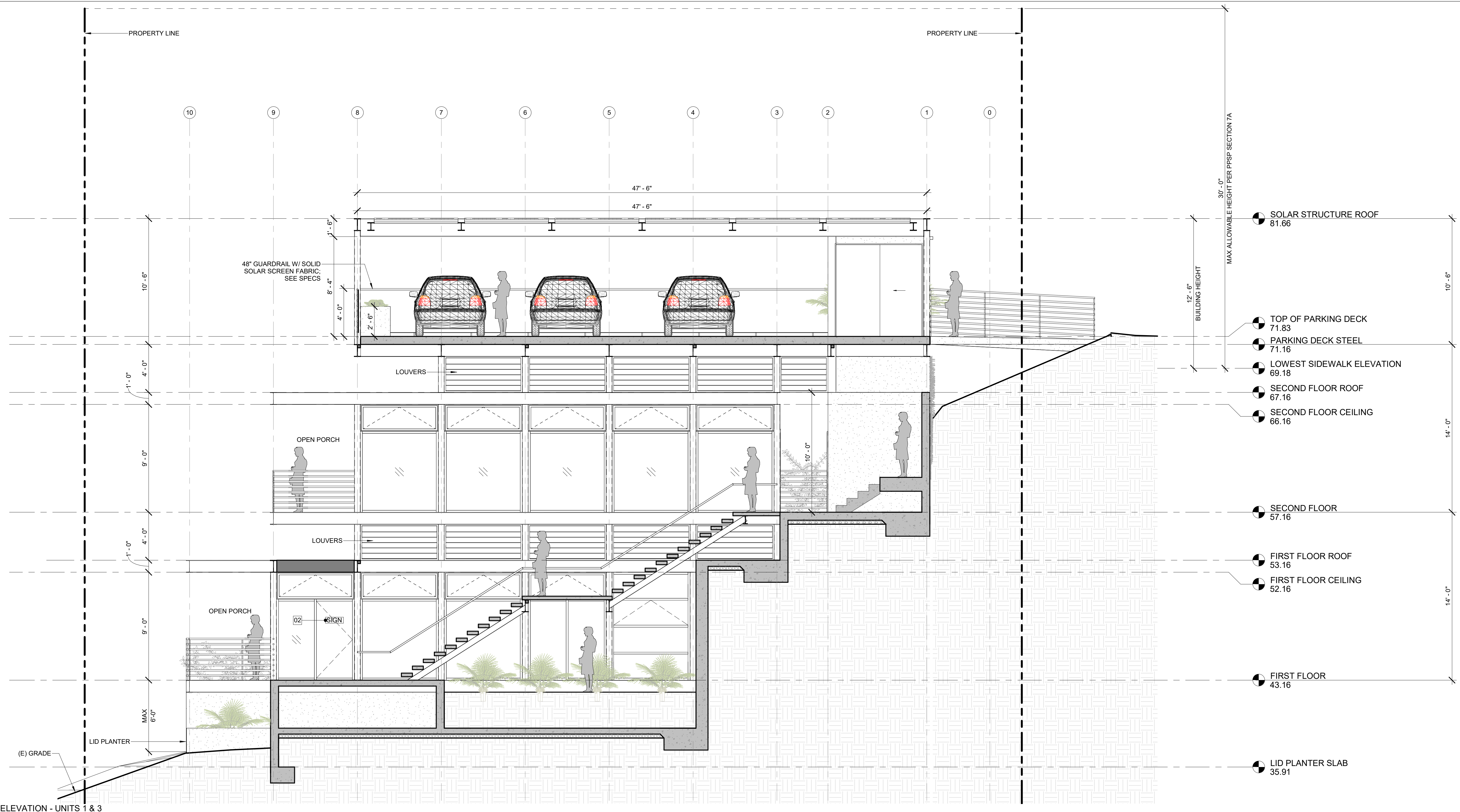
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 ARCHITECT  
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 310.459.0955 fax 310.459.0953 www.bamcdi.com



**EAST ELEVATION  
 UNITS 1 & 3**

DATE:	1/24/2024
SCALE:	1/4" = 1'-0"
DRAWN BY:	KF
SHEET:	

**A-304**



1 EAST ELEVATION - UNITS 1 & 3  
 1/4" = 1'-0"

**SPECIFICATIONS**

EXTERIOR SOLAR SCREEN FABRIC  
 INSOLROLL MAUI SOLAR SCREEN FABRIC OR EQUAL  
 COLOR - CARBON  
 SAMPLE TO BE APPROVED BY OWNER / ARCHITECT

**KEYNOTES**

- 01 LOCATION OF BUILDING DIRECTORY SIGNAGE  
 SEE SIGN PROGRAM (SP) SHEETS FOR DETAILS
- 02 RESIDENTIAL UNIT SIGNAGE  
 SEE SIGN PROGRAM (SP) SHEETS FOR DETAILS

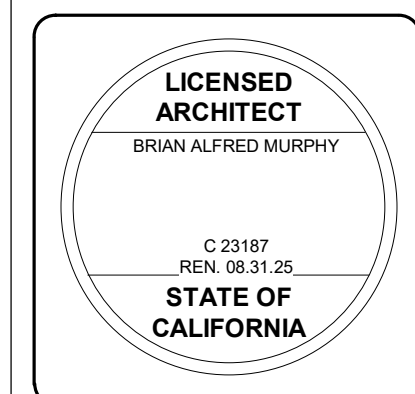
**NOTES**

DATE	DESCRIPTION
3/10/22	PLANNING SUBMIT
12/12/22	PLANNING RESUBMIT
5/9/23	PLANNING RESUBMIT
6/13/23	PLANNING RESUBMIT
1/24/24	PLANNING RESUBMIT

#	DATE	ISSUED TO

**CANYON PLACE**  
 148 CHAUTAUQUA BLVD  
 LOS ANGELES, CA 90402

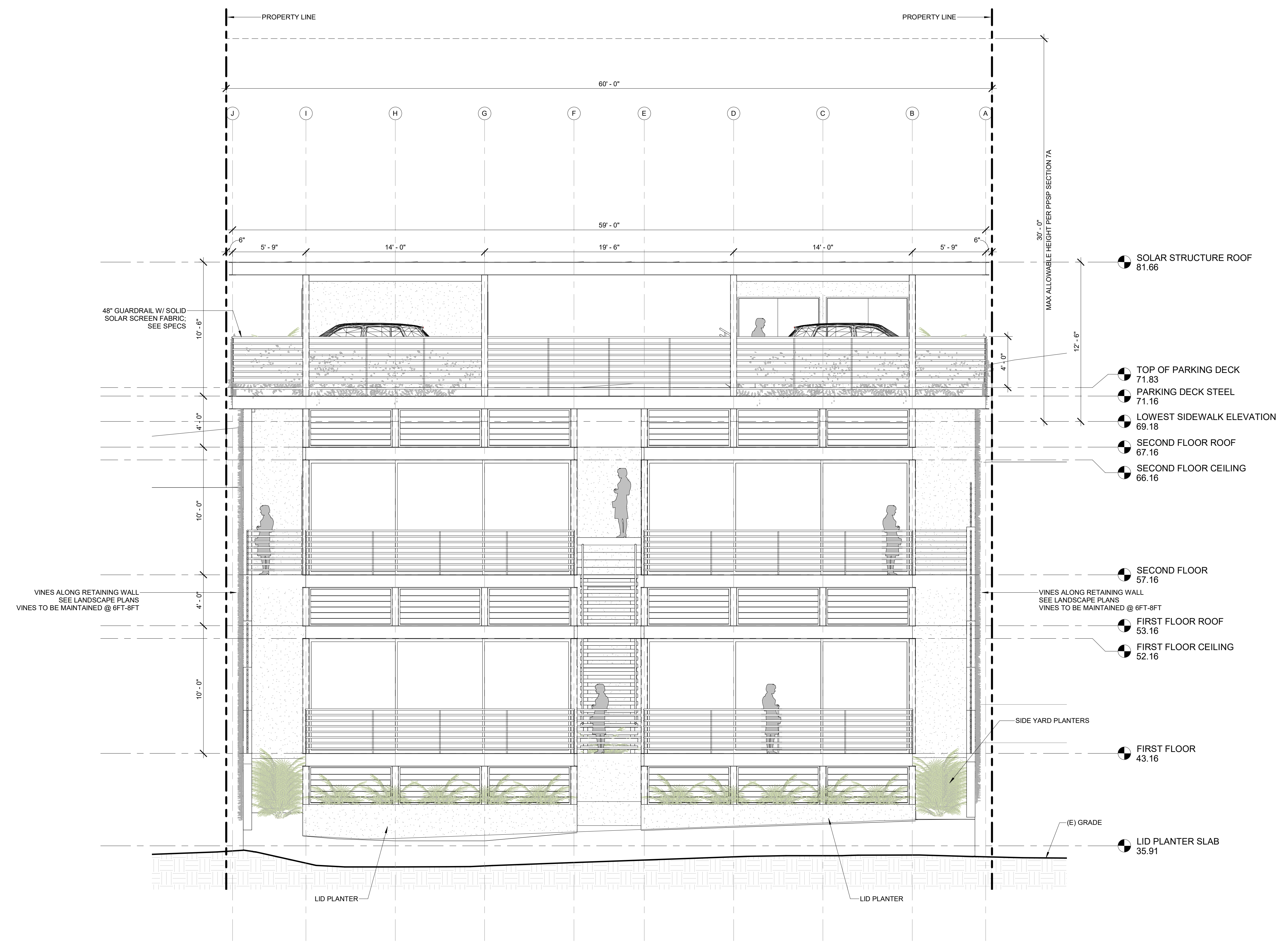
**B A M**  
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 ARCHITECT  
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 SANTA MONICA, CA 90402  
 310.459.0955 fax 310.459.0953 www.bamcdi.com



**SOUTH ELEVATION**

DATE:	1/24/2024
SCALE:	1/4" = 1'-0"
DRAWN BY:	KF
SHEET:	

**A-305**



1 SOUTH ELEVATION  
 1/4" = 1'-0"



DATE	DESCRIPTION
3/10/22	PLANNING SUBMIT
12/12/22	PLANNING RESUBMIT
5/9/23	PLANNING RESUBMIT
6/13/23	PLANNING RESUBMIT
1/24/24	PLANNING RESUBMIT

#	DATE	ISSUED TO

**CANYON PLACE**  
 148 CHAUTAUQUA BLVD  
 LOS ANGELES, CA 90402

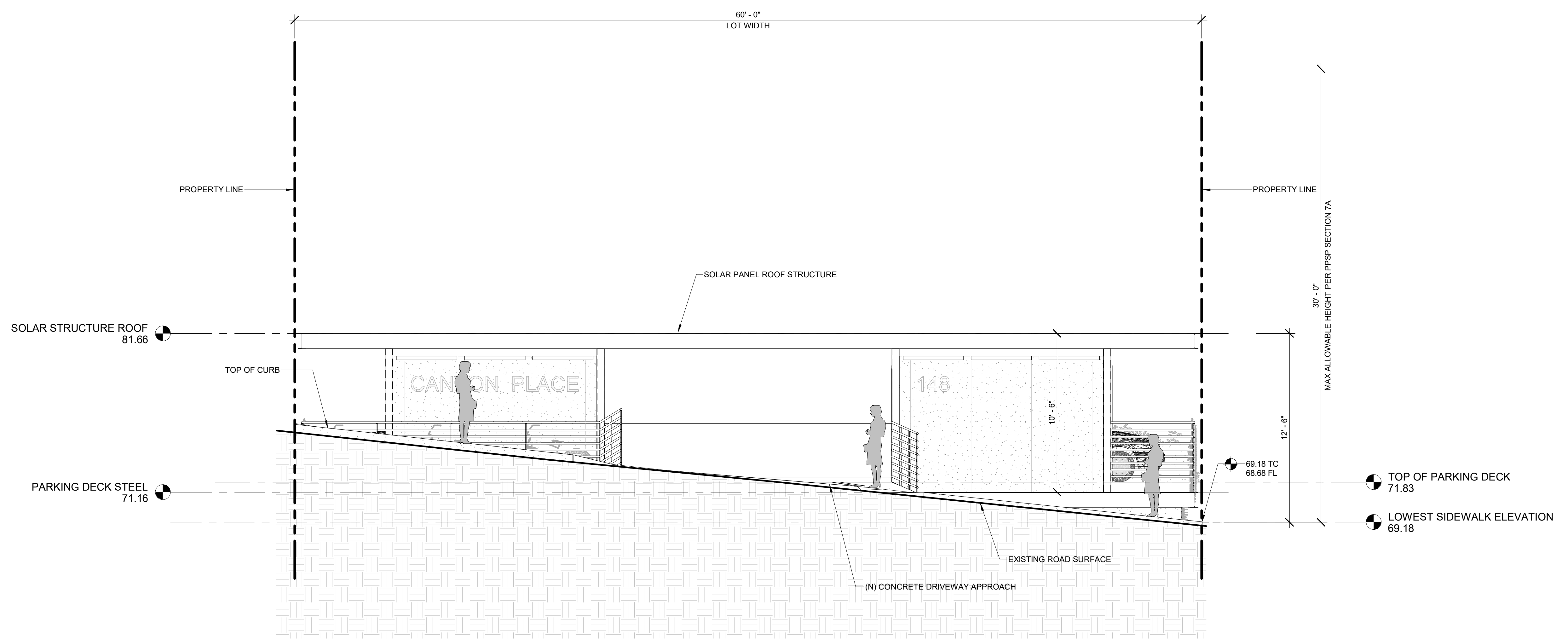
**B A M**  
 CONSTRUCTION / DESIGN, INC.  
 ARCHITECT  
 BAM CONSTRUCTION/DESIGN, INC. 150 W. CHANNEL ROAD  
 SANTA MONICA, CA 90402  
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**LICENSED ARCHITECT**  
 BRIAN ALFRED MURPHY  
 C 23187  
 REN. 08.31.25  
 STATE OF CALIFORNIA

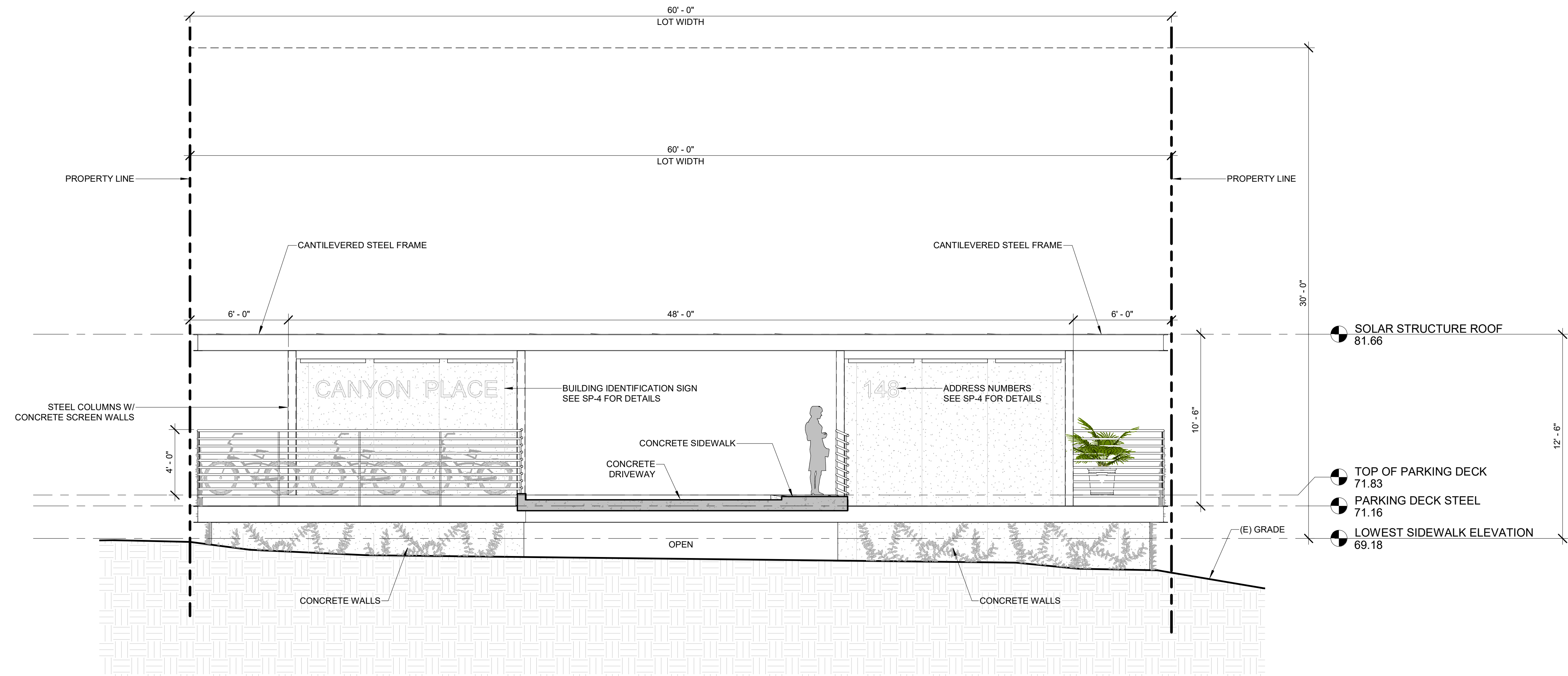
**NORTH ELEVATIONS**

DATE:	1/24/2024
SCALE:	1/4" = 1'-0"
DRAWN BY:	KF
SHEET:	

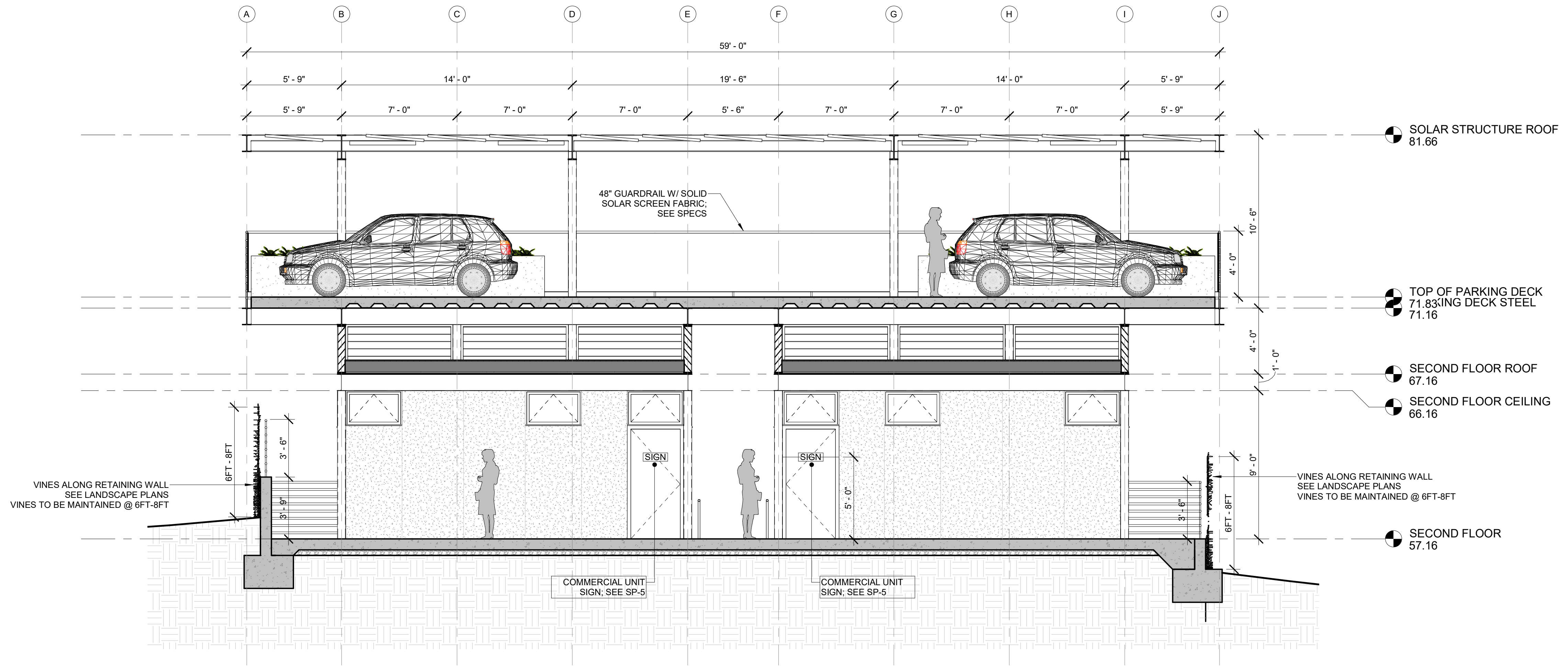
**A-306**



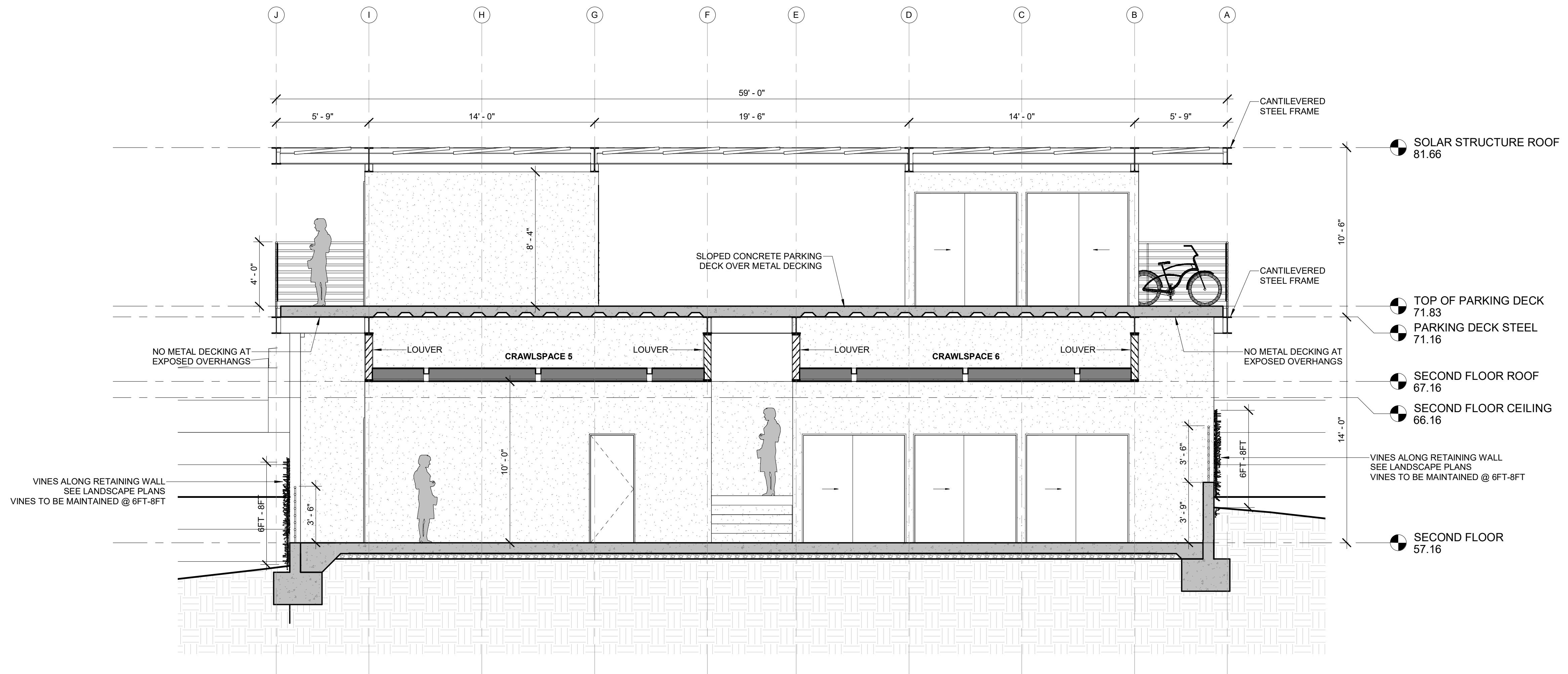
1 STREET ELEVATION  
 1/4" = 1'-0"



2 NORTH BUILDING ELEVATION  
 1/4" = 1'-0"



1 SOUTH ELEVATION - EXTERIOR CORRIDOR  
1/4" = 1'-0"



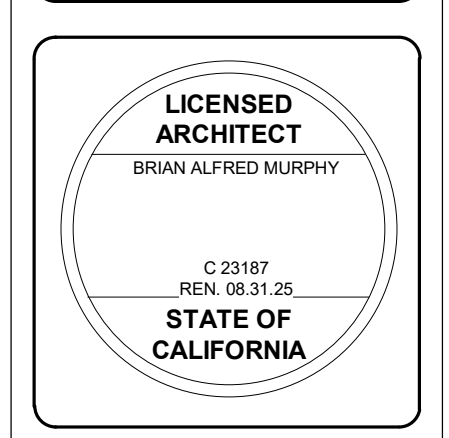
2 NORTH ELEVATION - EXTERIOR CORRIDOR  
1/4" = 1'-0"

DATE	DESCRIPTION
3/10/22	PLANNING SUBMIT
12/12/22	PLANNING RESUBMIT
5/9/23	PLANNING RESUBMIT
6/13/23	PLANNING RESUBMIT
1/24/24	PLANNING RESUBMIT

#	DATE	ISSUED TO

**CANYON PLACE**  
148 CHAUTAUQUA BLVD  
LOS ANGELES, CA 90402

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CONSTRUCTION / DESIGN, INC.  
ARCHITECT  
BAM CONSTRUCTION/DESIGN, INC. 150 W. CHANNEL ROAD  
SANTA MONICA, CA 90402  
310.459.0955 fax 310.459.0953 www.bamcdi.com

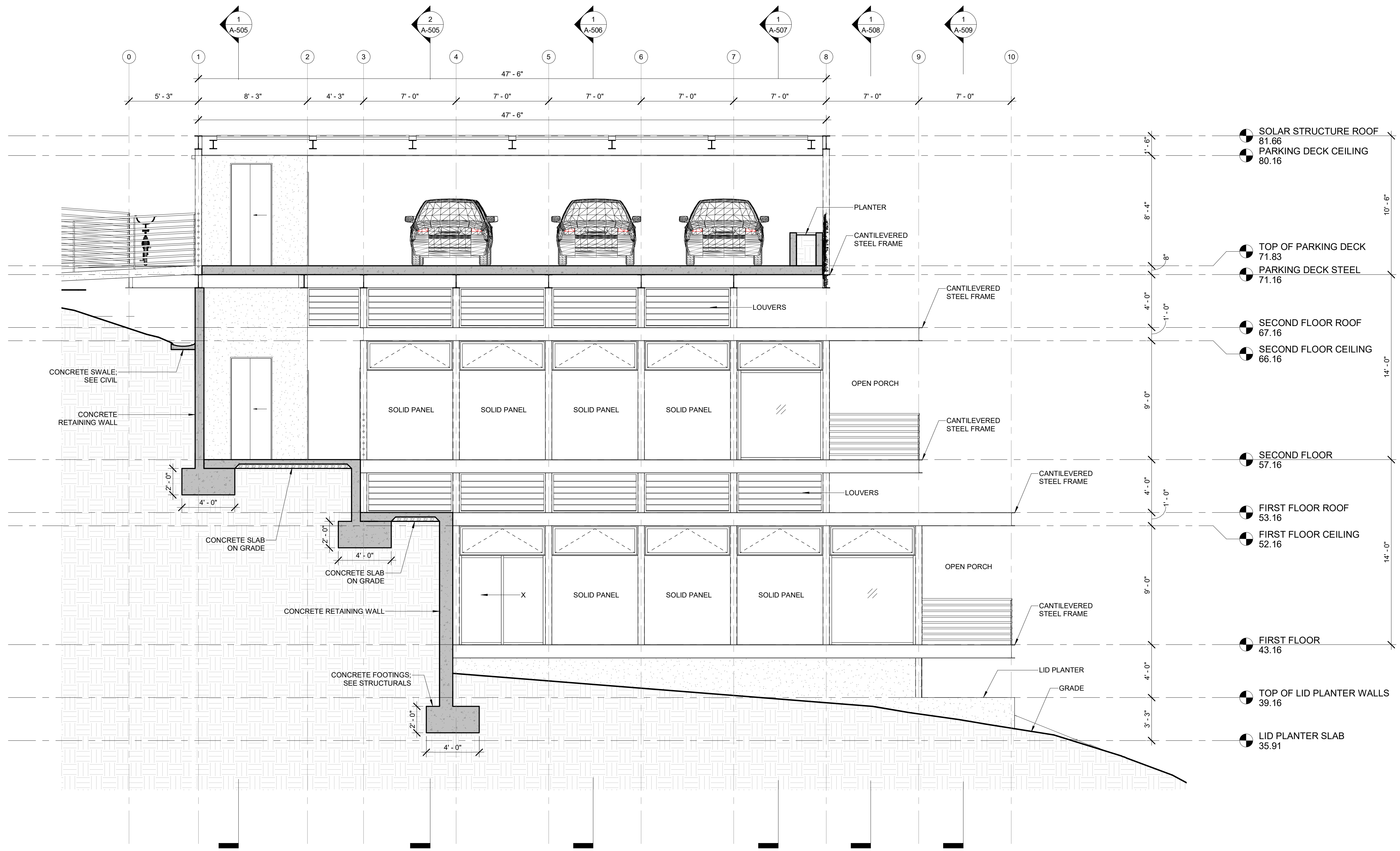


**EXTERIOR CORRIDOR ELEVATIONS**

DATE:	1/24/2024
SCALE:	1/4" = 1'-0"
DRAWN BY:	KF
SHEET:	

**A-307**





DATE	DESCRIPTION
3/10/22	PLANNING SUBMIT
12/12/22	PLANNING RESUBMIT
5/9/23	PLANNING RESUBMIT
6/13/23	PLANNING RESUBMIT
1/24/24	PLANNING RESUBMIT

#	DATE	ISSUED TO

**CANYON PLACE**  
 148 CHAUTAUQUA BLVD  
 LOS ANGELES, CA 90402

**B A M**  
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**LICENSED ARCHITECT**  
 BRIAN ALFRED MURPHY  
 C 23187  
 REN. 08.31.25  
 STATE OF CALIFORNIA

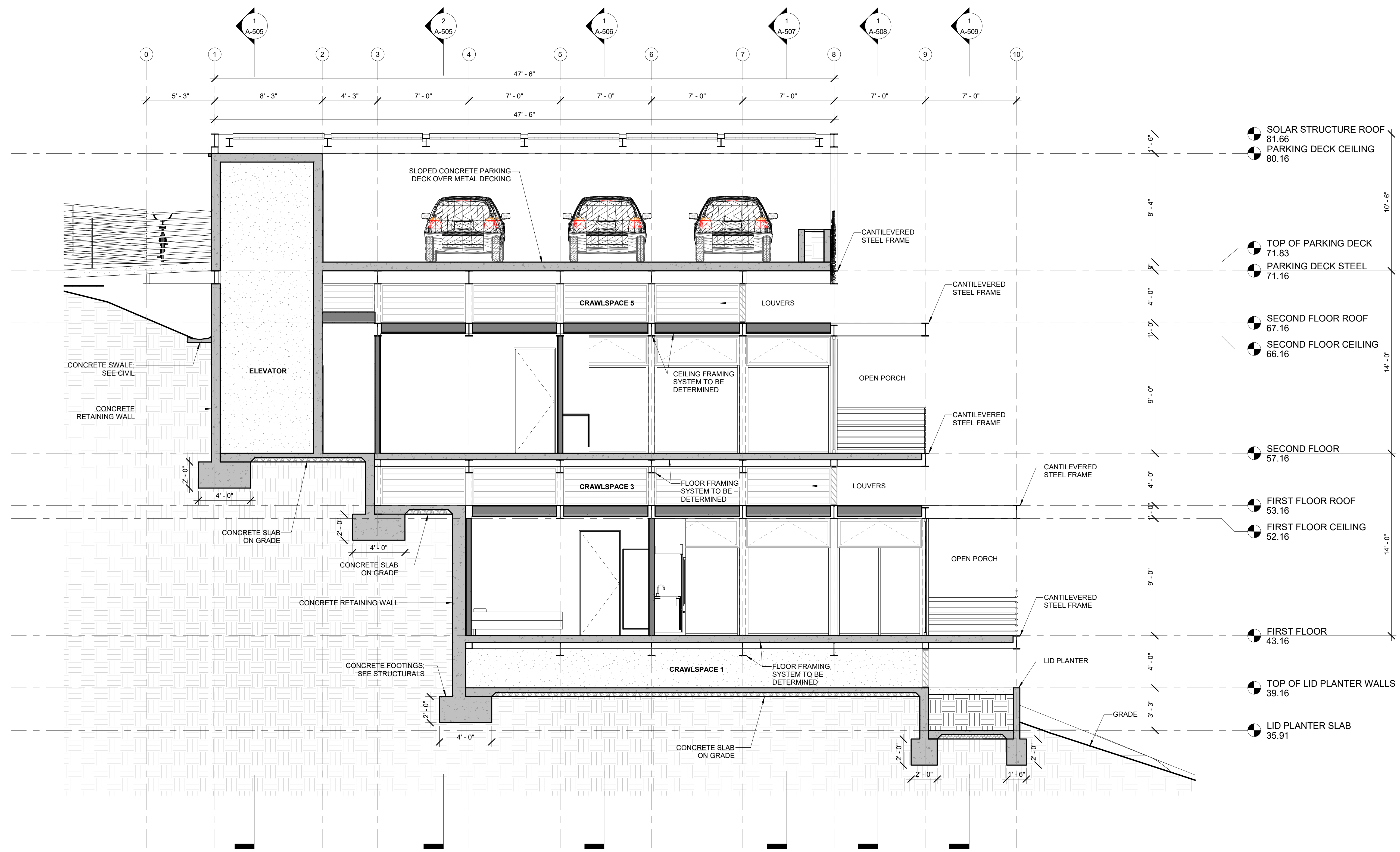
**BUILDING SECTIONS**

DATE: 1/24/2024  
 SCALE: 1/4" = 1'-0"  
 DRAWN BY: KF  
 SHEET:

**A-501**

① N-S SECTION 1  
 1/4" = 1'-0"





1 N-S SECTION 2  
1/4" = 1'-0"

DATE	DESCRIPTION
3/10/22	PLANNING SUBMIT
12/12/22	PLANNING RESUBMIT
5/9/23	PLANNING RESUBMIT
6/13/23	PLANNING RESUBMIT
1/24/24	PLANNING RESUBMIT

#	DATE	ISSUED TO

**CANYON PLACE**  
148 CHAUTAUQUA BLVD  
LOS ANGELES, CA 90402

**B A M**  
CONSTRUCTION / DESIGN, INC.  
ARCHITECT  
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SANTA MONICA, CA 90402  
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LICENSED ARCHITECT  
BRIAN ALFRED MURPHY  
C 23187  
REN. 08.31.25  
STATE OF CALIFORNIA

**BUILDING SECTIONS**

DATE:	1/24/2024
SCALE:	1/4" = 1'-0"
DRAWN BY:	KF
SHEET:	

**A-502**

DATE	DESCRIPTION
3/10/22	PLANNING SUBMIT
12/12/22	PLANNING RESUBMIT
5/9/23	PLANNING RESUBMIT
6/13/23	PLANNING RESUBMIT
1/24/24	PLANNING RESUBMIT

#	DATE	ISSUED TO

**CANYON PLACE**  
 148 CHAUTAUQUA BLVD  
 LOS ANGELES, CA 90402

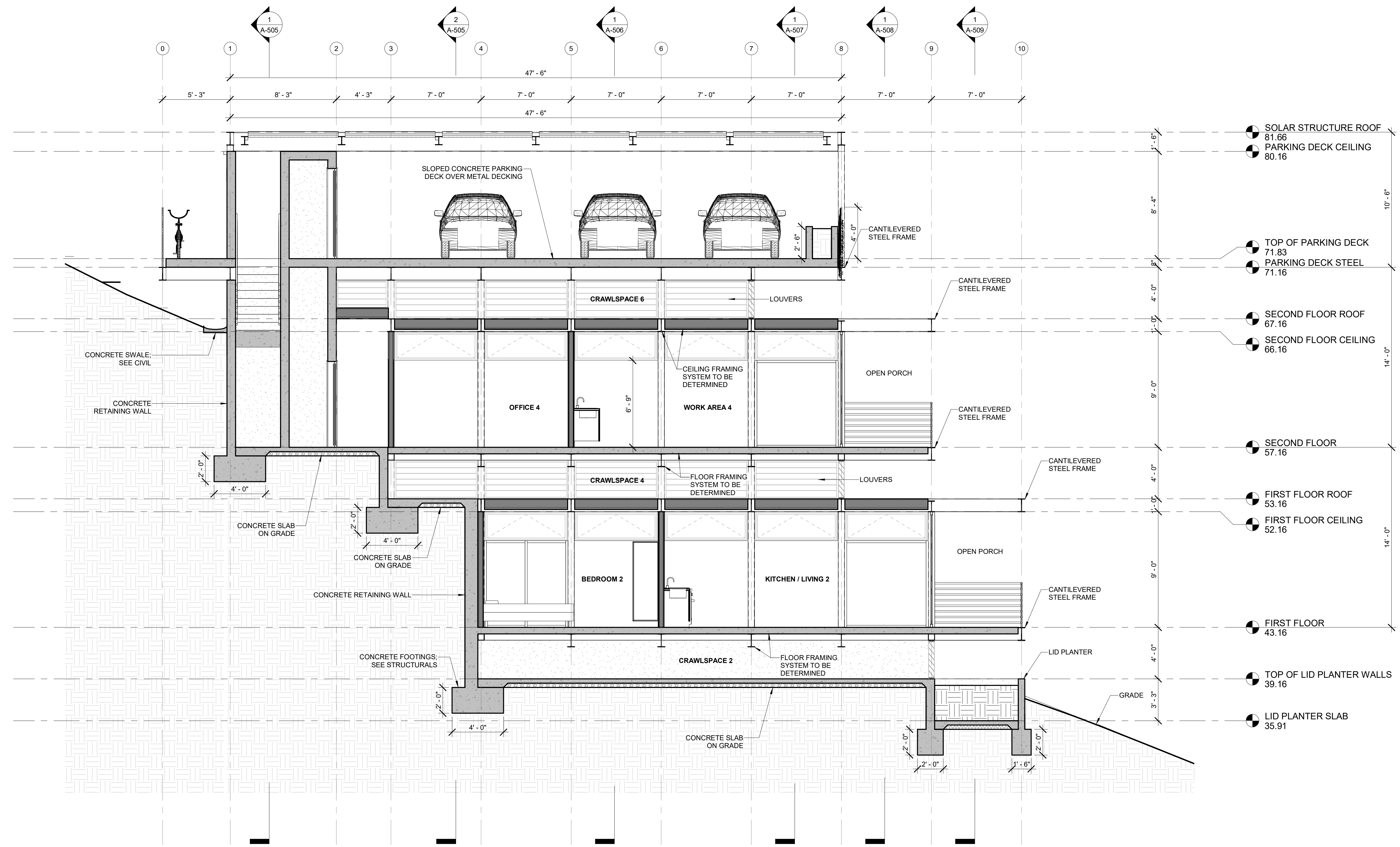
**B A M**  
 CONSTRUCTION / DESIGN, INC.  
 ARCHITECT  
 BAM CONSTRUCTION/DESIGN, INC. 150 W. CHANNEL ROAD  
 SANTA MONICA, CA 90402  
 310.459.0955 fax 310.459.0953 www.bamcdi.com

**LICENSED ARCHITECT**  
 BRIAN ALFRED MURPHY  
 C 23187  
 REN. 08.31.25  
 STATE OF CALIFORNIA

**BUILDING SECTIONS**

DATE:	1/24/2024
SCALE:	1/4" = 1'-0"
DRAWN BY:	KF
SHEET:	

**A-503**



① N-S SECTION 3  
 1/4" = 1'-0"

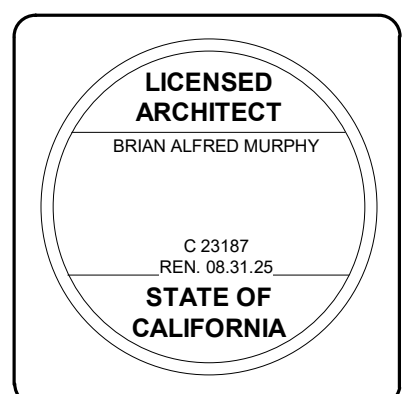
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DATE	DESCRIPTION
3/10/22	PLANNING SUBMIT
12/12/22	PLANNING RESUBMIT
5/9/23	PLANNING RESUBMIT
6/13/23	PLANNING RESUBMIT
1/24/24	PLANNING RESUBMIT

#	DATE	ISSUED TO

**CANYON PLACE**  
 148 CHAUTAUQUA BLVD  
 LOS ANGELES, CA 90402

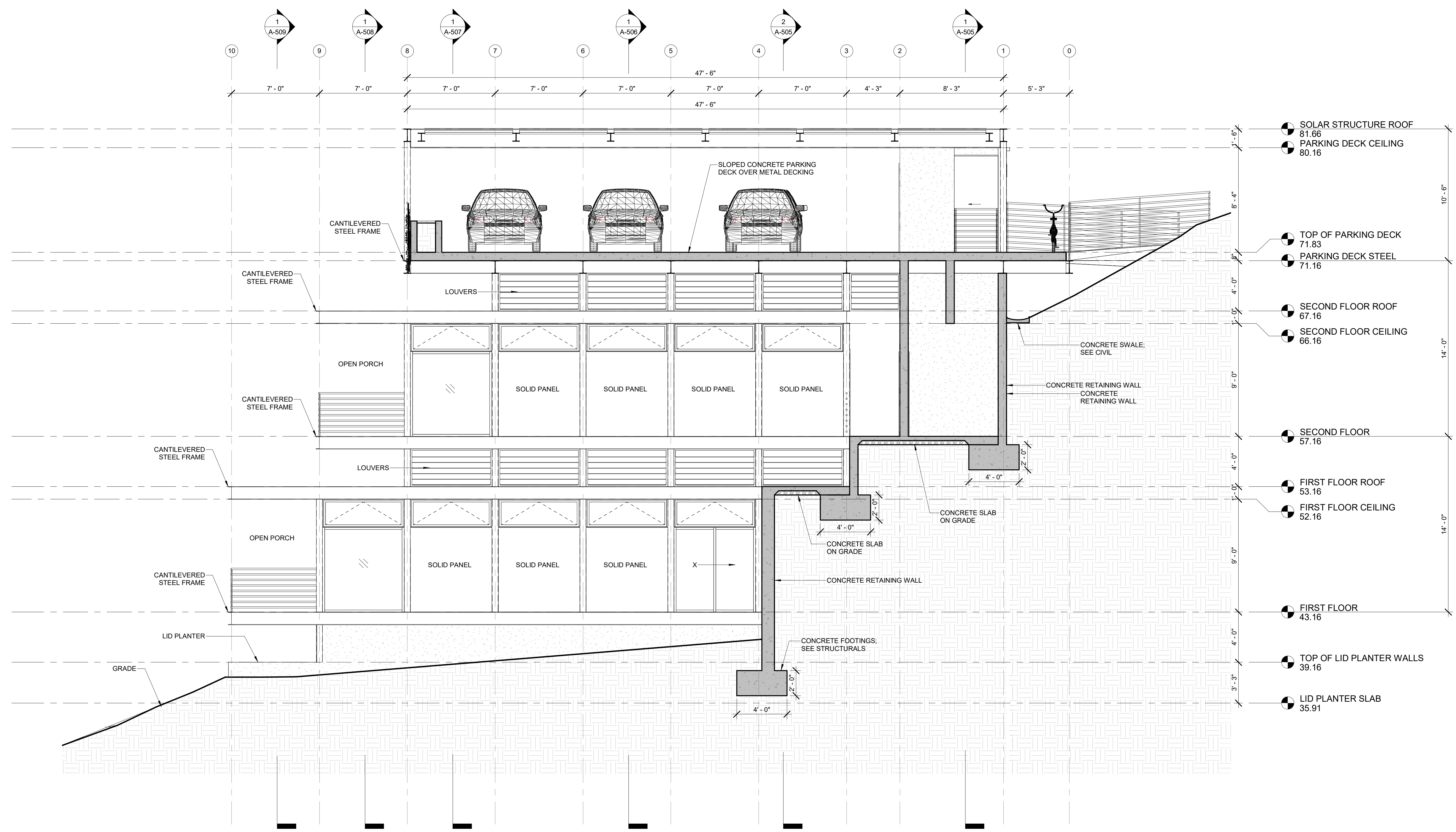
**B A M**  
 CONSTRUCTION / DESIGN, INC.  
 ARCHITECT  
 BAM CONSTRUCTION/DESIGN, INC. 150 W. CHANNEL ROAD  
 SANTA MONICA, CA 90402  
 310.459.0955 fax 310.459.0953 www.bamcdi.com



**BUILDING SECTIONS**

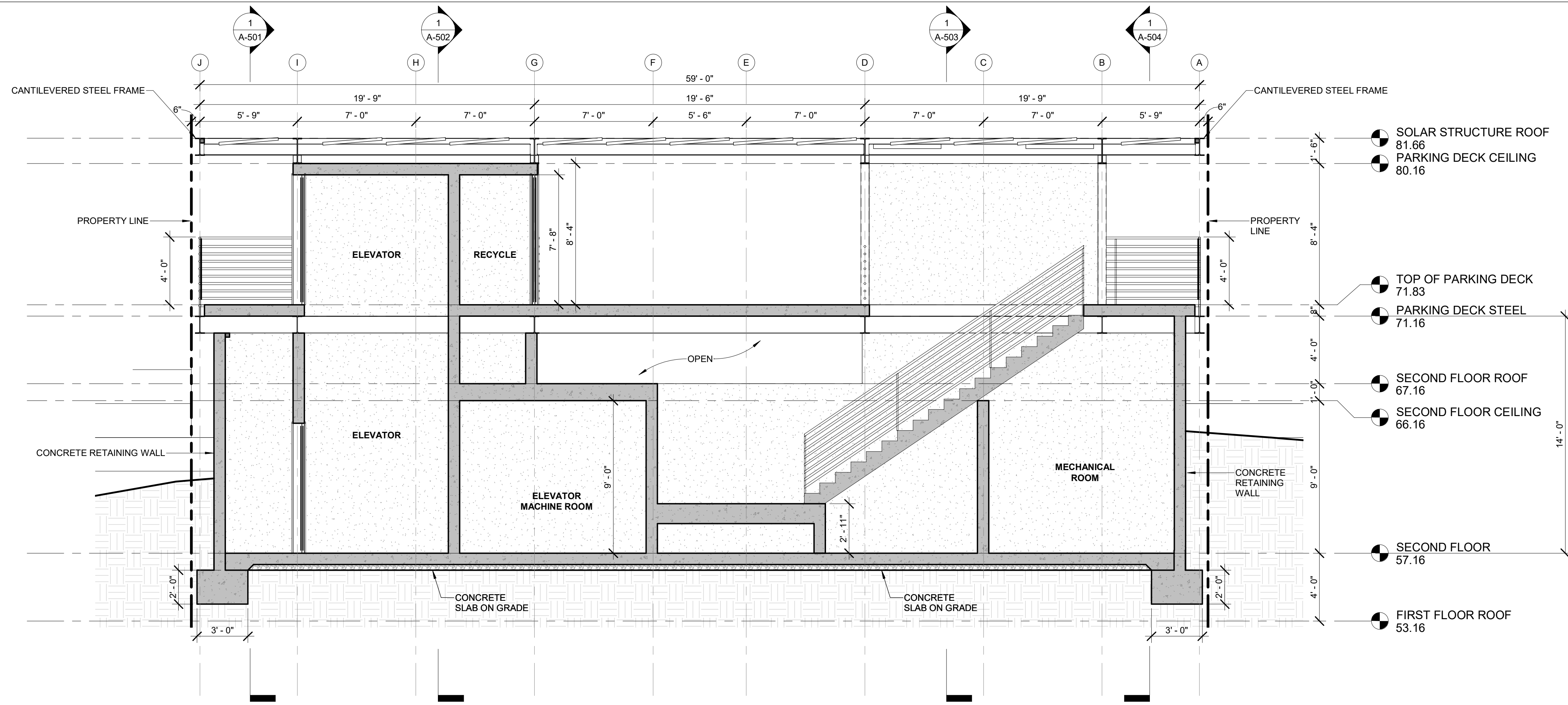
DATE:	1/24/2024
SCALE:	1/4" = 1'-0"
DRAWN BY:	KF
SHEET:	

**A-504**

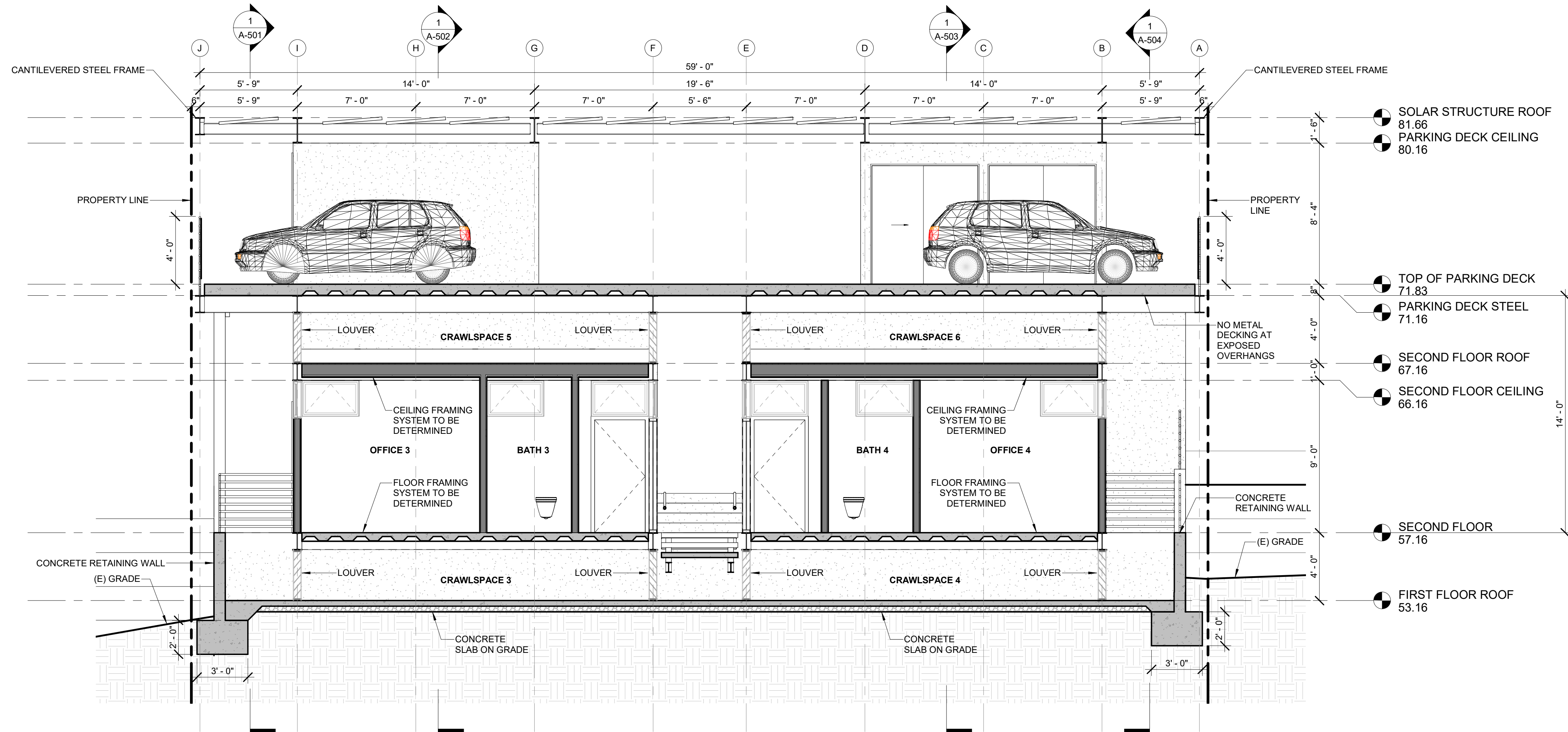


1 N-S SECTION 4  
 1/4" = 1'-0"





1 E-W SECTION 1  
1/4" = 1'-0"



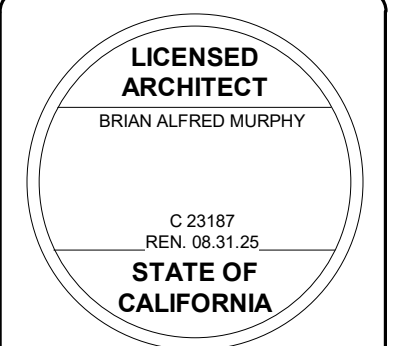
2 E-W SECTION 2  
1/4" = 1'-0"

DATE	DESCRIPTION
3/10/22	PLANNING SUBMIT
12/12/22	PLANNING RESUBMIT
5/9/23	PLANNING RESUBMIT
6/13/23	PLANNING RESUBMIT
1/24/24	PLANNING RESUBMIT

#	DATE	ISSUED TO

**CANYON PLACE**  
148 CHAUTAUQUA BLVD  
LOS ANGELES, CA 90402

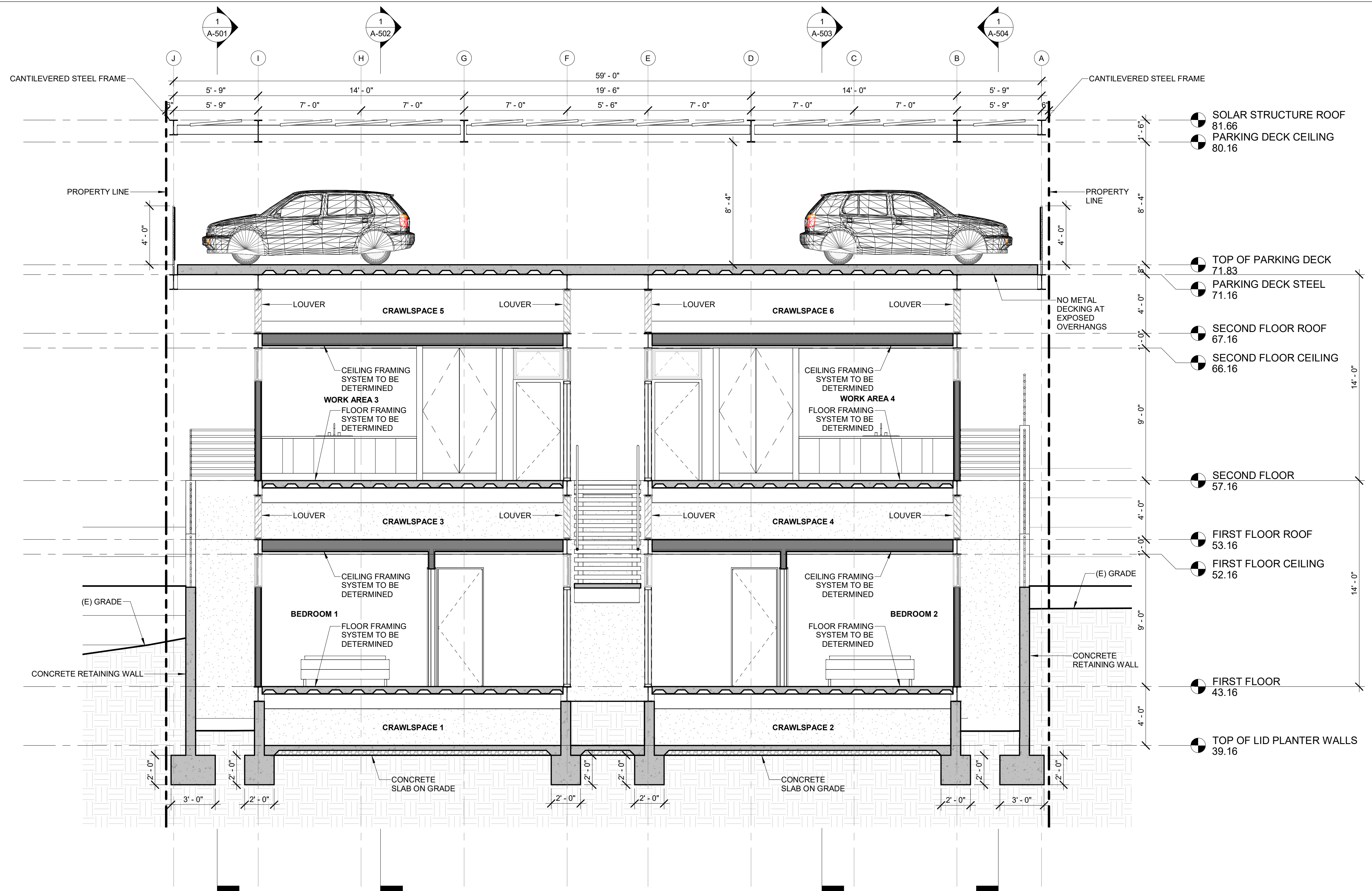
**B A M**  
CONSTRUCTION DESIGN, INC.  
ARCHITECT  
BAM CONSTRUCTION DESIGN, INC. 150 W. CHANNEL ROAD  
SANTA MONICA, CA 90402  
310.459.0955 fax 310.459.0953 www.bamcdi.com



**BUILDING SECTIONS**

DATE:	1/24/2024
SCALE:	1/4" = 1'-0"
DRAWN BY:	KF
SHEET:	

**A-505**



DATE	DESCRIPTION
3/10/22	PLANNING SUBMIT
12/12/22	PLANNING RESUBMIT
5/9/23	PLANNING RESUBMIT
6/13/23	PLANNING RESUBMIT
1/24/24	PLANNING RESUBMIT

#	DATE	ISSUED TO

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 310.459.0955 fax 310.459.0953 www.bamcdi.com

**LICENSED ARCHITECT**  
 BRIAN ALFRED MURPHY  
 C 23187  
 REN. 08.31.25  
 STATE OF CALIFORNIA

**BUILDING SECTIONS**

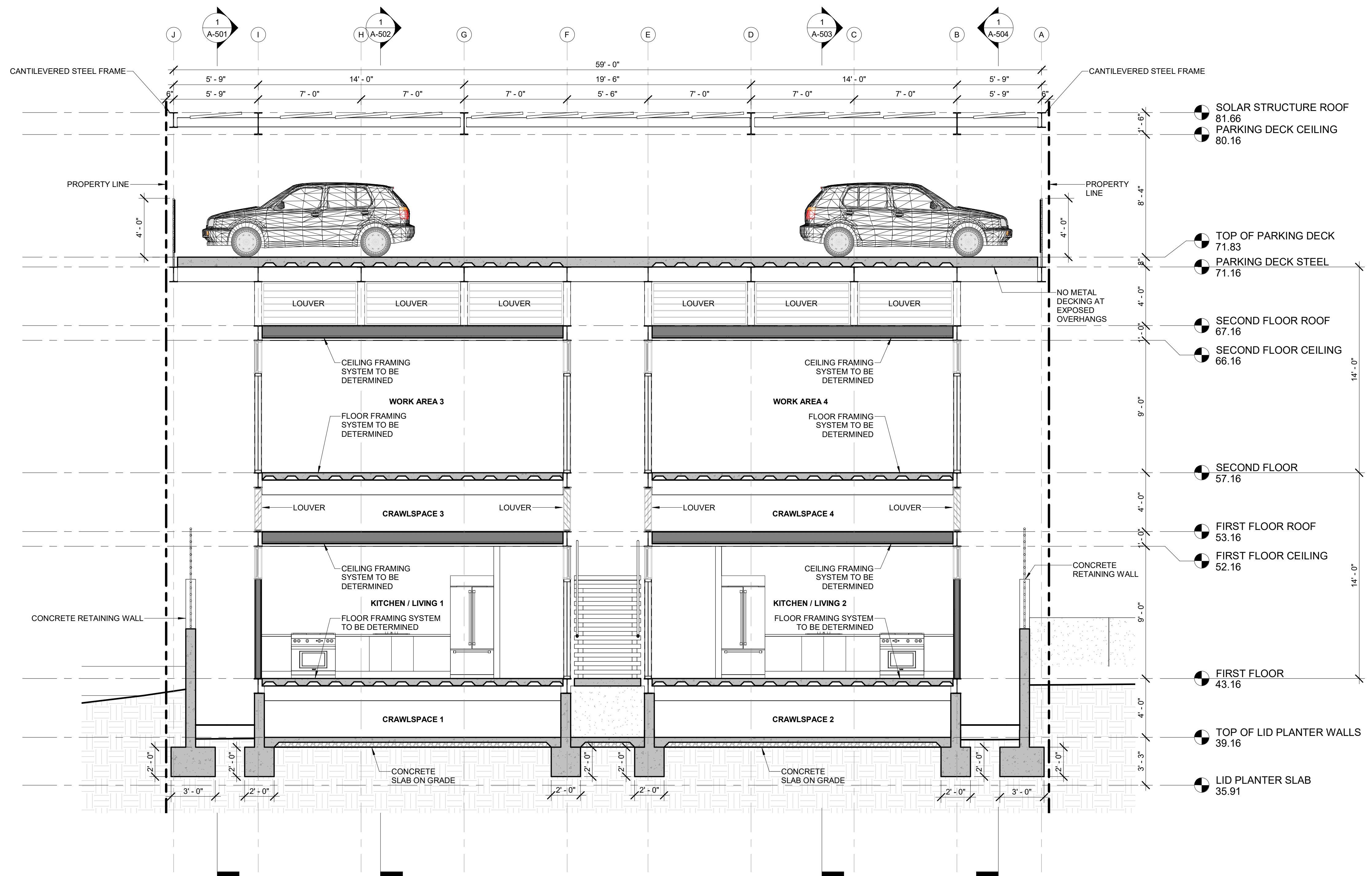
DATE:	1/24/2024
SCALE:	1/4" = 1'-0"
DRAWN BY:	KF
SHEET:	

**A-506**

① E-W SECTION 3  
 1/4" = 1'-0"







DATE	DESCRIPTION
3/10/22	PLANNING SUBMIT
12/12/22	PLANNING RESUBMIT
5/9/23	PLANNING RESUBMIT
6/13/23	PLANNING RESUBMIT
1/24/24	PLANNING RESUBMIT

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**CANYON PLACE**  
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 LOS ANGELES, CA 90402

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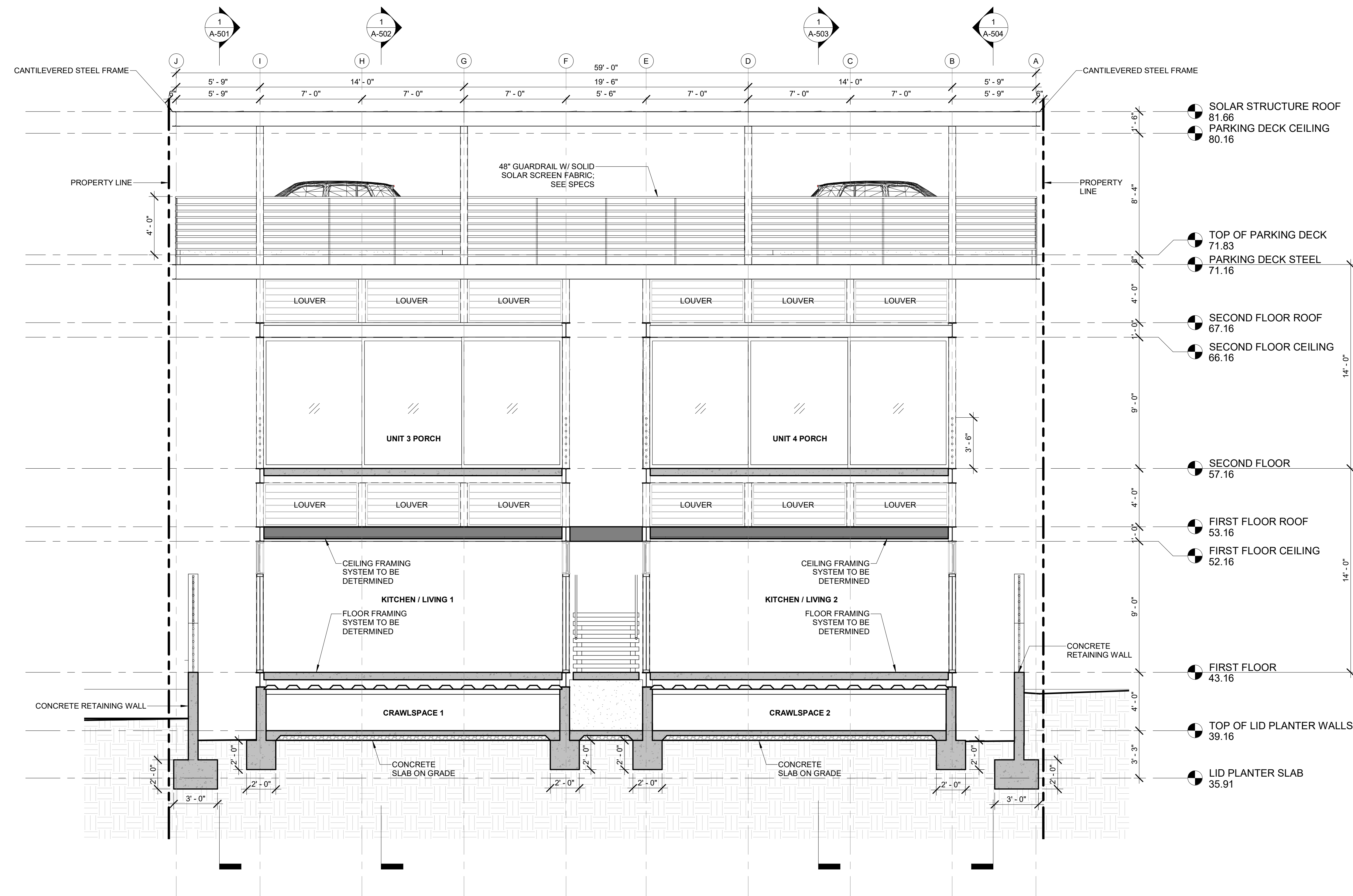
**LICENSED ARCHITECT**  
 BRIAN ALFRED MURPHY  
 C 23187  
 REN. 08.31.25  
 STATE OF CALIFORNIA

**BUILDING SECTIONS**

DATE: 1/24/2024  
 SCALE: 1/4" = 1'-0"  
 DRAWN BY: KF  
 SHEET:

**A-507**

① E-W SECTION 4  
 1/4" = 1'-0"



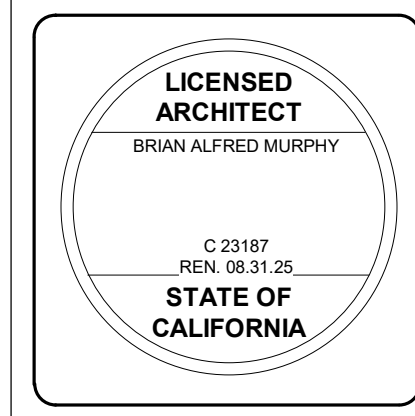
① E-W SECTION 5  
1/4" = 1'-0"

DATE	DESCRIPTION
3/10/22	PLANNING SUBMIT
12/12/22	PLANNING RESUBMIT
5/9/23	PLANNING RESUBMIT
6/13/23	PLANNING RESUBMIT
1/24/24	PLANNING RESUBMIT

REVISION SCHEDULE		
#	DATE	ISSUED TO

**CANYON PLACE**  
148 CHAUTAUQUA BLVD  
LOS ANGELES, CA 90402

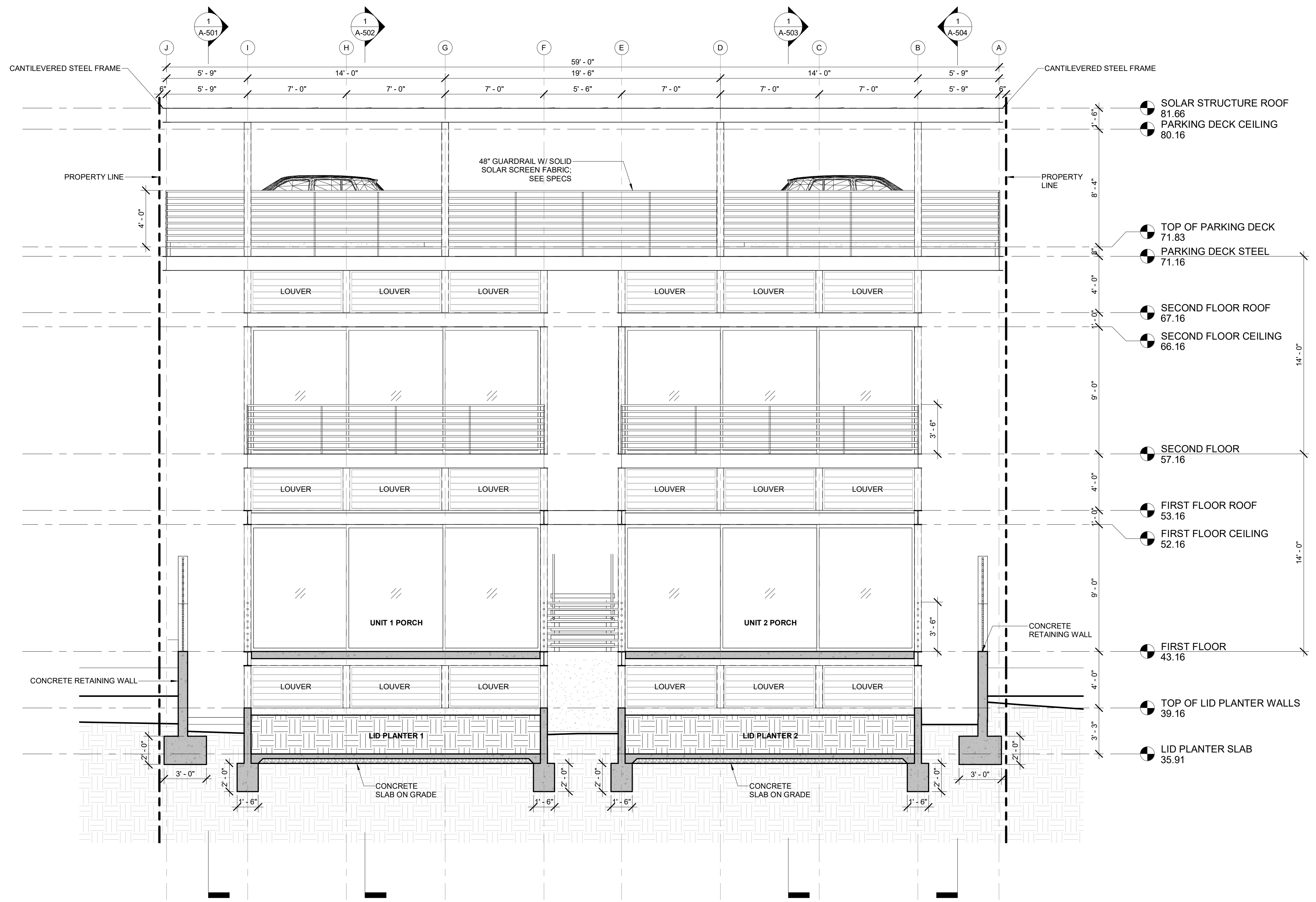
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**BUILDING SECTIONS**

DATE:	1/24/2024
SCALE:	1/4" = 1'-0"
DRAWN BY:	KF
SHEET:	

**A-508**



1 E-W SECTION 6  
1/4" = 1'-0"

DATE	DESCRIPTION
3/10/22	PLANNING SUBMIT
12/12/22	PLANNING RESUBMIT
5/9/23	PLANNING RESUBMIT
6/13/23	PLANNING RESUBMIT
1/24/24	PLANNING RESUBMIT

REVISION SCHEDULE		
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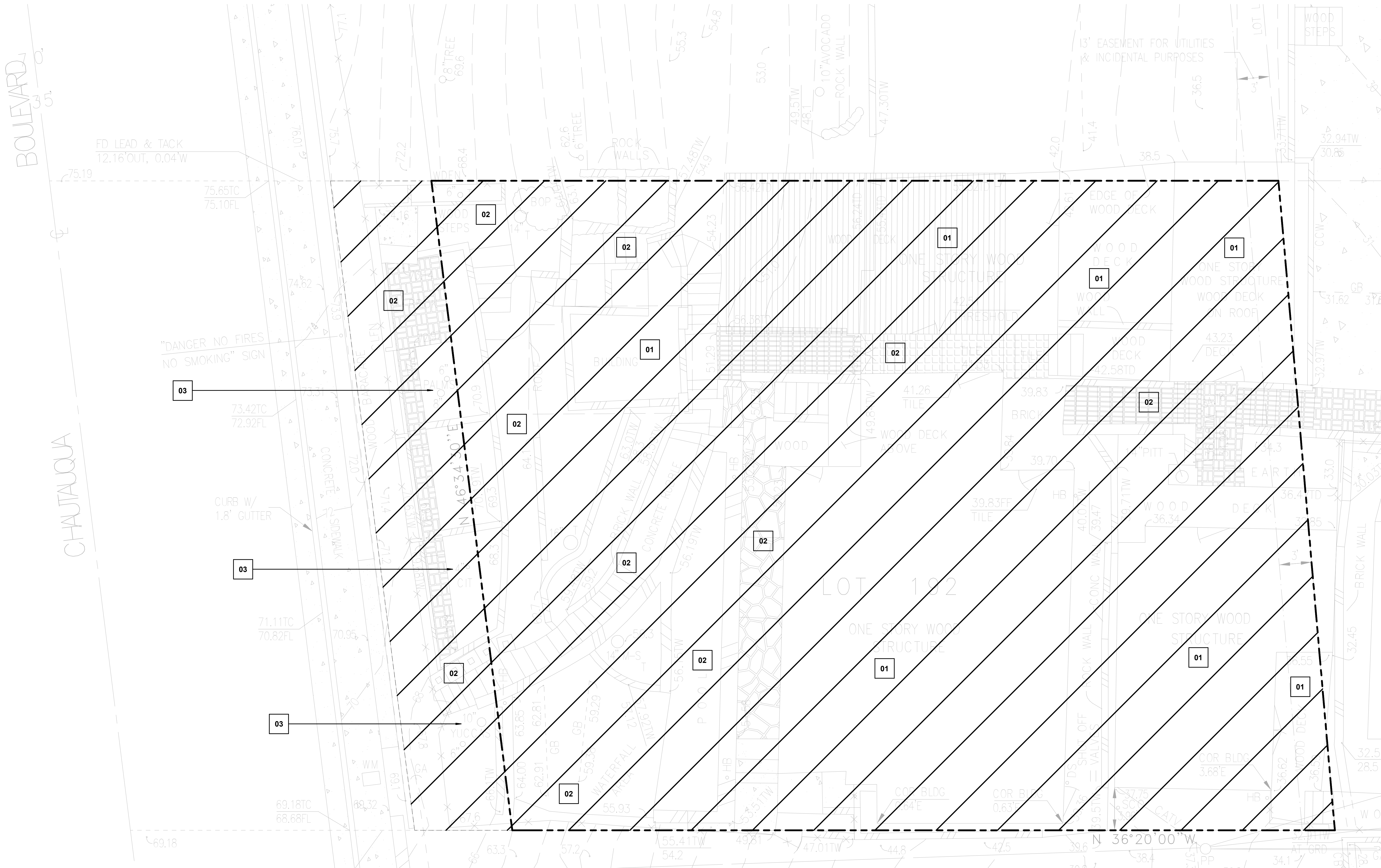
**LICENSED ARCHITECT**  
BRIAN ALFRED MURPHY  
C 23187  
REN. 08.31.25  
STATE OF CALIFORNIA

**BUILDING SECTIONS**

DATE:	1/24/2024
SCALE:	1/4" = 1'-0"
DRAWN BY:	KF
SHEET:	

**A-509**



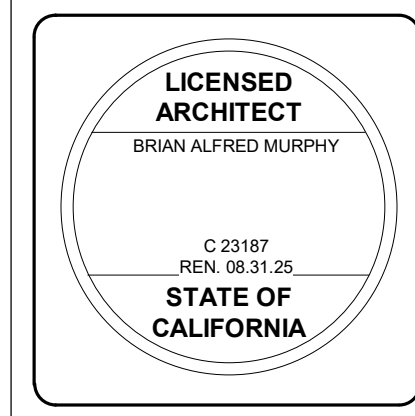


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**EXISTING SITE / DEMO PLAN**

DATE:	1/24/2024
SCALE:	1/4" = 1'-0"
DRAWN BY:	KF
SHEET:	

**AD-100**

KEYNOTES	
<b>01</b>	EXISTING UNPERMITTED STRUCTURE TO BE DEMOLISHED
<b>02</b>	EXISTING LANDSCAPE FEATURE TO BE DEMOLISHED
<b>03</b>	EXISTING TREE IN R.O.W. TO BE DEMOLISHED

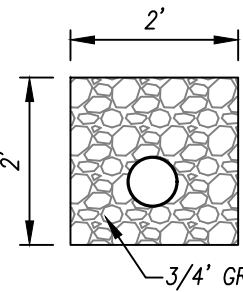
**NOTES**

- ALL EXISTING UNPERMITTED STRUCTURES AND LANDSCAPE FEATURES ON ENTIRE PROPERTY TO BE REMOVED PRIOR TO NEW CONSTRUCTION AS RECOMMENDED IN SOILS REPORT GH18746-G DATED 11/29/2021.

LEGEND	
	AREA OF EXISTING LOT WITH ALL EXISTING UNPERMITTED STRUCTURES & LANDSCAPE FEATURES TO BE DEMOLISHED

**GENERAL SPECIFICATIONS FOR ALL GRADING PLANS**

- SPECIFICATIONS SHALL HAVE PRECEDENCE OVER DRAWINGS.
- THE STAMPED SET OF PLANS SHALL BE ON THE JOB SITE AT ALL TIMES.
- ALL RECOMMENDATIONS AND CONDITIONS OF THE APPROVED SOILS AND/OR GEOLOGICAL REPORT AND THE DEPARTMENT'S APPROVAL LETTERS SHALL BE PART OF THE PLANS AND SHALL BE AT THE JOB SITE AT ALL TIMES.
- NO WORK SHALL BE STARTED IN OR ABOUT A GRADING PROJECT WITHOUT FIRST NOTIFYING THE GRADING INSPECTOR.
- NO GRADING WORK, INCLUDING IMPORT AND EXPORT, SHALL BE DONE BETWEEN THE HOURS OF 6:00 P.M. AND 7:00 A.M. ON ANY DAY AND NO WORK SHALL BE DONE ON SUNDAY AT ANY TIME, EXCEPT IN EMERGENCIES AS PROVIDED IN SECTION 91.7001(F) OF THE BUILDING CODE.
- OWNER SHALL KEEP THE CONSTRUCTION AREA SUFFICIENTLY DAMP TO CONTROL DUST CAUSED BY GRADING AND CONSTRUCTION. OWNER SHALL, AT ALL TIMES, PROVIDE REASONABLE CONTROL OF DUST CAUSED BY WIND.
- IF THE GRADING JOB EXTENDS OVER A PERIOD OF TIME EXCEEDING SIX MONTHS, THE DEPARTMENT MAY REQUIRE PLANTING OF THOSE PORTIONS OF THE JOB WHERE ALL OTHER GRADING REQUIREMENTS HAVE BEEN MET IN ORDER TO PREVENT DUST AND EROSION.
- HIGHWAY EQUIPMENT SHALL BE KEPT IN GOOD OPERATING CONDITION AND MUFFLED AS REQUIRED BY LAW.
- EXCEPT IN EMERGENCY CASES, THE REPAIR OF CONSTRUCTION EQUIPMENTS OR THE DELIVERY OF CONSTRUCTION MATERIALS IS NOT PERMITTED BEFORE 8:00 A.M. OR AFTER 6:00 P.M. ON SATURDAY NOR ANY TIME ON SUNDAY.
- THE FILL MATERIALS IN EACH TRUCKLOAD SHALL BE KEPT LOW ENOUGH TO PREVENT SPILLAGE AND SHALL BE SUFFICIENTLY WET DOWN TO PREVENT DUST.
- NO PERSON SHALL, WHEN HAULING ANY EARTH, SAND, GRAVEL, ROCK, STONE DEBRIS, PAPER OR ANY OTHER SUBSTANCE OVER ANY PUBLIC STREET, ALLEY OR OTHER PUBLIC PLACE, ALLOW SUCH MATERIALS TO BLOW OR SPILL OVER AND UPON THE PUBLIC STREET, ALLEY, OR OTHER PUBLIC PLACE OR ADJACENT PRIVATE PROPERTY.
- NO PERSON SHALL, WHEN EXCAVATING, COMPACTING, HAULING OR MOVING EARTH, SAND, GRAVEL, ROCK, STONE, DEBRIS, OR ANY OTHER SIMILAR SUBSTANCE, CAUSE, ALLOW OR PERMIT SUCH MATERIALS TO DROP, BE DEPOSITED, OR FALL FROM THE BODY, TIRES, OR WHEELS OF ANY VEHICLE SO USED UPON ANY PUBLIC STREET OR ALLEY WITHOUT IMMEDIATELY AND PERMANENTLY REMOVING THE SAME THEREFROM.
- PERMISSION SHALL BE SECURED FROM THE DEPARTMENT OF PUBLIC WORKS IF THE TRUCKS ARE LOADED IN THE STREET.
- THE LOADING OR DUMPING OF EXCESS SOIL SHALL BE APPROVED BY THE GRADING INSPECTOR PRIOR TO STARTING EXCAVATION.
- BRUSHING AND SCARIFYING OF SLOPES SHALL PROCEED ONLY AS FAR AS PERIODICALLY CLEARED BY THE GRADING INSPECTOR.
- PRIOR TO PLACING FILL, SLOPES SHALL BE PROPERLY PREPARED BY BRUSH CLEARING AND BENCHING.
- LOOSE MATERIAL SHALL NOT EXCEED 3" IN DEPTH ON A GRADED SLOPE.
- ALL DEBRIS AND FOREIGN MATERIALS SHALL BE REMOVED FROM THE SITE.
- ALL LOOSE MATERIALS SHALL BE REMOVED OR COMPACTED PER APPROVED PLAN.
- IF AT ANY STAGE OF WORK ON AN EXCAVATION OR FILL THE DEPARTMENT DETERMINES THAT FURTHER WORK AS AUTHORIZED BY AN EXISTING PERMIT IS LIKELY TO ENDANGER ANY PROPERTY OR PUBLIC WAY, THE DEPARTMENT MAY REQUIRE AS A CONDITION TO ALLOW THE WORK TO CONTINUE, THAT PLANS FOR SUCH WORK BE AMENDED TO INCLUDE ADEQUATE SAFETY PRECAUTIONS.
- SANITARY FACILITIES SHALL BE MAINTAINED ON THE SITE FROM THE BEGINNING TO COMPLETION OF GRADING OPERATIONS.
- THE ENGINEERING GEOLOGIST, SOILS ENGINEER AND CIVIL ENGINEER SHALL COMPLY WITH RGA 4-67 AND 5-67 AND SHALL PROVIDE THE DEPARTMENT WITH A GRADING CERTIFICATION UPON COMPLETION OF THE JOB.
- THE PERMITTEE SHALL PROVIDE SUPERVISORY CONTROL DURING THE GRADING OPERATION TO INSURE COMPLIANCE WITH APPROVED PLANS AND WITH THE MUNICIPAL CODE. WHEN NECESSARY, THE PERMITTEE SHALL AVAIL HIMSELF OF GEOLOGICAL AND FOUNDATION ENGINEERING SERVICES AND THE SERVICES OF A GRADING DEPUTY INSPECTOR TO IMPLEMENT HIS SUPERVISORY CONTROL.
- SUBDRAINS SHALL BE LAID UNDER ALL FILLS PLACED IN NATURAL WATERCOURSES. SUBDRAIN SHALL BE PLACED ALONG THE WATERCOURSE FLOW LINE AND ALONG THE FLOWLINE OF ANY BRANCHES TRIBUTARY THERETO. ADDITIONAL SUBDRAIN SHALL BE INSTALLED TO COLLECT ANY ACTIVE OR POTENTIAL SPRINGS OR SEEPS WHICH WILL BE COVERED BY THE FILL. SUBDRAINS SHALL BE INSTALLED AFTER THE WATERCOURSE HAS BEEN EXCAVATED TO FIRM MATERIALS IN PREPARATION FOR RECEIVING THE FILL. INDIVIDUAL DESIGN SHALL BE SHOWN ON EACH PLAN FOR CITY APPROVAL, BASED ON THE RECOMMENDATIONS OF THE SOILS ENGINEER AND GEOLOGIST TO THE SATISFACTION OF THE DEPARTMENT.



PERFORATED SUBDRAIN CONDUITS SHALL BE PVC PIPE MATERIAL. SUCH CONDUITS SHALL BE 6" MIN. DIAMETER FOR RUNS OF 500' OR LESS AND 8" MIN. DIA. FOR OVER 500'. FABRIC MAY BE USED TO WRAP AROUND THE GRAVEL POCKET PROVIDED IT IS RECOMMENDED BY A SOILS ENGINEER. SURFACE DRAINAGE SHALL NOT BE PERMITTED TO DISCHARGE INTO A SUBDRAIN.

- TEMPORARY EROSION CONTROL SHALL BE INSTALLED BETWEEN OCTOBER 15 AND APRIL 15TH. (DEPARTMENT OF PUBLIC WORKS APPROVAL IS REQUIRED.)
- GRADING WHICH INVOLVES REMOVAL OF LATERAL SUPPORT OF PUBLIC WAYS REQUIRE DEPARTMENT OF PUBLIC WORKS APPROVAL.

INSPECTIONS OF EXCAVATION AND FILLS. THE PERMITTEE OR HIS AGENT SHALL NOTIFY THE GRADING INSPECTOR WHEN THE GRADING OPERATION IS READY FOR EACH OF THE FOLLOWING INSPECTION:

- INITIAL INSPECTION: WHEN THE PERMITTEE IS READY TO BEGIN WORK, BUT BEFORE GRADING OR BRUSHING IS STARTED.
- TOE INSPECTION: AFTER THE NATURAL GROUND IS EXPOSED AND PREPARED TO RECEIVE FILL, BUT BEFORE ANY FILL IS PLACED.
- EXCAVATION INSPECTION: AFTER THE EXCAVATION IS STARTED, BUT BEFORE THE VERTICAL DEPTH OF THE EXCAVATION EXCEEDS TEN FEET.
- FILL INSPECTION: AFTER THE FILL EMPLACEMENT IS STARTED, BUT BEFORE THE VERTICAL HEIGHT OF THE LIFT EXCEEDS TEN FEET.
- DRAINAGE DEVICE INSPECTION: AFTER FORMS AND PIPE ARE IN PLACE, BUT BEFORE ANY CONCRETE IS PLACED.
- ROUGH GRADING: WHEN ALL ROUGH GRADING HAS BEEN COMPLETED. THIS INSPECTION MAY BE CALLED FOR AT THE COMPLETION OF THE ROUGH GRADING WITHOUT THE NECESSITY OF THE DEPARTMENT HAVING PREVIOUSLY REVIEWED AND APPROVED THE REPORTS.
- FINAL: WHEN ALL WORK, INCLUDING INSTALLATION OF ALL DRAINAGE STRUCTURES AND OTHER PROTECTIVE DEVICES, HAS BEEN COMPLETED AND THE AS-GRADED PLAN AND REQUIRED REPORTS HAVE BEEN SUBMITTED.

SPECIAL (CONTINUOUS) INSPECTION: CONTINUOUS INSPECTION BY A REGISTERED DEPUTY GRADING INSPECTOR SHALL BE PROVIDED FOR THE FOLLOWING CONDITIONS:

- A CONTIGUOUS GRADING AREA EXCEEDING 60,000 CUBIC YARDS.
- AN EXCAVATED OR FILLED SLOPE STEEPER THAN TWO HORIZONTAL TO ONE VERTICAL.
- AN EXCAVATED SLOPE EXCEEDING 40 FEET IN HEIGHT AND THE TOP OF WHICH IS WITHIN 20 FEET OF A PROPERTY LINE COTERMINOUS WITH IMPROVED PRIVATE PROPERTY OR A PUBLIC WAY.
- FOUNDATION EXCAVATIONS BELOW A ONE VERTICAL TO ONE VERTICAL PLANE INWARD AND DOWN FROM THE PROPERTY LINE.
- SPECIAL CASES WHERE THE WORK, IN THE OPINION OF THE BUILDING OFFICIAL, INVOLVES UNUSUAL HAZARDS OR CONDITIONS, FOR EXAMPLE, ALL SHORING, UNDERPINNING, AND SLOT CUTTING WORK REQUIRES THE PRESENCE OF A DEPUTY GRADING INSPECTOR.

ISSUANCE OF CERTIFICATE. IF, UPON FINAL INSPECTION OF ANY EXCAVATION OR FILL, IT IS FOUND THAT THE WORK AUTHORIZED BY THE GRADING PERMIT HAS BEEN SATISFACTORILY COMPLETED IN ACCORDANCE WITH REQUIREMENTS OF THIS CODE, GRADING CERTIFICATE COVERING SUCH WORK SHALL BE ISSUED TO THE OWNER BY THE A SUPERINTENDENT OF BUILDING. UPON THE OWNER'S REQUEST, A SEPARATE CERTIFICATE WILL BE ISSUED FOR EACH LOT FOR WHICH BUILDING PERMITS HAVE BEEN ISSUED OR APPLIED FOR PRIOR TO THE COMPLETION OF

CONTACT UNDERGROUND SERVICE ALERT TWO WORKING DAYS BEFORE YOU DIG. 1-800-227-2600

**ADDITIONAL NOTES:**

- ALL RETAINING WALLS SHALL BE PROVIDED WITH A STANDARD SURFACE BACKDRAIN SYSTEM AND ALL DRAINAGE SHALL BE CONDUCTED TO AN APPROVED LOCATION IN AN ACCEPTABLE MANNER AND IN A NON-EROSIVE DEVICE.
- FOOTING ADJACENT TO A DESCENDING SLOPE STEEPER THAN 3:1 IN GRADIENT SHALL BE LOCATED A DISTANCE OF ONE-THIRD THE VERTICAL HEIGHT OF THE SLOPE WITH A MINIMUM OF 5 FEET BUT NEED NOT EXCEED 40 FEET MEASURED HORIZONTALLY FROM THE FACE OF THE FILL SLOPE.
- ALL FOOTINGS SHALL BE FOUNDED INTO NATURAL UNDISTURBED SOILS AS PER CODE, OR APPROVED FILL.
- ALL FILL OR BACKFILL SHALL BE COMPACTED TO A MINIMUM OF 90% RELATIVE COMPACTION AS DETERMINED BY A.S.T.M. METHOD D-1557. SUBDRAINS SHALL BE PROVIDED WHERE REQUIRED BY CODE. COHESIONLESS SOILS WITH LESS THAN 15% FINER THAN .005 MM REQUIRES 95% COMPACTION.
- THE SOILS ENGINEER IS TO APPROVE THE KEY OR BOTTOM AND LEAVE A CERTIFICATE ON THE SITE FOR THE GRADING INSPECTOR. THE GRADING INSPECTOR IS TO BE NOTIFIED BEFORE ANY GRADING BEGINS, AND FOR BOTTOM INSPECTION, BEFORE ANY FILL IS PLACED. FILL MAY NOT BE PLACED WITHOUT APPROVAL OF THE GRADING INSPECTOR.
- STAKE AND FLAG THE PROPERTY LINES IN ACCORDANCE WITH A LICENSED SURVEY MAP.
- NOTE:
  - "GENERAL SPECIFICATIONS FOR ALL GRADING PLANS" -- BUILDING AND SAFETY FORM 8-164 IS A PART OF THE PLANS.
  - ALL GRADED SLOPES SHALL BE PLANTED AND SPRINKLERED. (7012.1)
  - STANDARD 12-INCH HIGH BERM IS REQUIRED AT TOP OF ALL GRADED SLOPES. (7013.3)
  - NO FILL TO BE PLACED UNTIL THE CITY GRADING INSPECTOR HAS INSPECTED AND APPROVED THE BOTTOM EXCAVATION.
  - MAN-MADE FILL SHALL BE COMPACTED TO A MINIMUM RELATIVE COMPACTION OF 90% MAX. DRY DENSITY WITHIN 40 FEET BELOW FINISH GRADE AND 93% OF MAX. DRY DENSITY DEEPER THAN 40 FEET BELOW FINISH GRADE, UNLESS A LOWER RELATIVE COMPACTION (NOT LESS THAN 90% OF MAX. DRY DENSITY) IS JUSTIFIED BY THE SOILS ENGINEER.
  - TEMPORARY EROSION CONTROL TO BE INSTALLED BETWEEN OCTOBER 1 AND APRIL 15. OBTAIN GRADING INSPECTORS AND DEPARTMENT OF PUBLIC WORKS APPROVAL OF PROPOSED PROCEDURES.
- THIS PLAN HAS BEEN REVIEWED AND CONFORMS TO RECOMMENDATIONS OF SOILS ENGINEERING
 

BY REPORTS DATED \_\_\_\_\_ SIGNATURE AND DATE \_\_\_\_\_  
THIS PLAN HAS BEEN REVIEWED AND CONFORMS TO RECOMMENDATIONS OF GEOLOGICAL

REPORTS BY DATED \_\_\_\_\_ SIGNATURE AND DATE \_\_\_\_\_
- COMPLY WITH PROVISIONS OF SECTION 91.1804.4 FOR EXPANSIVE SOIL CONDITIONS.
- TEMPORARY EROSION CONTROL TO BE INSTALLED BETWEEN NOVEMBER 1 AND APRIL 15. OBTAIN GRADING INSPECTOR'S AND DEPARTMENT OF PUBLIC WORKS APPROVAL OF PROPOSED PROCEDURES.
- REGISTERED DEPUTY GRADING INSPECTOR IS REQUIRED ON GRADING AND FOUNDATION EARTHWORK WHERE (SITE EXCEEDS 60,000 S.F.) (CUT OF FILL SLOPES EXCEEDS 2:1) (CUTS EXCEED 40 FT. IN HEIGHT AND WITHIN 20 FT. OF A PROPERTY LINE) (FOUNDATION EXCAVATION BELOW A 1:1 PLANE FROM PROPERTY LINE) (PROJECTS INVOLVE UNUSUAL HAZARDS)
- A REGISTERED DEPUTY GRADING INSPECTOR IS REQUIRED ON ALL SHORING WORK INCLUDING SLOT-CUTS.
- MAN-MADE FILL SHALL BE COMPACTED TO A MINIMUM RELATIVE COMPACTION OF 90% COHESIONLESS SOILS WITH LESS THAN 15% FINER THAN .005 MM REQUIRE 95% COMPACTION.
- RETAINING WALLS LOCATED CLOSER TO THE PROPERTY LINE THAN THE HEIGHT OF THE WALL SHALL BE BACKFILLED NOT LATER THAN 10 DAYS AFTER CONSTRUCTION OF THE WALL AND NECESSARY STRUCTURAL SUPPORTING MEMBERS UNLESS RECOMMENDED OTHERWISE BY RESPONSIBLE ENGINEER.
- CONTRACTOR TO CCTV AND VISUALLY INSPECT ANY AND ALL EXISTING SEWER LATERALS OR MAINS IF JOINING TO AN EXISTING SEWER CONNECTION OR WORKING ADJACENT TO EXISTING UNDERGROUND INFRASTRUCTURE. NOTIFY PUBLIC WORK AND PRIVATE ENGINEER TO WITNESS INSPECTION.

**ATTACHMENT "A"**

JOB ADDRESS 148 CHAUTAUQUA BLVD.  
PERMIT# \_\_\_\_\_  
CITY OF LOS ANGELES  
STORM WATER POLLUTION CONTROL REQUIREMENTS FOR CONSTRUCTION ACTIVITIES  
MINIMUM WATER QUALITY PROTECTION REQUIREMENTS FOR ALL CONSTRUCTION PROJECTS/CERTIFICATION STATEMENT

THE FOLLOWING NOTES SHALL BE EITHER INCORPORATED OR ATTACHED TO THE APPROVED CONSTRUCTION/GRADING PLANS AND REPRESENT THE MINIMUM STANDARDS OF GOOD HOUSEKEEPING WHICH MUST BE IMPLEMENTED ON ALL CONSTRUCTION PROJECTS.

CONSTRUCTION MEANS CONSTRUCTING, CLEARING, GRADING OR EXCAVATION THAT RESULTS IN SOIL DISTURBANCE. CONSTRUCTION INCLUDES STRUCTURE TEARDOWN. IT DOES NOT INCLUDE ROUTINE MAINTENANCE ORIGINAL LINE AND GRADE, HYDRAULIC CAPACITY, OR ORIGINAL PURPOSE OF FACILITY; EMERGENCY CONSTRUCTION ACTIVITIES REQUIRED TO IMMEDIATELY PROTECT PUBLIC HEALTH AND SAFETY; INTERIOR REMODELING WITH NO OUTSIDE EXPOSURE OF CONSTRUCTION MATERIAL OR CONSTRUCTION WASTE TO STORM WATER; MECHANICAL PERMIT WORK; OR SIGN PERMIT WORK. -NDES PERMIT PART 5 "DEFINITIONS"

- ERODED SEDIMENTS AND POLLUTANTS MUST BE RETAINED ON SITE AND MAY NOT BE TRANSPORTED FROM THE SITE VIA SHEETFLOW, SWALES, AREA DRAINS, NATURAL DRAINAGE COURSE OR WIND.
- STOCKPILES OF EARTH AND OTHER CONSTRUCTION-RELATED MATERIALS MUST BE PROTECTED FROM BEING TRANSPORTED FROM THE SITE BY WIND OR WATER.
- FUELS, OILS, SOLVENTS AND OTHER TOXIC MATERIALS MUST BE STORED IN ACCORDANCE WITH THEIR LISTING AND ARE NOT TO CONTAMINATE THE SOIL NOR THE SURFACE WATERS. ALL APPROVED TOXIC STORAGE CONTAINERS ARE TO BE PROTECTED FROM THE WEATHER. SPILLS MUST BE CLEANED UP IMMEDIATELY AND DISPOSED OF IN A PROPER MANNER. SPILLS MAY NOT BE WASHED INTO THE DRAINAGE SYSTEM.
- NON-STORM WATER RUNOFF FROM EQUIPMENT AND VEHICLE WASHING AND ANY OTHER ACTIVITY SHALL BE CONTAINED AT THE PROJECT SITE.
- EXCESS OR WASTE CONCRETE MAY NOT BE WASHED INTO THE PUBLIC WAY OR ANY DRAINAGE SYSTEM. PROVISIONS SHALL BE MADE TO RETAIN CONCRETE WASTES ON-SITE UNTIL THEY CAN BE APPROPRIATELY DISPOSED OF OR RECYCLED.
- TRASH AND CONSTRUCTION-RELATED SOLID WASTES MUST BE DEPOSITED INTO A COVERED RECEPTACLE TO PREVENT CONTAMINATION OF RAINWATER AND DISPERSAL BY WIND.
- SEDIMENTS AND OTHER MATERIALS MAY NOT BE TRACKED FROM THE SITE BY VEHICLE TRAFFIC. THE CONSTRUCTION ENTRANCE ROADWAYS MUST BE STABILIZED SO AS TO INHIBIT SEDIMENTS FROM BEING DEPOSITED INTO THE PUBLIC WAYS. ACCIDENTAL DEPOSITIONS MUST BE SWEEP UP IMMEDIATELY AND MAY NOT BE WASHED DOWN BY RAIN OR BY ANY OTHER MEANS.

AS THE PROJECT OWNER OR AUTHORIZED AGENT OF THE OWNER, I HAVE READ AND UNDERSTAND THE REQUIREMENTS, LISTED ABOVE, NECESSARY TO CONTROL STORM WATER POLLUTION FROM SEDIMENTS, EROSION, AND CONSTRUCTION MATERIALS, AND I CERTIFY THAT I WILL COMPLY WITH THESE REQUIREMENTS.

PRINT NAME \_\_\_\_\_ (OWNER OR AUTHORIZED AGENT OF THE OWNER)  
SIGNATURE \_\_\_\_\_ DATE \_\_\_\_\_ (OWNER OR AUTHORIZED AGENT OF THE OWNER)


ENGINEER'S ESTIMATE OF EARTHWORK QUANTITIES FOR PERMIT PURPOSES ONLY		
DESCRIPTION	CUT (C.Y.)	FILL (C.Y.)
LOT (NATURAL)	564.03	33.30
FOUNDATION SPOILS	108.00	
SWELLED SOIL (20%)	127.75	
EXPORT		766.48 CY
IMPORT		0.00 CY
*CONTRACTOR TO VERIFY AND NOTIFY CITY INSPECTOR 10 DAYS PRIOR TO EXPORTING MATERIALS.		

**PRIVATE ENGINEER'S NOTICE TO CONTRACTORS**

THE EARTHWORK QUANTITIES ARE PROVIDED AS A COURTESY AND CONVENIENCE TO THE OWNERS, AND ARE FOR BONDING AND PLAN CHECK PURPOSES ONLY. THE YARDAGE FIGURES SHOWN ARE APPROXIMATE CALCULATED QUANTITIES BASED ON THE DIFFERENCE BETWEEN EXISTING GROUND ELEVATIONS AND DESIGNED ROUGH GRADE ELEVATIONS. THE CALCULATIONS MAKE NO PROVISIONS FOR STRIPPING, SHRINKAGE, BULKING OR ANY OTHER CONDITION NOT IMPLIED. FOR THIS REASON, IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO CONSULT THE PROJECT'S SOILS ENGINEER AND GEOLOGIC INVESTIGATIONS, AND TO DETERMINE FOR HIMSELF, THE QUANTITIES OF EARTH MOVING THAT WILL BE REQUIRED TO COMPLETE THIS PROJECT.

THE CONTRACTOR SHALL POTHOLE ALL EXISTING UTILITIES TO VERIFY THE LOCATION AND ANY DISCREPANCY BETWEEN THE PLANS AND SHALL BROUGHT TO THE ATTENTION OF THE DESIGN ENGINEER.

CONTRACTOR AGREES THAT HE SHALL ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR THE JOB SITE CONDITION DURING THE COURSE OF CONSTRUCTION OF THIS PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY AND THAT THIS REQUIREMENT SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS. THE CONTRACTOR ALSO AGREES TO DEFEND, INDEMNIFY AND HOLD THE OWNER AND THE ENGINEER HARMLESS FROM ANY AND ALL LIABILITY, REAL OR ALLEGED IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT, EXCEPTING FOR LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF THE OWNER OR THE ENGINEER.

  
QUANG T. TRAN R.C.E. 70929 EXP. 06/31/2025 DATE

**LEGAL DESCRIPTION**

LOT 172, 173, 191 & 192 OF TRACT NO. 1719 M.B. 21-162/163

**SHEET INDEX**

- C1 COVER SHEET
- C2 GRADING PLAN
- C3 EARTHWORK EXHIBIT
- C4 CROSS SECTIONS & DETAIL PAGE

OWNER(S) \_\_\_\_\_ FRANK LANGEN  
316 HALDEMAN RD.  
SANTA MONICA, CA. 90402

ARCHITECT \_\_\_\_\_ BAM CONSTRUCTION/DESIGN, INC.  
150 W. CHANNEL RD.  
SANTA MONICA, CA. 90402  
310-459-0955


CIVIL ENGINEER \_\_\_\_\_ T-ENGINEERING GROUP  
355 N. LANTANA ST., #333  
CAMARILLO, CA. 91360  
PHONE: 818-383-3656

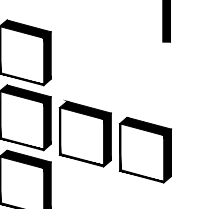
SURVEYOR \_\_\_\_\_ BECKER & MIYAMOTO INC.  
501 W. WASHINGTON BLVD.  
LOS ANGELES, CA. 90016  
310-592-3589

GEOTECHNICAL ENGINEER \_\_\_\_\_ GROVER HOLLINGSWORTH AND ASSOCIATES, INC.  
31129 VIA COLINAS, SUITE 707  
WESTLAKE VILLAGE, CA. 91362  
818-889-0844

REVISIONS					
#					

GRADING PLAN:  
**148 CHAUTAUQUA BLVD.**  
**LOS ANGELES, CA.**

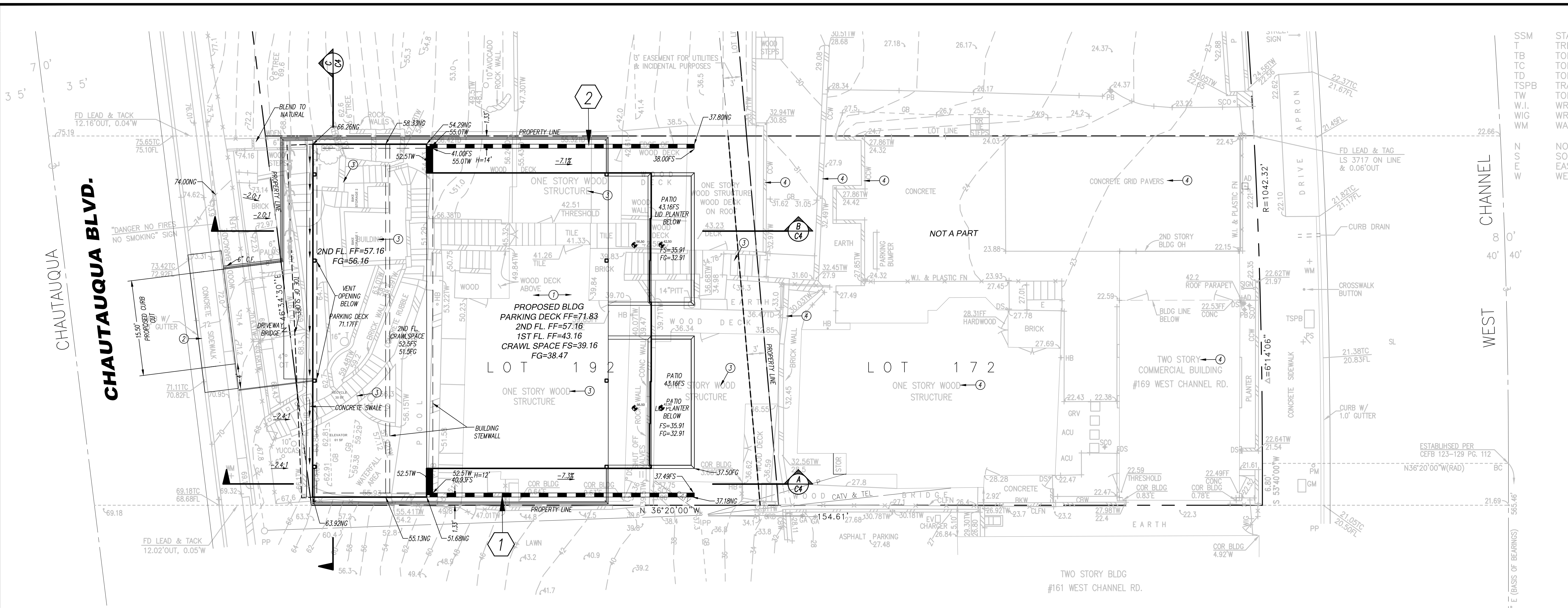
  
QUANG T. TRAN  
R.C.E. 70929  
EXPIRES: 06/30/25

  
**ENGINEERING GROUP, INC.**  
355 N. LANTANA ST., #333  
CAMARILLO, CA. 91360  
(818) 383-3656  
(805) 419-4803 FAX

PROJECT NO. 1601  
DRAWN BY: QT  
CHECKED BY: QT  
DATE JUNE 05, 2023

SHEET  
**C1**  
OF C4 SHEETS





**LEGEND**

C.O. = CLEAN OUT  
 DS = DOWN SPOUT  
 GB = GRADE BREAK  
 INV. = INVERT ELEVATION  
 FS = FINISHED SURFACE  
 FG = FINISHED GRADE  
 FL = FLOW LINE

FF = FINISHED FLOOR  
 HPFL = HIGH POINT FLOW LINE  
 PL = PROPERTY LINE  
 R/W = RIGHT OF WAY  
 TG = TOP OF GRATE  
 TW = TOP OF WALL

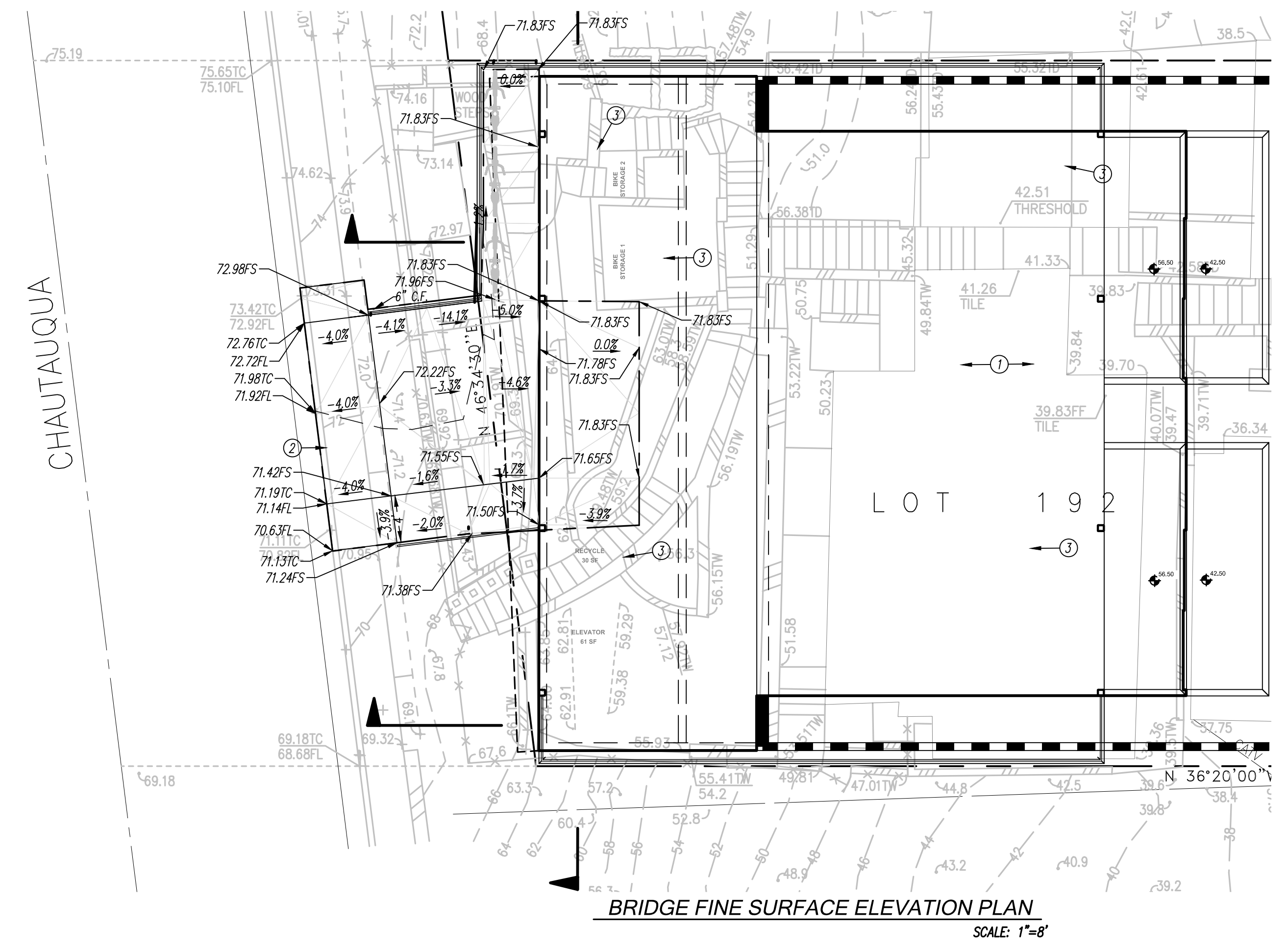
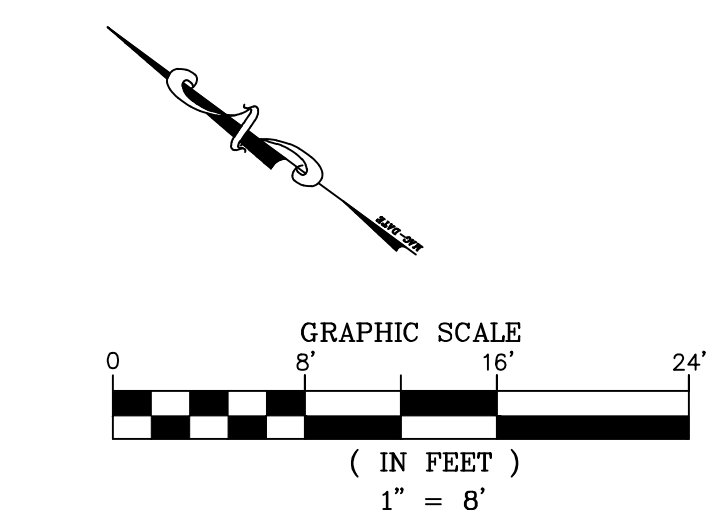
█ PROPOSED RETAINING WALLS

**RETAINING WALL INFORMATION:**

WALL SYMBOL	MAX EXPOSED WALL HEIGHT	WALL LENGTH	REFERENCE DETAIL
①	14'	47'	PER STRUCTURAL ENGINEER'S PLANS
②	12'	47'	PER STRUCTURAL ENGINEER'S PLANS

**CONSTRUCTION NOTES**

- CONSTRUCT STRUCTURAL SLAB FOOTING THICKNESS PER SOILS ENGINEER RECOMMENDATIONS AND PER SOILS REPORT.
- CONSTRUCT DRIVEWAY APRON PER CITY STANDARD PLAN S-440-3, W=15.5' CASE. 2, X=3', Y=5.5', CF=6"
- EXISTING TO BE REMOVED.
- EXISTING TO REMAIN.



BRIDGE FINE SURFACE ELEVATION PLAN  
 SCALE: 1"=8'

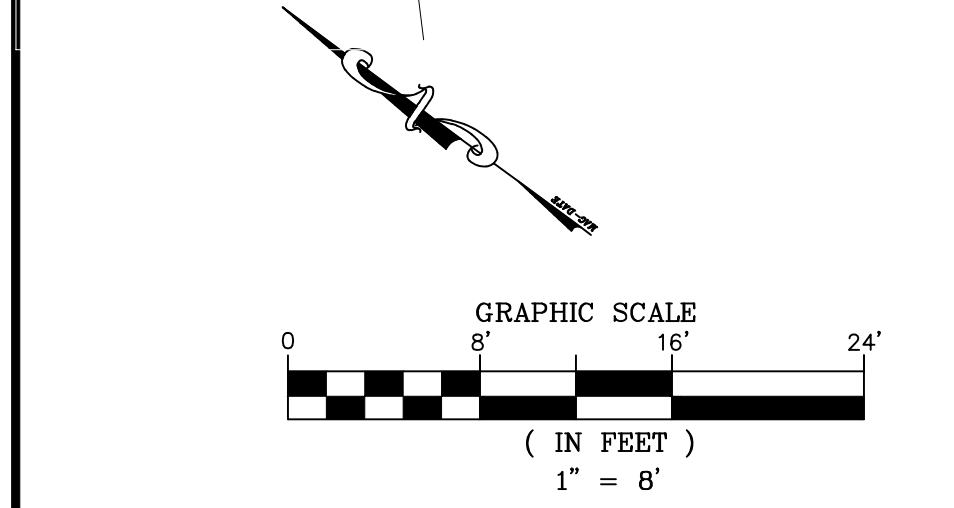
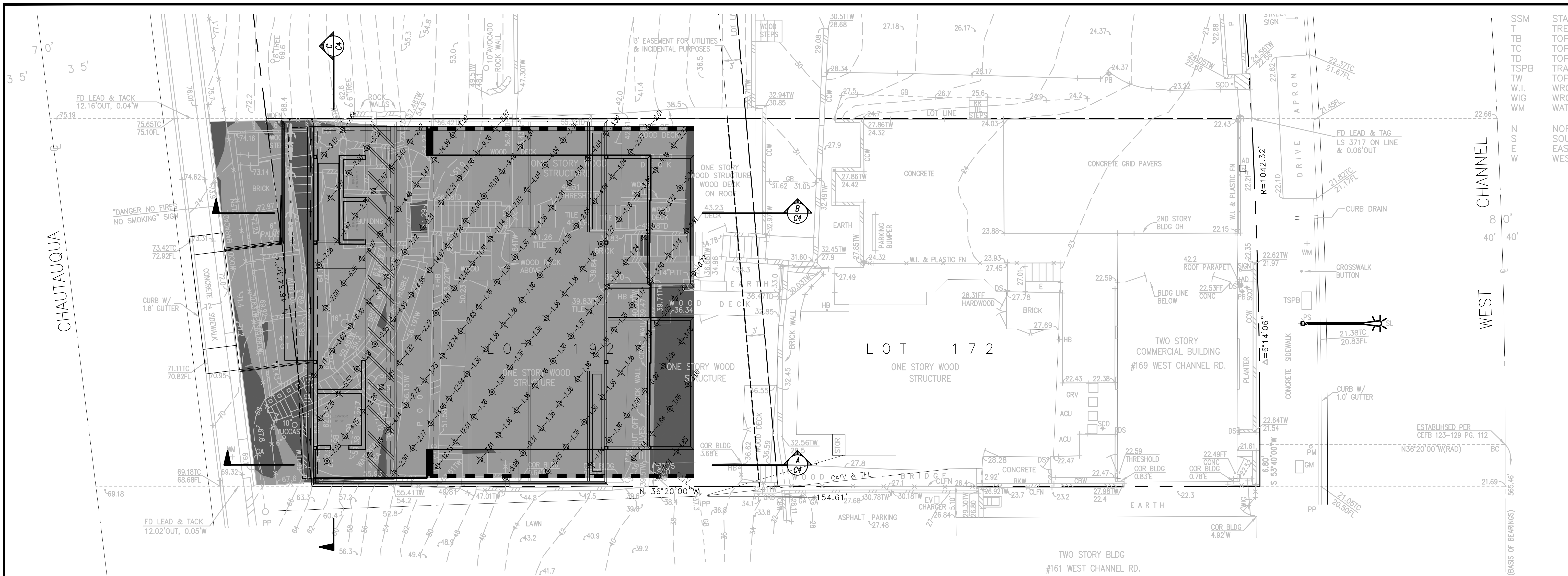
REVISIONS	#	DESCRIPTION

**GRADING PLAN:  
 148 CHAUTAUQUA BLVD.  
 LOS ANGELES, CA.**

REGISTERED PROFESSIONAL ENGINEER  
 QUANG T. TRAN  
 R.C.E. 70929  
 EXPIRES: 06/30/25



**ENGINEERING GROUP, INC.**  
 355 N. LANTANA ST., #303  
 CAMARILLO, CA 93012  
 (818) 383-3656  
 (805) 380-4763 FAX

PROJECT NO.	1601
DRAWN BY:	QT
CHECKED BY:	QT
DATE	JUNE 05, 2023
SHEET	<b>C2</b>
OF C4 SHEETS	



**EARTHWORK BREAKDOWN FOR BUILDING AND SAFETY:**  
**TOTAL CUT=564.03 CY**  
**TOTAL FILL=33.30 CY**  
**FOUNDATION SPOILS = 108.0 CY**  
**IMPORT=0 CY**  
**EXPORT = 638.73 CY**  
**EXPORT W/ SWELLED SOIL (20%) = 766.48 CY**

**LEGEND:**

 **AREA OF CUT**  
 **AREA OF FILL**

#	REVISIONS

**EARTHWORK EXHIBIT**  
**148 CHAUTAUQUA BLVD.**  
**LOS ANGELES, CA.**

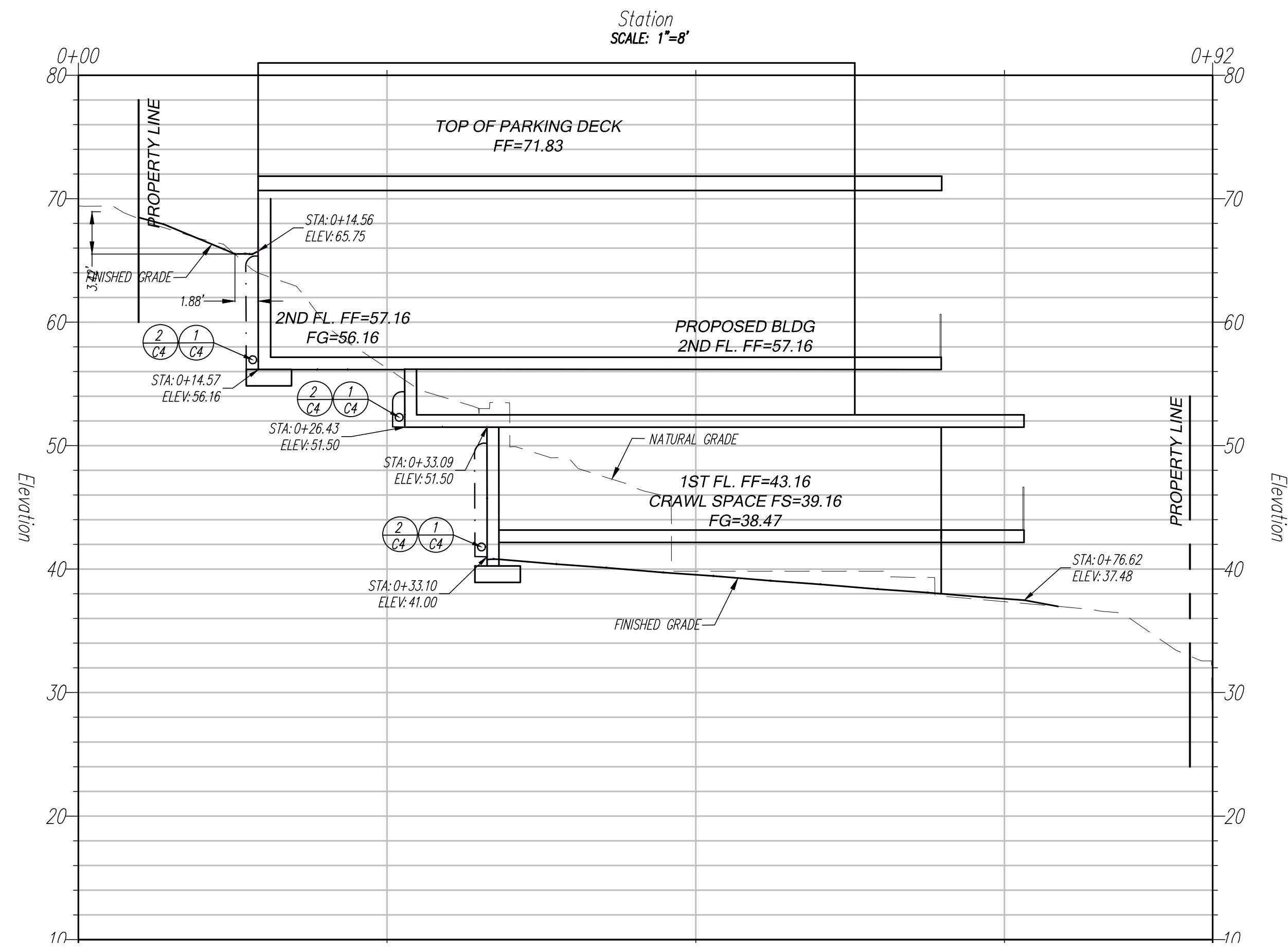


**ENGINEERING GROUP, INC.**  
 (618) 365-8556  
 (805) 380-4763 FAX  
 355 N. LANTANA ST., #33  
 CAMARILLO, CA 93012

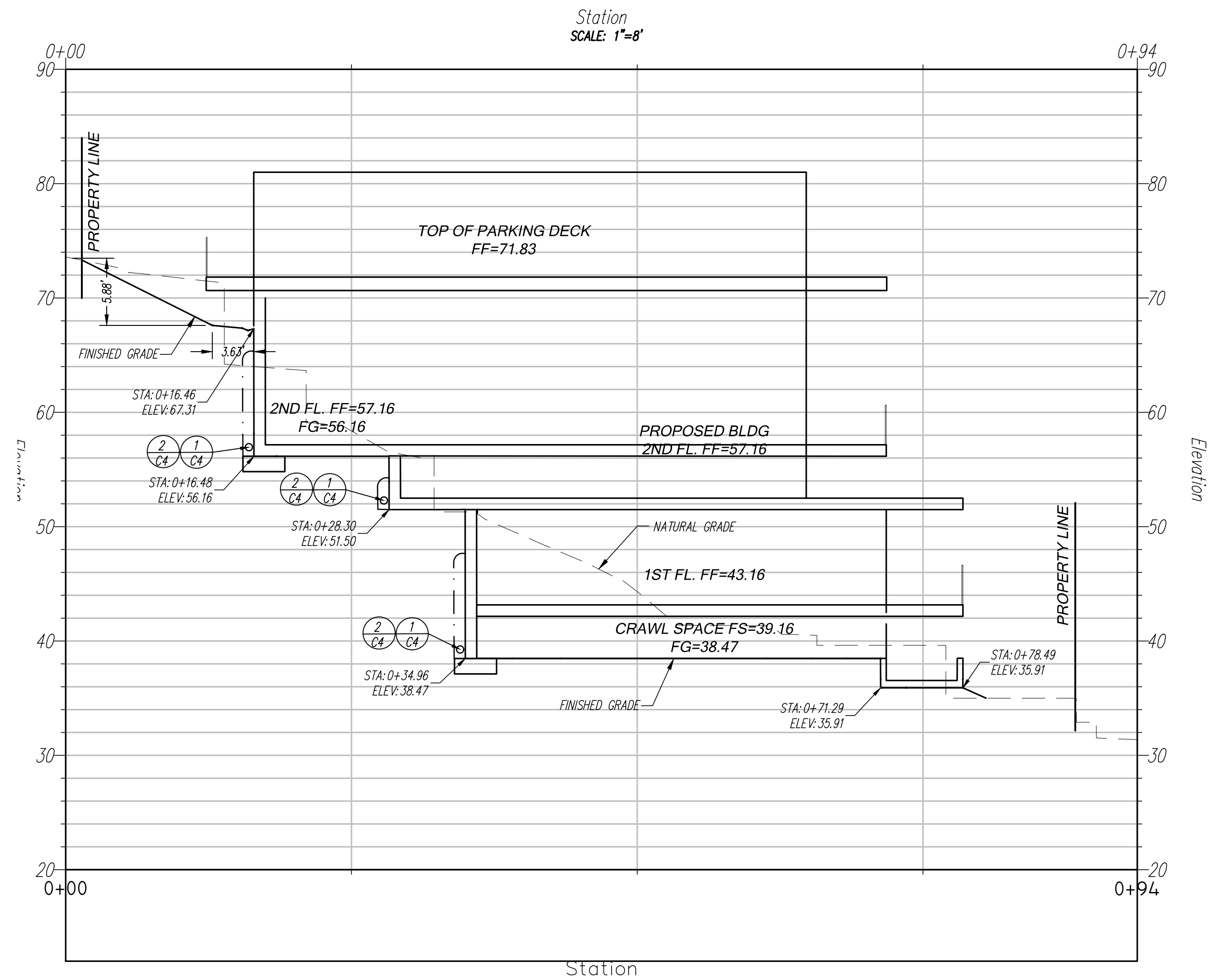
**PROJECT NO.** 1601  
**DRAWN BY:** QT  
**CHECKED BY:** QT  
**DATE** JUNE 05, 2023  
**SHEET**  
**C3**  
**OF C4 SHEETS**



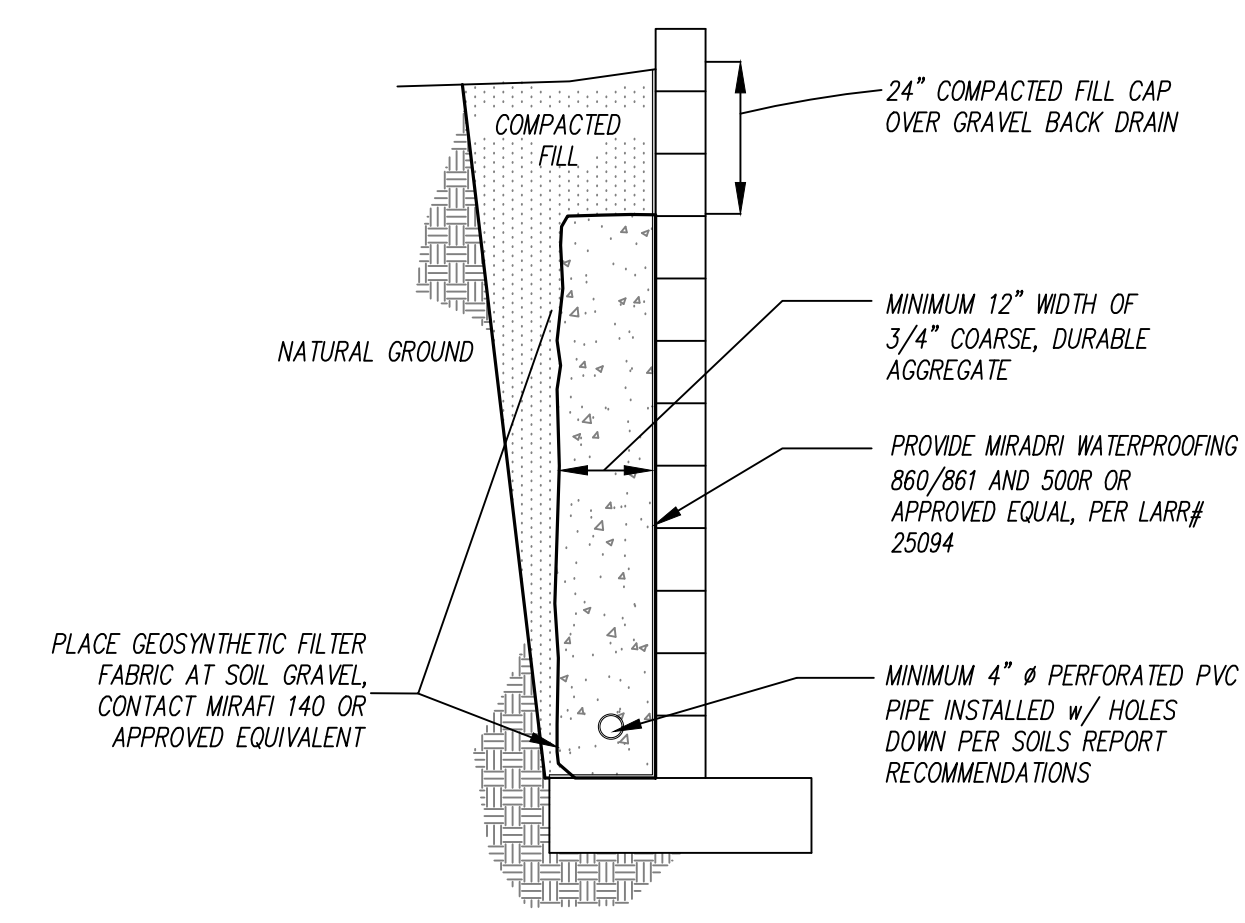
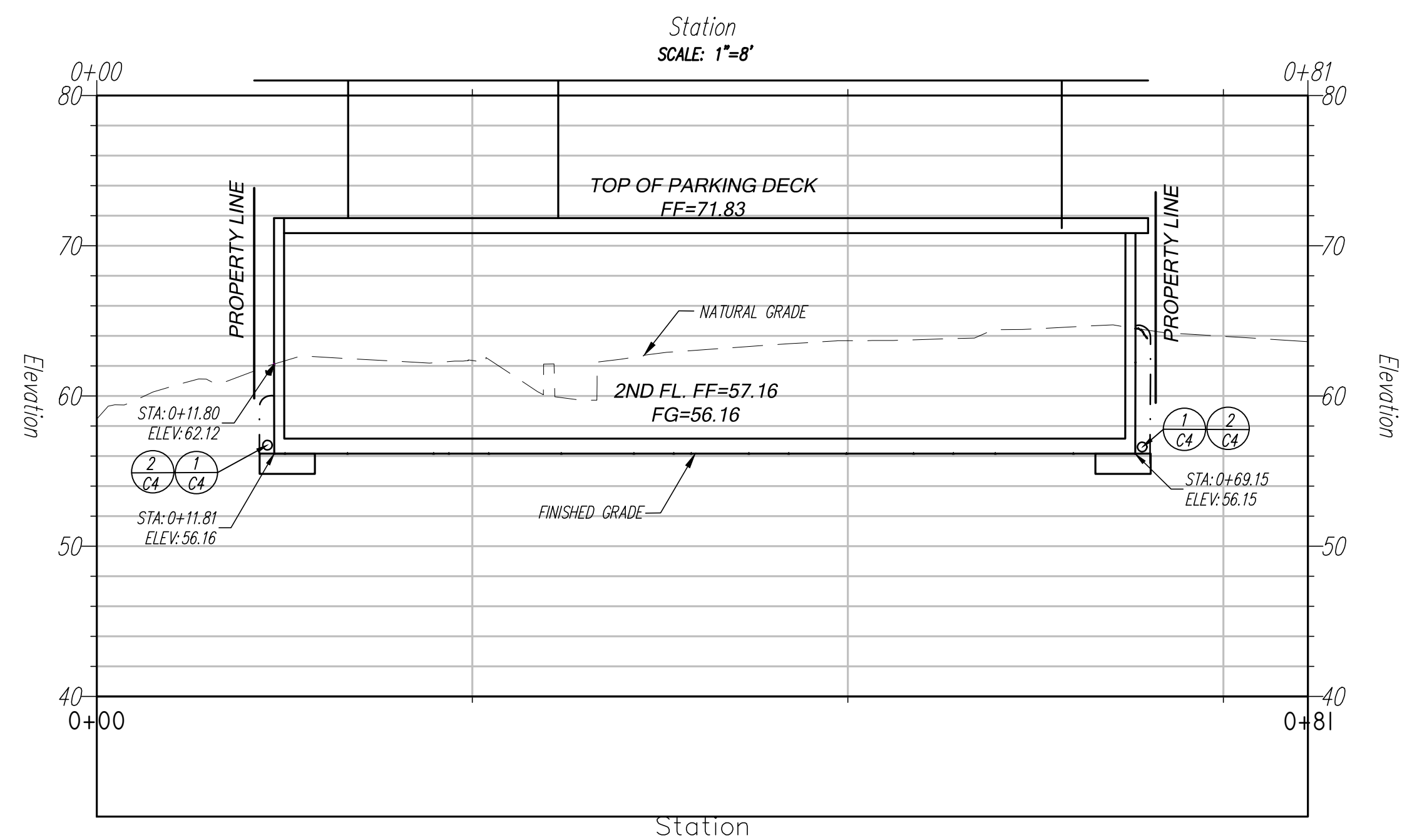
SECTION A PROFILE



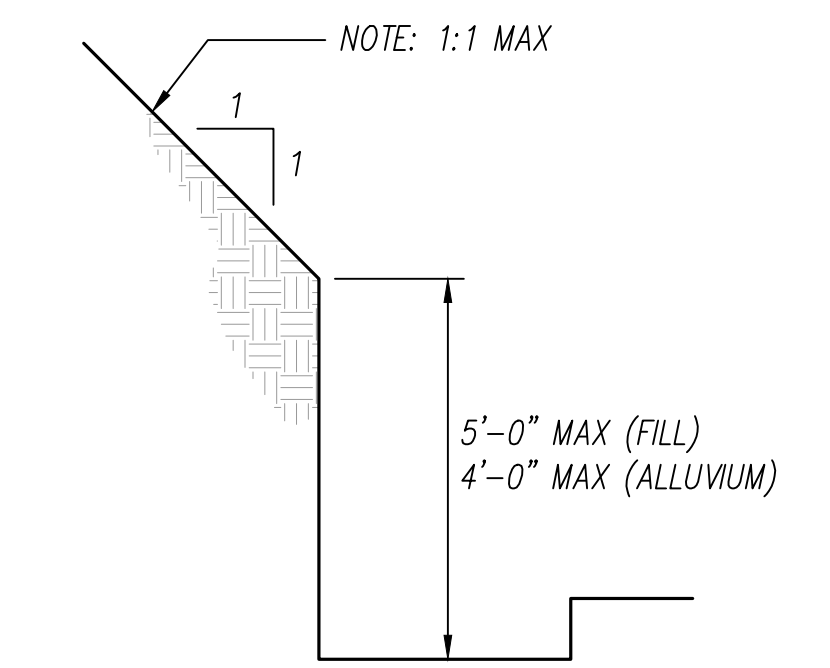
SECTION B PROFILE



SECTION C PROFILE



1 BACKFILL DETAIL SCALE: NTS



2 TEMPORARY EXCAVATION DETAIL SCALE: NTS

#	REVISIONS

**CROSS SECTION & DETAIL PAGE**  
**148 CHAUTAUQUA BLVD.**  
**LOS ANGELES, CA.**

QUANG T. TRAN  
R.C.E. 70929  
EXPIRES: 06/30/25

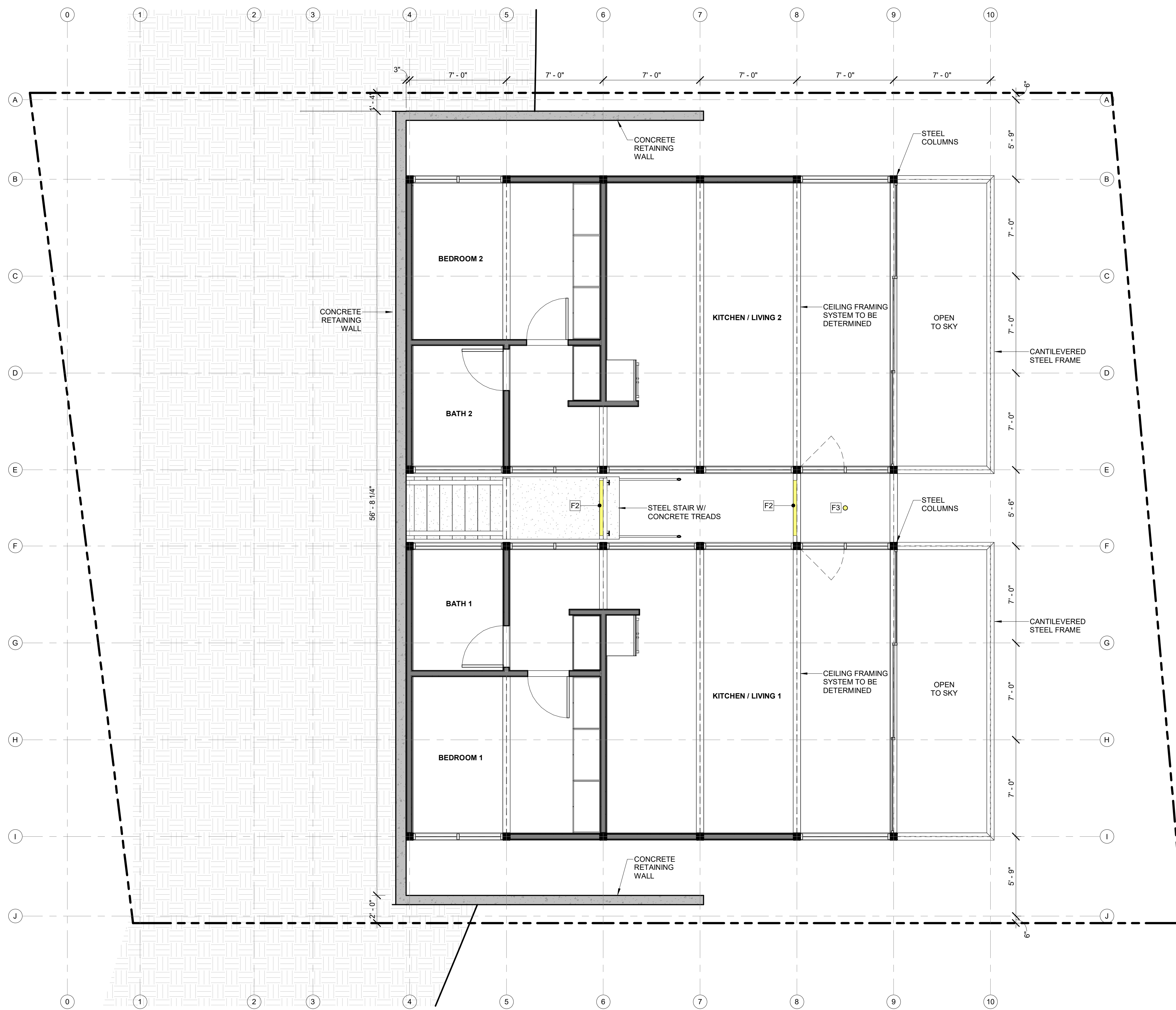
**ENGINEERING GROUP, INC.**

(818) 365-3556  
(805) 360-4763 FAX

355 N. LANTANA ST. #533  
CAMARILLO, CA 93012

PROJECT NO.	1601
DRAWN BY:	QT
CHECKED BY:	QT
DATE	JUNE 05, 2023

SHEET  
**C4**  
OF C4 SHEETS



**GENERAL NOTES**

- LIGHT FIXTURE PLACEMENT & SPECIFICATIONS TO MEET MINIMUM LEVEL OF ILLUMINATION AS REQUIRED BY CODE

**NOTES**

- INTERIOR LIGHTING IS NOT SHOWN AT THIS TIME

**KEYNOTES**

**LIGHT FIXTURE SCHEDULE**

- F1 3" WIDE LED BOX LIGHT WITH FLUSH LENS  
BARTCO BSW214 OR EQUAL  
SEE SPECIFICATIONS ON E-201
- F2 3" WIDE LED CORNER BOX LIGHT W/ FLUSH LENS  
BARTCO BSW750 OR EQUAL  
SEE SPECIFICATIONS ON E-201
- F3 4" WIDE LED RECESSED DOWNLIGHT  
WAC R4FRDT OR EQUAL  
SEE SPECIFICATIONS ON E-201

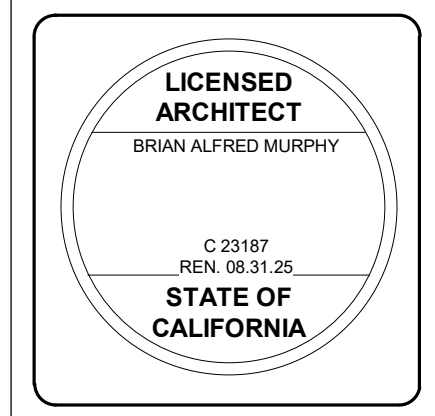
**LEGEND**

DATE	DESCRIPTION
3/10/22	PLANNING SUBMIT
12/12/22	PLANNING RESUBMIT
5/9/23	PLANNING RESUBMIT
6/13/23	PLANNING RESUBMIT
1/24/24	PLANNING RESUBMIT

#	DATE	ISSUED TO

**CANYON PLACE**  
 148 CHAUTAUQUA BLVD  
 LOS ANGELES, CA 90402

**B A M**  
 CONSTRUCTION / DESIGN, INC.  
 ARCHITECT  
 BAM CONSTRUCTION/DESIGN, INC. 150 W. CHANNEL ROAD  
 SANTA MONICA, CA 90402  
 310.459.0955 fax 310.459.0953 www.bamcdi.com

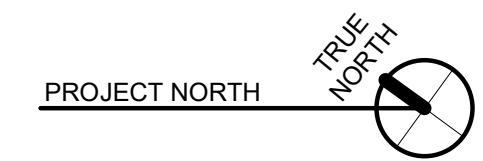


**FIRST FLOOR LIGHTING PLAN**

DATE:	1/24/2024
SCALE:	1/4" = 1'-0"
DRAWN BY:	KF
SHEET:	

**E-101**

1 FIRST FLOOR LIGHTING PLAN  
 1/4" = 1'-0"



DATE	DESCRIPTION
3/10/22	PLANNING SUBMIT
12/12/22	PLANNING RESUBMIT
5/9/23	PLANNING RESUBMIT
6/13/23	PLANNING RESUBMIT
1/24/24	PLANNING RESUBMIT

#	DATE	ISSUED TO

**CANYON PLACE**  
 148 CHAUTAUQUA BLVD  
 LOS ANGELES, CA 90402

**B A M**  
 CONSTRUCTION / DESIGN, INC.  
 ARCHITECT  
 BAM CONSTRUCTION/DESIGN, INC. 150 W. CHANNEL ROAD  
 SANTA MONICA, CA 90402  
 310.459.0955 fax 310.459.0953 www.bamcdi.com

**LICENSED ARCHITECT**  
 BRIAN ALFRED MURPHY  
 C 23187  
 REN. 08.31.25  
 STATE OF CALIFORNIA

**SECOND FLOOR LIGHTING PLAN**

DATE:	1/24/2024
SCALE:	1/4" = 1'-0"
DRAWN BY:	KF
SHEET:	

**E-102**

**GENERAL NOTES**

- LIGHT FIXTURE PLACEMENT & SPECIFICATIONS TO MEET MINIMUM LEVEL OF ILLUMINATION AS REQUIRED BY CODE

**NOTES**

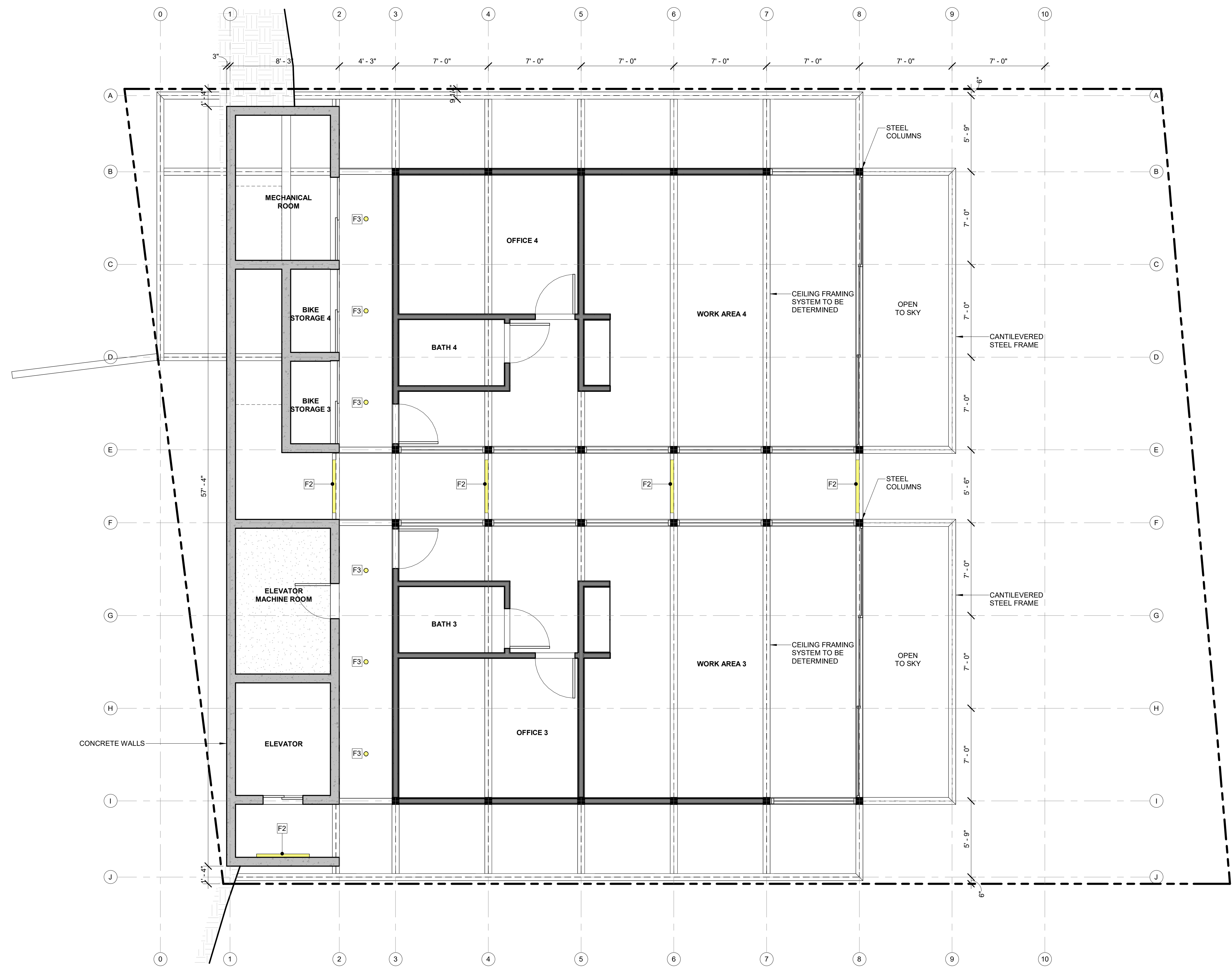
- INTERIOR LIGHTING IS NOT SHOWN AT THIS TIME

**KEYNOTES**

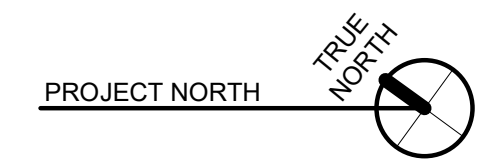
**LIGHT FIXTURE SCHEDULE**

- F1** 3" WIDE LED BOX LIGHT WITH FLUSH LENS  
BARTCO BSW214 OR EQUAL  
SEE SPECIFICATIONS ON E-201
- F2** 3" WIDE LED CORNER BOX LIGHT W/ FLUSH LENS  
BARTCO BSW750 OR EQUAL  
SEE SPECIFICATIONS ON E-201
- F3** 4" WIDE LED RECESSED DOWNLIGHT  
WAC R4FRDT OR EQUAL  
SEE SPECIFICATIONS ON E-201

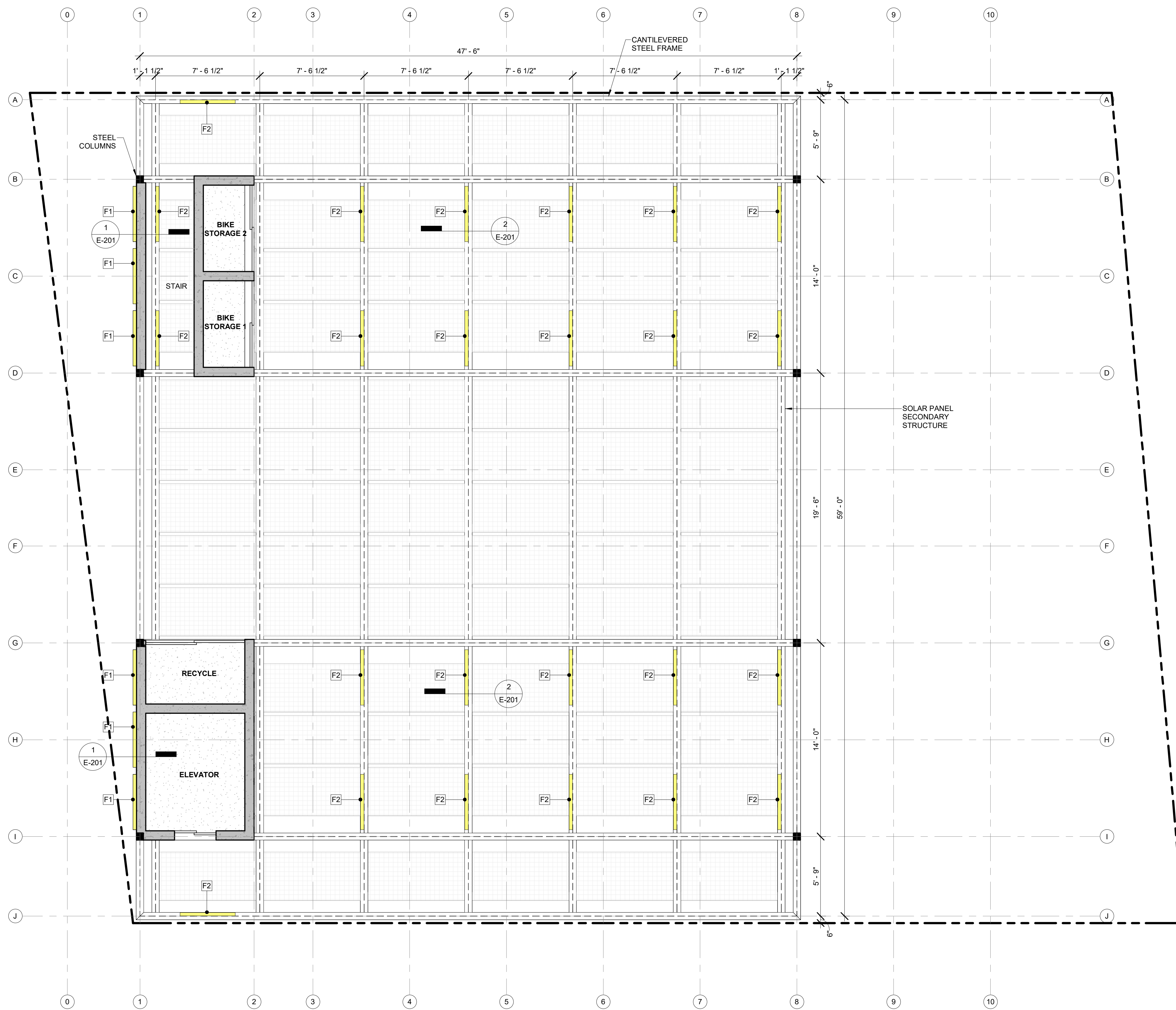
**LEGEND**



**1 SECOND FLOOR LIGHTING PLAN**  
 1/4" = 1'-0"







**GENERAL NOTES**

- LIGHT FIXTURE PLACEMENT & SPECIFICATIONS TO MEET MINIMUM LEVEL OF ILLUMINATION AS REQUIRED BY CODE

DATE	DESCRIPTION
3/10/22	PLANNING SUBMIT
12/12/22	PLANNING RESUBMIT
5/9/23	PLANNING RESUBMIT
6/13/23	PLANNING RESUBMIT
1/24/24	PLANNING RESUBMIT

**NOTES**

- INTERIOR LIGHTING IS NOT SHOWN AT THIS TIME

**KEYNOTES**

**LIGHT FIXTURE SCHEDULE**

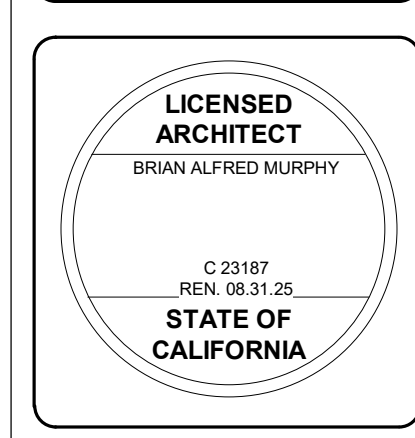
- F1 3" WIDE LED BOX LIGHT WITH FLUSH LENS  
BARTCO BSW214 OR EQUAL  
SEE SPECIFICATIONS ON E-201
- F2 3" WIDE LED CORNER BOX LIGHT W/ FLUSH LENS  
BARTCO BSW750 OR EQUAL  
SEE SPECIFICATIONS ON E-201
- F3 4" WIDE LED RECESSED DOWNLIGHT  
WAC R4FRDT OR EQUAL  
SEE SPECIFICATIONS ON E-201

**LEGEND**

#	DATE	ISSUED TO

**CANYON PLACE**  
 148 CHAUTAUQUA BLVD  
 LOS ANGELES, CA 90402

**B A M**  
 CONSTRUCTION / DESIGN, INC.  
 ARCHITECT  
 BAMI CONSTRUCTION/DESIGN, INC. 150 W. CHANNEL ROAD  
 SANTA MONICA, CA 90402  
 310.459.0955 fax 310.459.0953 www.bamcdi.com

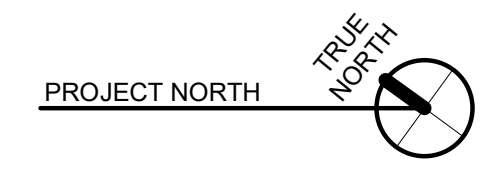


**PARKING DECK LIGHTING PLAN**

DATE:	1/24/2024
SCALE:	1/4" = 1'-0"
DRAWN BY:	KF
SHEET:	

**E-103**

1 PARKING DECK LIGHTING PLAN  
 1/4" = 1'-0"





# BSW214 | FATHOM

3" wide LED luminaire with flush lens, outdoor locations



Project: \_\_\_\_\_ Type: \_\_\_\_\_

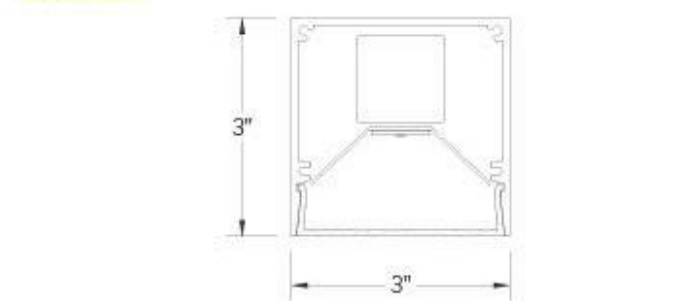
### FEATURES

The BSW214 is a linear LED luminaire for outdoor lighting applications. The 3" square extrusion is fitted with a flush, frosted lens and machined aluminum end caps.

### SPECIFICATIONS

Fixture constructed of an extruded aluminum housing, extruded, frosted acrylic lens and machined aluminum end caps. Standard finishes as shown below. Available for surface or wall mounting in nominal lengths of 2"-8" single fixtures and continuous runs. Housing provided with a Ø7/8 hole for back feeding. Standard integral 120-277V wet location driver offered with 0-10V dimming or non-dim. Standard outputs are 390, 775 and 1000 lumens per foot. LEDs available in 2700K, 3000K, 3500K and 4000K, within a 3 step MacAdam ellipse, all with 80+ CRI typical. Life: 50,000 hours L<sub>70</sub>. Limited five year warranty. UL and C-UL listed for wet locations.

### SECTION



### PERFORMANCE

Note: All data reflects fixtures with 3500K LEDs.

NOMINAL LENGTH	OUTPUT	LUMENS/FT	WATTS/FT	LUMINAIRE LUMENS	EFFICACY (LPW)
4"	L: low	390	4.0	1554	98
	R: regular	775	8.0	3104	97
	H: high	1000	10.3	3995	97

### BSW214 -

NOMINAL FIXTURE LENGTH*	CORRELATED COLOR TEMPERATURE	DRIVER (H: non-dimming, RD: 0-10V dimming, 5% dimming)	LIGHT OUTPUT (lumens per foot)	MOUNT (SM: surface mount, WD: wall mount - direct, WI: wall mount - indirect)	RUN CONFIGURATION (SN: single, ST: starter, AD: adder, TR: terminator)	FINISH (AW: architectural white (semi-metal), WH: white (semi-gloss), BL: black (semi-metal), MB: matte black, ES: environmental satin silver, BZ: bronze, PR: primer, CF: custom factory for custom finish)
2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100	27: 2700K-80+ CRI 30: 3000K-80+ CRI 35: 3500K-80+ CRI 40: 4000K-80+ CRI		L: low - 390 R: regular - 775 H: high - 1000			

\*Actual dimension dependent on run configuration. ©2021 Bartco Lighting, Inc. These products are protected by patents and patents pending. Unauthorized use or reproduction of illustrations, photographs or text is prohibited. Bartco Lighting reserves the right to discontinue products or to change the technical and/or design specifications at any time. pg 1 12.2021

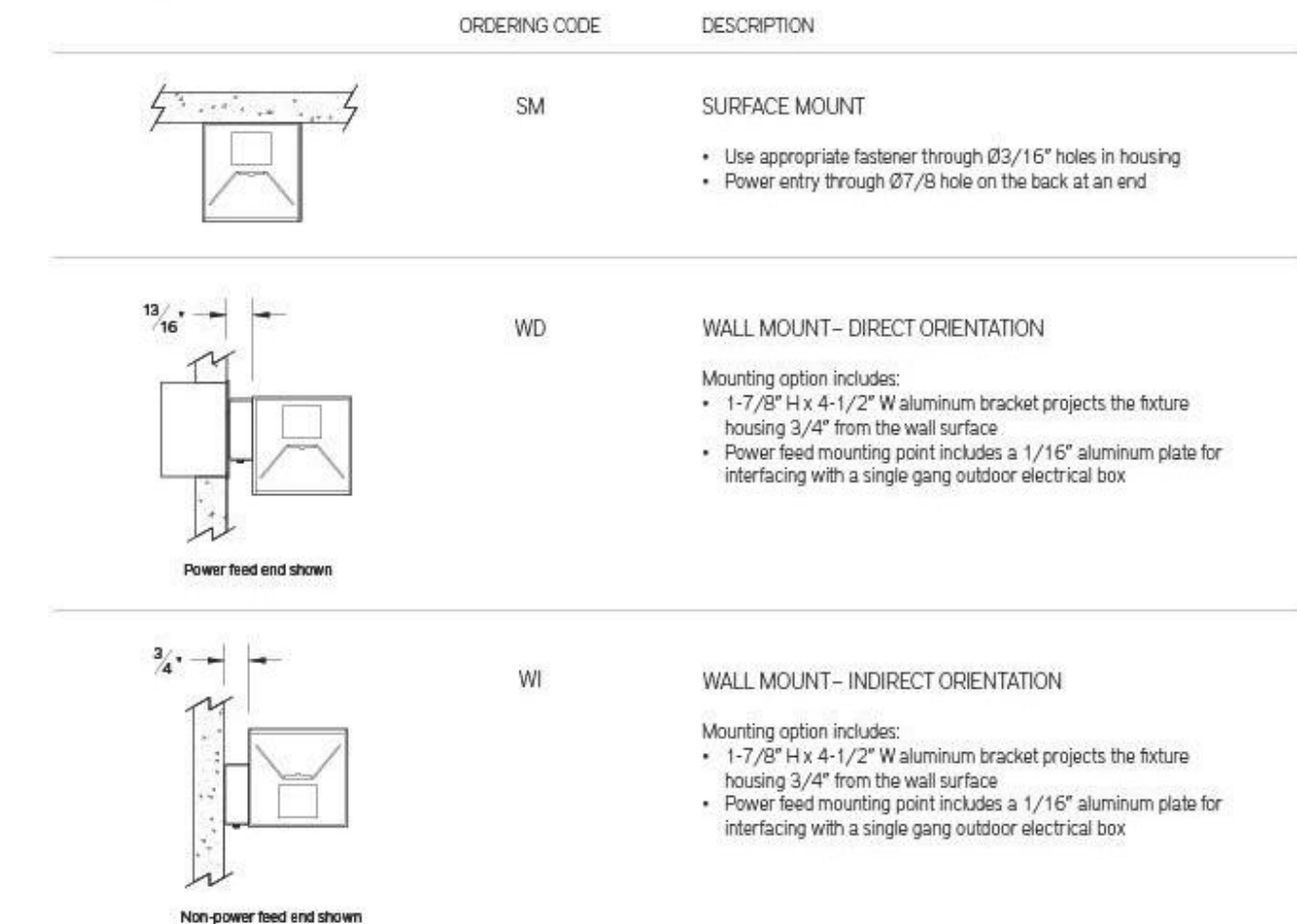
F1

# BSW214 | FATHOM

3" wide LED luminaire with flush lens, outdoor locations



ORDERING CODE DESCRIPTION



### EPA CALCULATIONS

LENGTH ORDERING CODE	EPA
2	0.99 ft <sup>2</sup>
3	1.46 ft <sup>2</sup>
4	1.94 ft <sup>2</sup>
5	2.42 ft <sup>2</sup>
6	2.89 ft <sup>2</sup>
7	3.36 ft <sup>2</sup>
8	3.84 ft <sup>2</sup>

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F1

# BSW214 | FATHOM

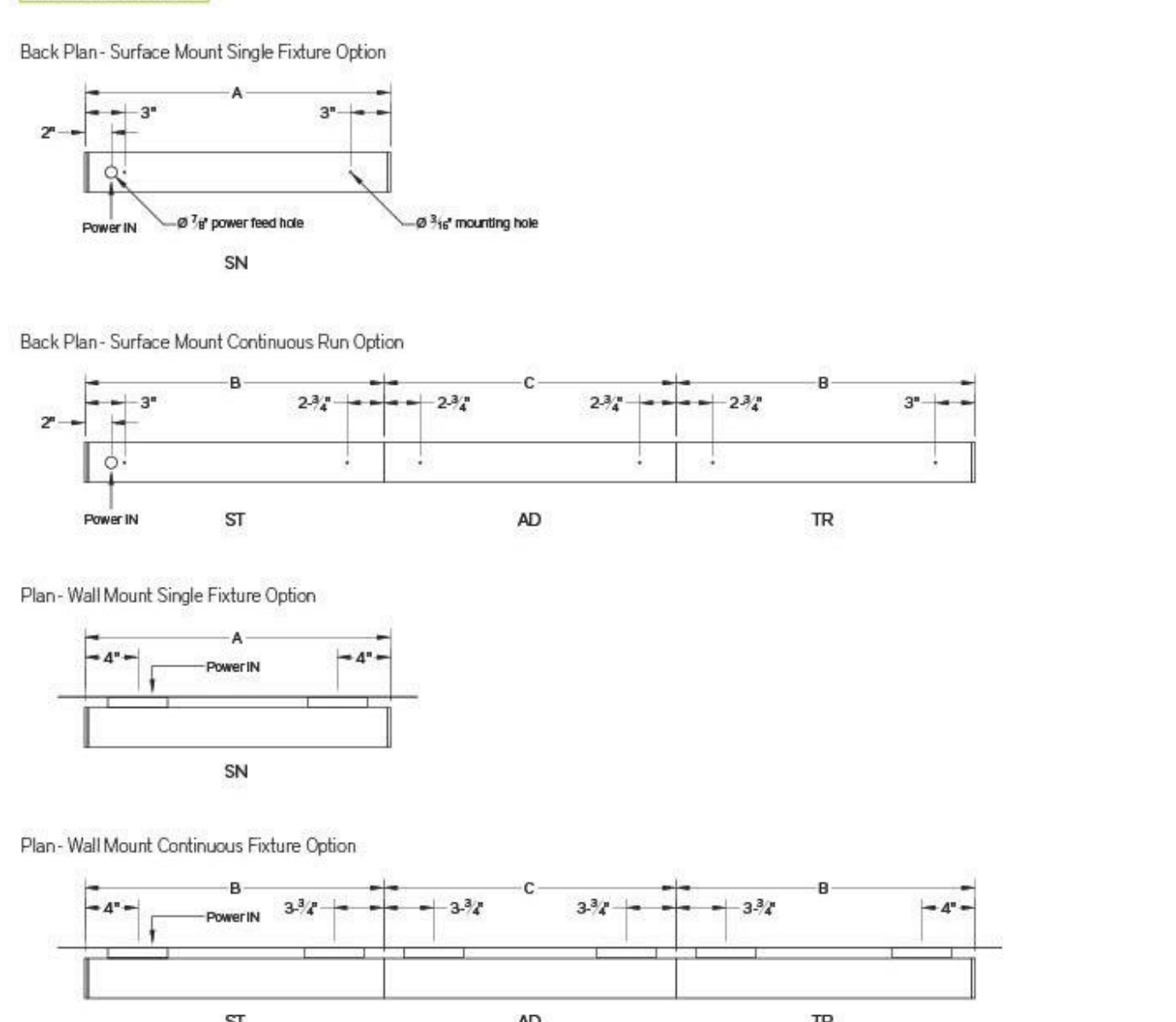
3" wide LED luminaire with flush lens, outdoor locations



LENGTH/MOUNTING DIMENSIONS RUN CONFIGURATION INFORMATION

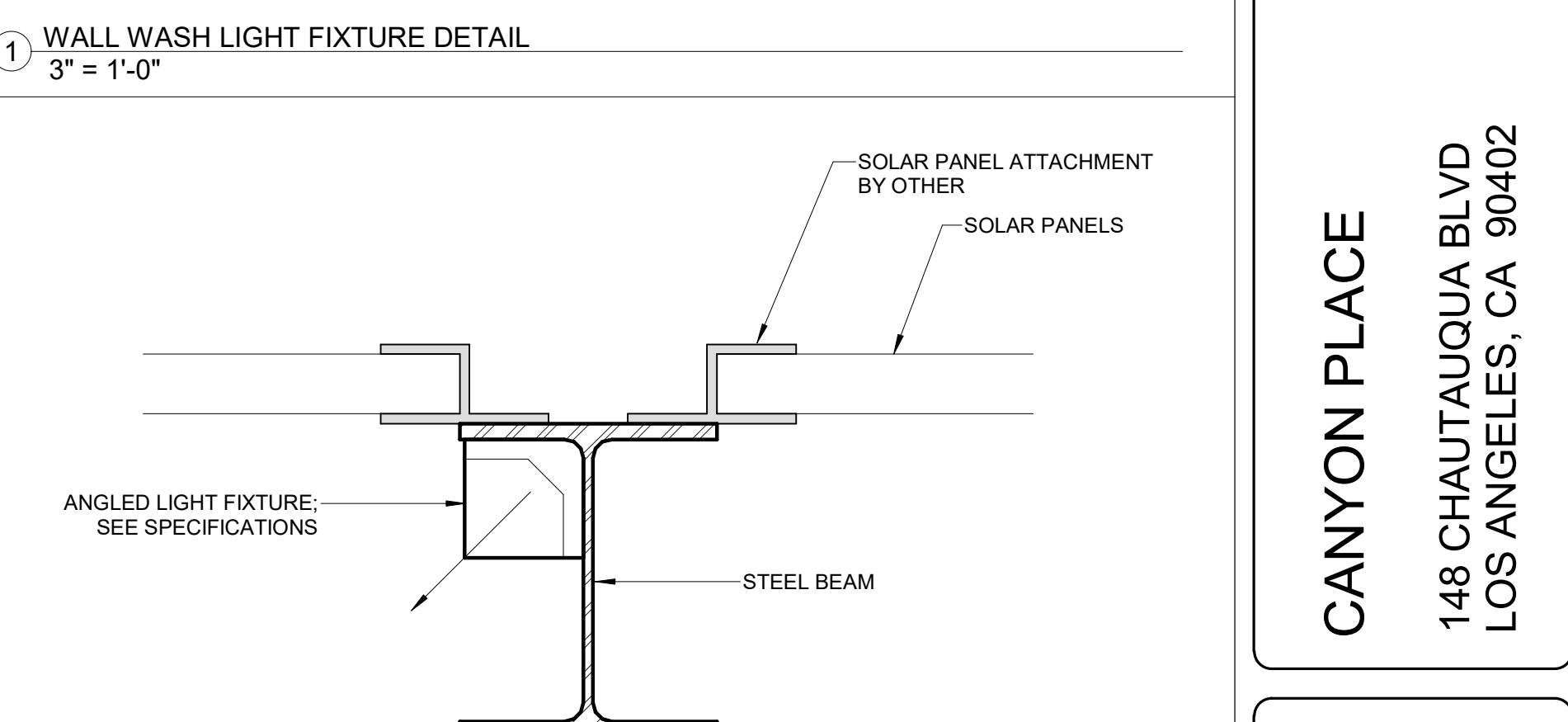
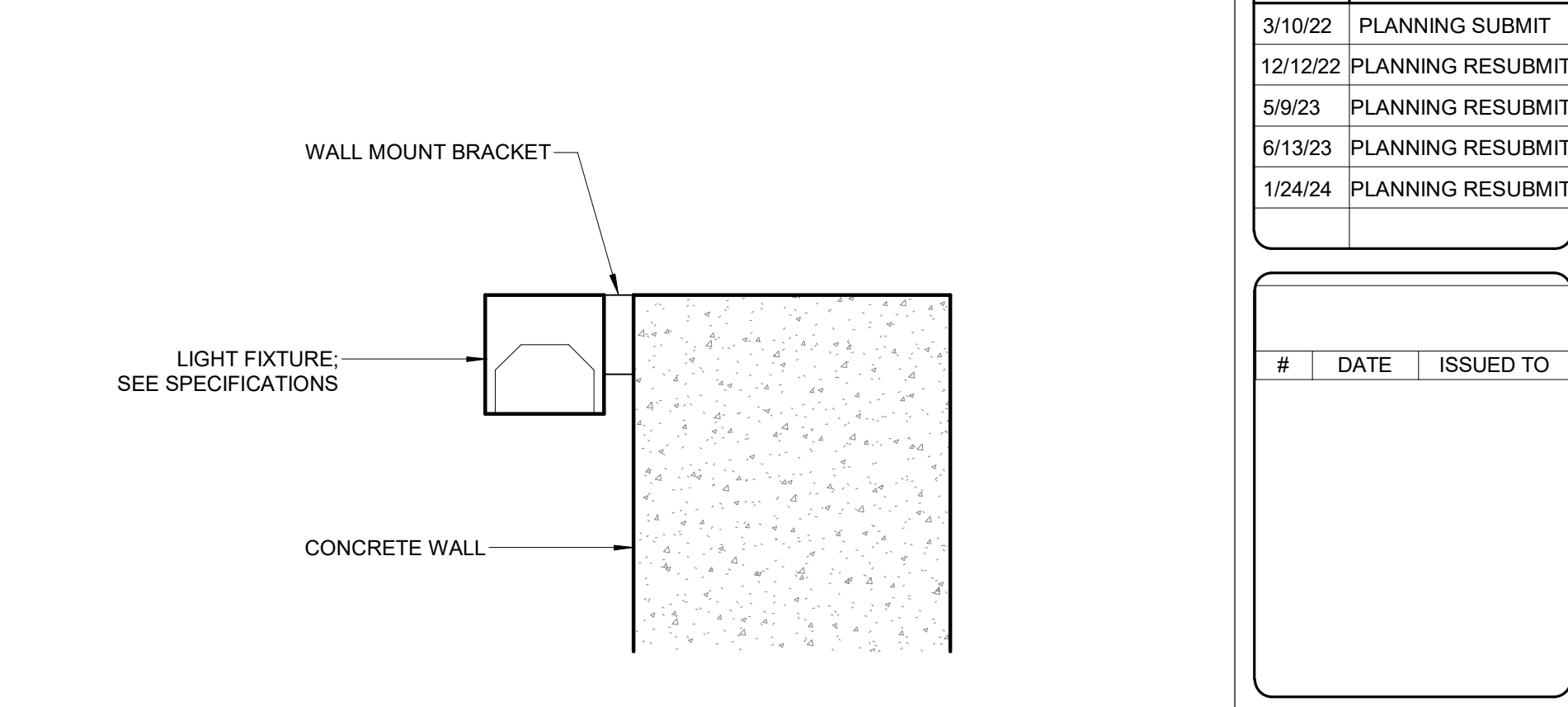
ORDERING CODE	LENGTH A	LENGTH B	LENGTH C
2	24-5/8"	24-5/16"	24"
3	36-5/8"	36-5/16"	36"
4	48-5/8"	48-5/16"	48"
5	60-5/8"	60-5/16"	60"
6	72-5/8"	72-5/16"	72"
7	84-5/8"	84-5/16"	84"
8	96-5/8"	96-5/16"	96"

### RUN INFORMATION



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F1



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F3

DATE	DESCRIPTION
3/10/22	PLANNING SUBMIT
12/12/22	PLANNING RESUBMIT
5/9/23	PLANNING RESUBMIT
6/13/23	PLANNING RESUBMIT
1/24/24	PLANNING RESUBMIT

#	DATE	ISSUED TO

CANYON PLACE  
148 CHAUTAUQUA BLVD  
LOS ANGELES, CA 90402

B A M  
CONSTRUCTION / DESIGN, INC.  
BAM CONSTRUCTION/DESIGN, INC. 150 W. CHANNEL ROAD  
SANTA MONICA, CA 90402  
310-459-0955 fax 310-459-0953 www.bamcdi.com

LICENSED ARCHITECT  
BRIAN ALFRED MURPHY  
C 23187  
REN 08.31.25  
STATE OF CALIFORNIA

LIGHTING SPECIFICATIONS & DETAILS

DATE:	1/24/2024
SCALE:	3" = 1'-0"
DRAWN BY:	KF
SHEET:	E-201

# BSW750 | FATHOM

3" square corner mount LED luminaire, outdoor locations, remote driver



Project: \_\_\_\_\_ Type: \_\_\_\_\_

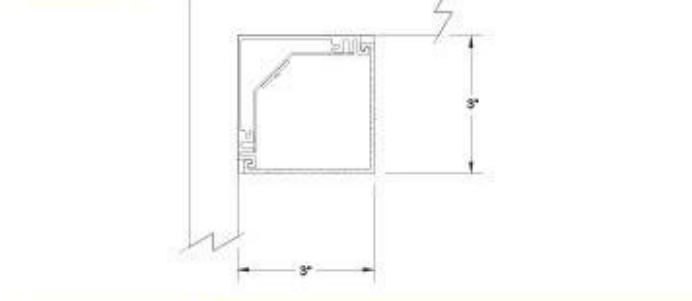
### FEATURES

The BSW750 is a corner mount, linear LED luminaire for outdoor locations. The 3" x 3" extruded aluminum surface mount housing tucks into architectural junctures and is fitted with a two-sided, frosted acrylic lens. Each fixture is paired with a remote mounted, wet location 0-10V dimming or non-dimming driver and housing.

### SPECIFICATIONS

Fixture constructed of an extruded aluminum housing, frosted, extruded acrylic lens and sheet aluminum end caps. Standard finishes as shown below. Available in nominal lengths of 2"-8" single fixtures and continuous runs. Fixtures wired with 10' low voltage leads and Ø7/8 hole for back feeding. Included remote 120-277V wet location driver offered with 0-10V dimming or non-dim and surface mount aluminum enclosure. Standard outputs are 430, 865 and 1135 lumens per foot. LEDs available in 2700K, 3000K, 3500K and 4000K, within a 3 step MacAdam ellipse, all with 80+ CRI typical. Life: 50,000 hours L<sub>70</sub>. Limited five year warranty. UL and C-UL listed for wet locations.

### SECTION



### PERFORMANCE

Note: All data reflects fixtures with 3500K LEDs.

NOMINAL LENGTH	OUTPUT	LUMENS/FT	WATTS/FT	LUMINAIRE LUMENS	EFFICACY (LPW)
4"	L: low	430	4.0	1729	108
	R: regular	865	8.0	3459	108
	H: high	1135	10.5	4539	108

### BSW750 -

NOMINAL FIXTURE LENGTH*	COLOR TEMPERATURE	DRIVER (H: non-dimming, RD: 0-10V dimming, 5% dimming)	LIGHT OUTPUT (lumens per foot)	MOUNT (SM: surface mount)	RUN CONFIGURATION (SN: single, ST: starter, AD: adder, TR: terminator)	FINISH (AW: architectural white (semi-metal), WH: white (semi-gloss), BL: black (semi-metal), MB: matte black, ES: environmental satin silver, BZ: bronze, PR: primer, CF: custom factory for custom finish)
2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100	27: 2700K-80+ CRI 30: 3000K-80+ CRI 35: 3500K-80+ CRI 40: 4000K-80+ CRI		L: low - 430 R: regular - 865 H: high - 1135			

\*Actual dimension dependent on run configuration. ©2021 Bartco Lighting, Inc. These products are protected by patents and patents pending. Unauthorized use or reproduction of illustrations, photographs or text is prohibited. Bartco Lighting reserves the right to discontinue products or to change the technical and/or design specifications at any time. pg 1 12.2021

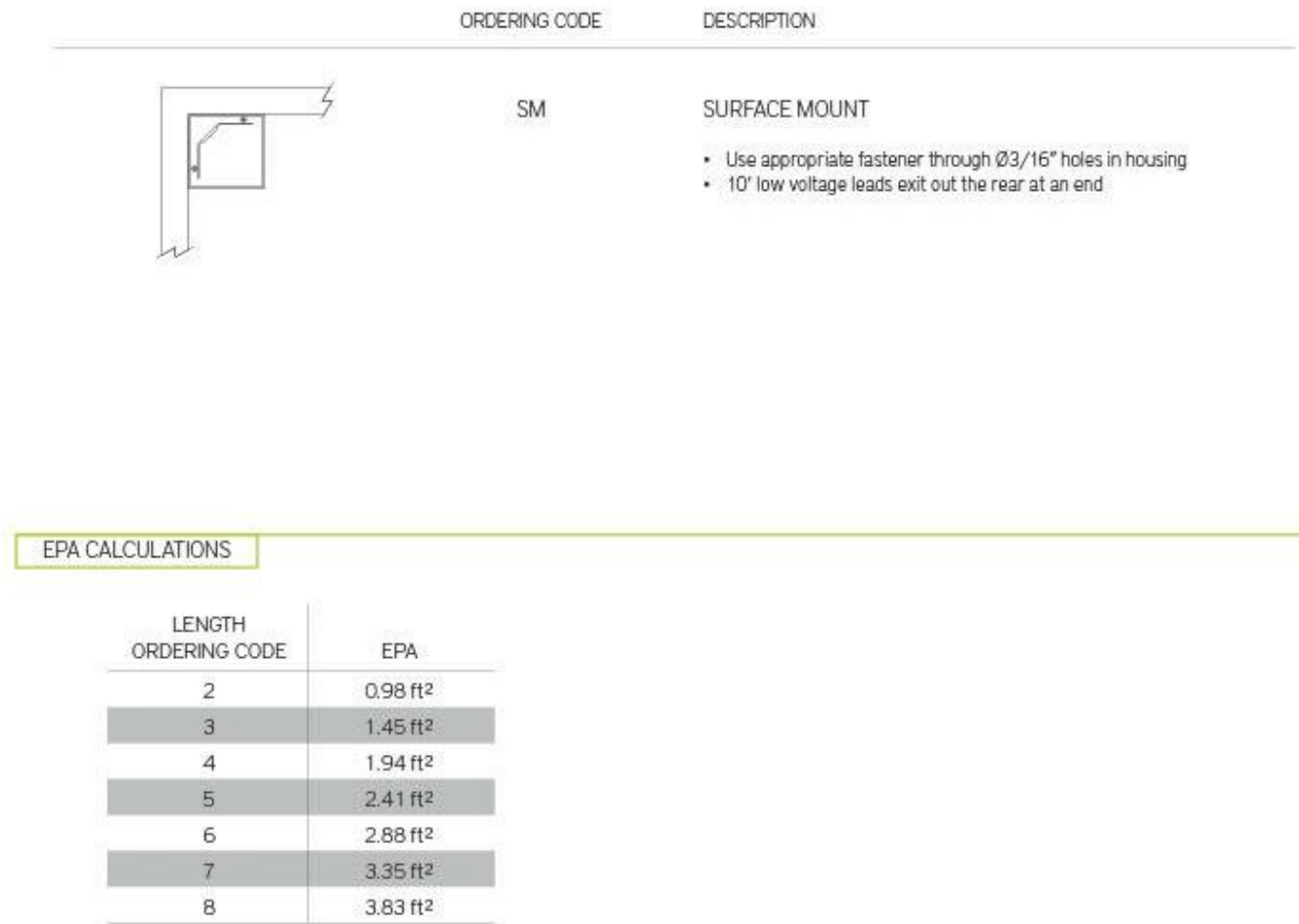
F2

# BSW750 | FATHOM

3" square corner mount LED luminaire, outdoor locations, remote driver



ORDERING CODE DESCRIPTION



### EPA CALCULATIONS

LENGTH ORDERING CODE	EPA
2	0.98 ft <sup>2</sup>
3	1.45 ft <sup>2</sup>
4	1.94 ft <sup>2</sup>
5	2.41 ft <sup>2</sup>
6	2.88 ft <sup>2</sup>
7	3.35 ft <sup>2</sup>
8	3.83 ft <sup>2</sup>

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F2

# R4FRDT 4" FQ - Round Downlight Trim



**PRODUCT DESCRIPTION**  
The FQ Recessed series offers a complete line of high performance LED luminaires that provide outstanding functionality and quality. The series features superlative glare control with 30° shielding, 45° horizontal tilting and 300° horizontal rotation, and uniform floor-to-ceiling wall washing. Multiple power level options and a full line of round and square, trimmed and trimless luminaires offer versatile solutions for various lighting applications. Easy to order, install, and service.

**FEATURES**

- Two-piece die-cast construction
- Light engine mounted on trim with springs for easy replacement
- 30° shielding angle design for better visual comfort
- Field changeable beam angle with reflectors provided
- Accepts one lens or glass control accessory
- 5 year WAC Lighting product warranty

Model	Beam	*lumens	*CBP	Color Temp	CR	Finishes	Reflector/Trim
R4FRDT Round Trim	N 27°	2370	6075	927 2700K	90	BK DB HZWT WT	Black, Dark Bronze, Haze/White, White
	F 40°	2325	3725				
	W 50°	2355	3329				
R4FRDT Round Trim	N 27°	2495	6355	930 3000K	90	BK DB HZWT WT	Black, Dark Bronze, Haze/White, White
	F 40°	2450	3929				
	W 50°	2480	3495				
R4FRDT Round Trim	N 27°	2545	6480	935 3500K	90	BK DB HZWT WT	Black, Dark Bronze, Haze/White, White
	F 40°	2495	4000				
	W 50°	2530	3585				

**R4FRDT -** Example: R4FRDT-927-BK N-27° beam in 1 housing: 2495 lm (Reference Output) x 0.47 (Multiplier) = 1175 lm  
6355 CBP (Reference Output) x 0.47 (Multiplier) = 2985 CBP

Multiplier	TRIM
4	927
3	930
2	935
1	935

Example: R4FRDT-930-BK N-27° beam in 1 housing: 2495 lm (Reference Output) x 0.47 (Multiplier) = 1175 lm  
6355 CBP (Reference Output) x 0.47 (Multiplier) = 2985 CBP

Please see next page for housing units (required)

wacighting.com Phone (800) 526-2588 Fax (800) 526-2585  
Headquarters/Eastern Distribution Center 44 Harbor Park Drive Port Washington, NY 11050  
Central Distribution Center 1600 Distribution Ct Lithia Springs, GA 30122  
Western Distribution Center 1750 Archbald Avenue Ontario, CA 91761

WAC Lighting retains the right to modify the design of our products at any time as part of the company's continuous improvement program. JAN 2023

F3

# R4FRDT 4" FQ - Round Downlight Trim



HOUSING (Required)	Model	Power	Emergency Backup
New Construction IC Airlight	R4FBNT	1 13W/IC 2 19W/IC 3 25W/IC 4 28W/Non-IC	EM Optional
New Construction Frame-In Non-IC	R4FBT	1 13W/Non-IC 2 19W/Non-IC 3 25W/Non-IC 4 28W/Non-IC	EM Optional
Remodel Non-IC	R4FBRT	1 13W/Non-IC 2 19W/Non-IC 3 25W/Non-IC 4 28W/Non-IC	N/A
Remodel IC Airlight	R4FRB2T	1 13W/IC	N/A

**R4FB-** Example: R4FBNT-1 or R4FBRT-1-EM (with Emergency backup battery)

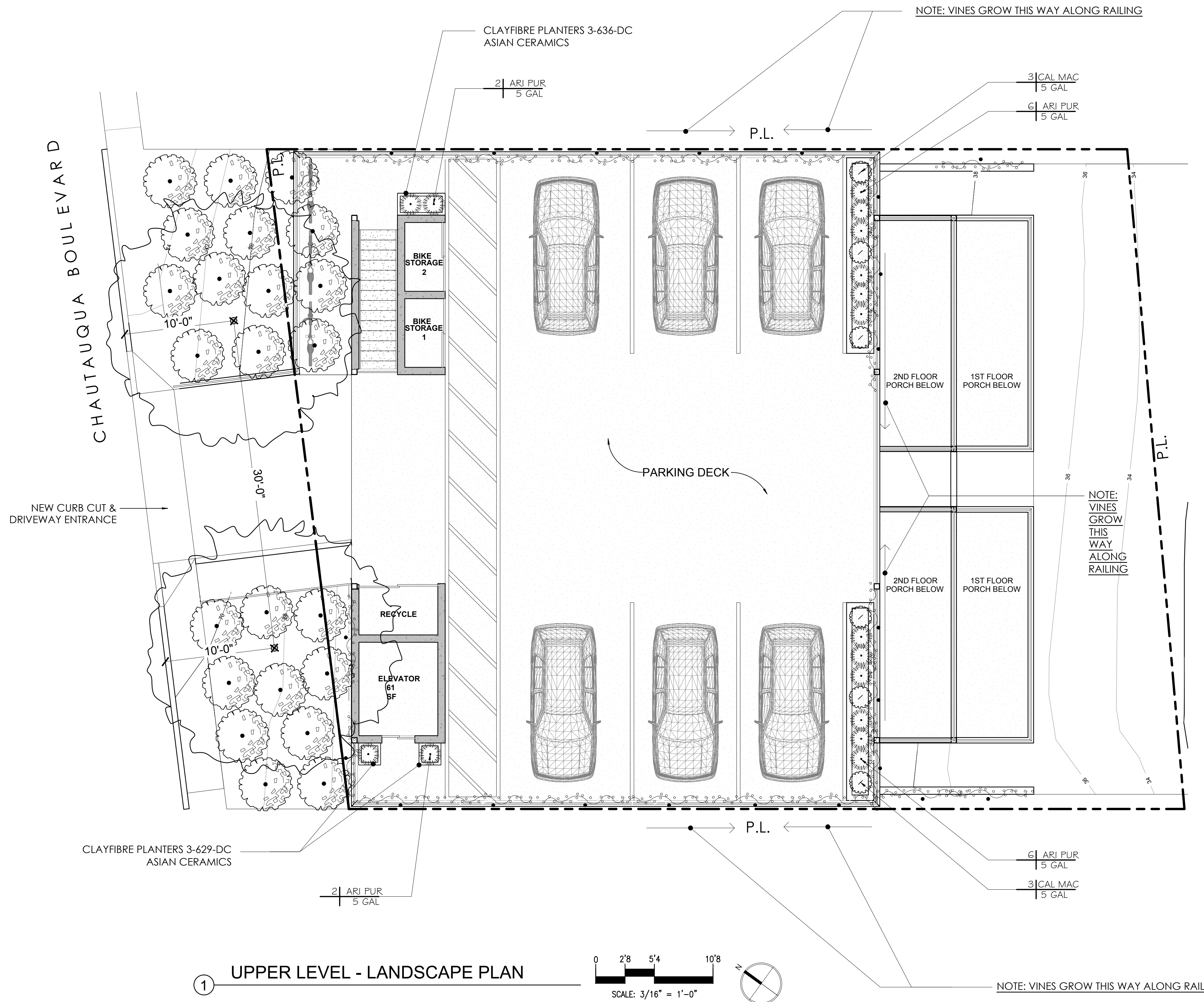
GLARE CONTROL ACCESSORIES	LENS ACCESSORIES
LENS-16-HCM Honeycomb Louver LENS-16P-CRL-BK Cross Louver	LENS-16 AMB Amber LENS-16 RED Red LENS-16 BLU Blue LENS-16 GRN Green LENS-16 SPR Sprayed Beam Elongating

wacighting.com Phone (800) 526-2588 Fax (800) 526-2585  
Headquarters/Eastern Distribution Center 44 Harbor Park Drive Port Washington, NY 11050  
Central Distribution Center 1600 Distribution Ct Lithia Springs, GA 30122  
Western Distribution Center 1750 Archbald Avenue Ontario, CA 91761

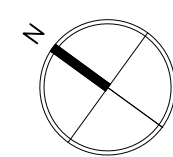
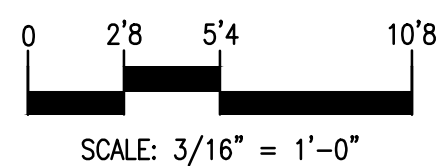
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F3



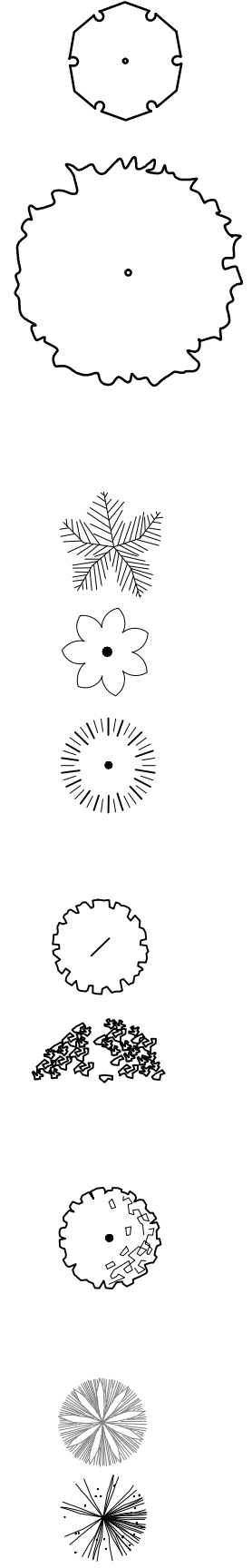


1 UPPER LEVEL - LANDSCAPE PLAN



**CANYON PLACE PLANT SCHEDULE**

BOTANICAL NAME/Common Name	SIZE	QTY	NOTES
<b>Trees</b>			
Juglans californica 'California Black Walnut'	24"box	4	Spacing - Site specific
Platanus racemosa 'California Sycamore'	36"box	2	Street Tree: 30'apart. 10' from curb. The minimum size for street trees shall be ten feet in height and 2" in caliper.
<b>Perennials</b>			
Woodwardia fimbriata 'Giant Chain Fern'	5gal	4	Spacing 5' o.c.
Blechnum spicant 'Deer Fern'	15gal	16	Spacing 4' o.c.
Aristida purpurea	5gal	16	
<b>Vines</b>			
Calystegia macrostegia 'Anacapa Pink'	5gal	12	
Parthenocissus tricuspidata 'Boston Ivy'	5gal	16	Staked. Spacing 8' o.c.
<b>Groundcover</b>			
Ceanothus griseus var. horizontalis 'Yankee Point'	5gal	22	Triangular Spacing 5' o.c.
<b>Grasses</b>			
Muhlenbergia rigens 'Deer Grass'	5gal	21	Triangular spacing 5' o.c.
Juncus patens 'California Gray Rush'	5gal	22	Triangular spacing 3' o.c.



NOTE: SYMBOL REPRESENTS CALYSTEGIA MACROSTEGIA 'ANACAPA PINK' GROWING ALONG DECK RAILS.

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Shop drawings shall be submitted to Bram Tester Landscape Design for review before proceeding with fabrication.

**NOTES & REVISIONS:**

**STAMP:**

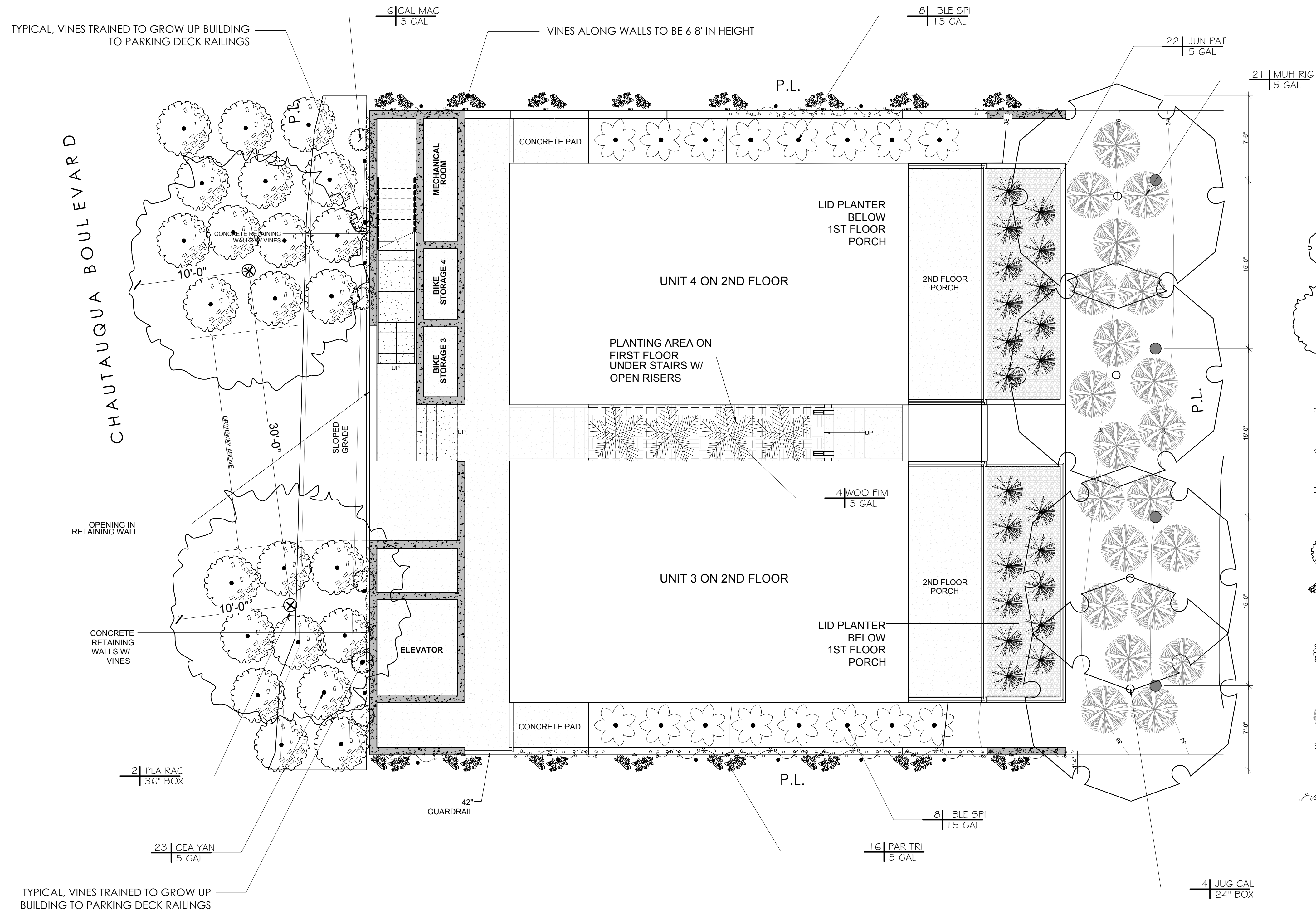
LANDSCAPE DESIGNER:  
**BRAM TESTER**  
URBANSCAPE LA  
C-27 #1093199  
3047 CHESAPEAKE AVENUE LOS ANGELES, CA 90016  
T: 323.698.6727 BRAM@URBANSCAPELA.COM

CLIENT:  
**CANYON PLACE**  
148 CHAUTAUQUA BLVD  
LOS ANGELES, CA 90402

SHEET TITLE:  
**UPPER LEVEL  
LANDSCAPE PLAN**

DATE:	DWG:
SCALE:	<b>L-102</b>
DRAWN:	
FILE:	



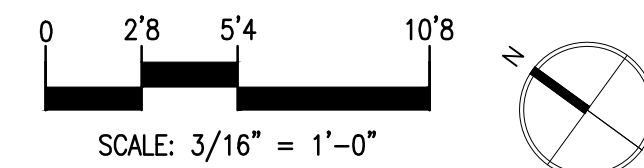


**CANYON PLACE PLANT SCHEDULE**

BOTANICAL NAME/COMMON NAME	SIZE	QTY	NOTES
<b>Trees</b>			
Juglans californica 'California Black Walnut'	24"box	4	Spacing - Site specific
Platanus racemosa 'California Sycamore'	36"box	2	Street Tree: 30'apart. 10' from curb. The minimum size for street trees shall be ten feet in height and 2" in caliper.
<b>Perennials</b>			
Woodwardia fimbriata 'Giant Chain Fern'	5gal	4	Spacing 5' o.c.
Blechnum spicant 'Deer Fern'	15gal	16	Spacing 4' o.c.
Aristida purpurea	5gal	16	
<b>Vines</b>			
Calystegia macrostegia 'Anacapa Pink'	5gal	12	
Parthenocissus tricuspidata 'Boston Ivy'	5gal	16	Staked. Spacing 8' o.c.
<b>Groundcover</b>			
Ceanothus griseus var. horizontalis 'Yankee Point'	5gal	22	Triangular Spacing 5' o.c.
<b>Grasses</b>			
Muhlenbergia rigens 'Deer Grass'	5gal	21	Triangular spacing 5' o.c.
Juncus patens 'California Gray Rush'	5gal	22	Triangular spacing 3' o.c.

NOTE:SYMBOL REPRESENTS CALYSTEGIA MACROSTEGIA 'ANACAPA PINK' GROWING ALONG DECK RAILS.

1 LOWER LEVEL - LANDSCAPE PLAN



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**NOTES & REVISIONS:**

**STAMP:**

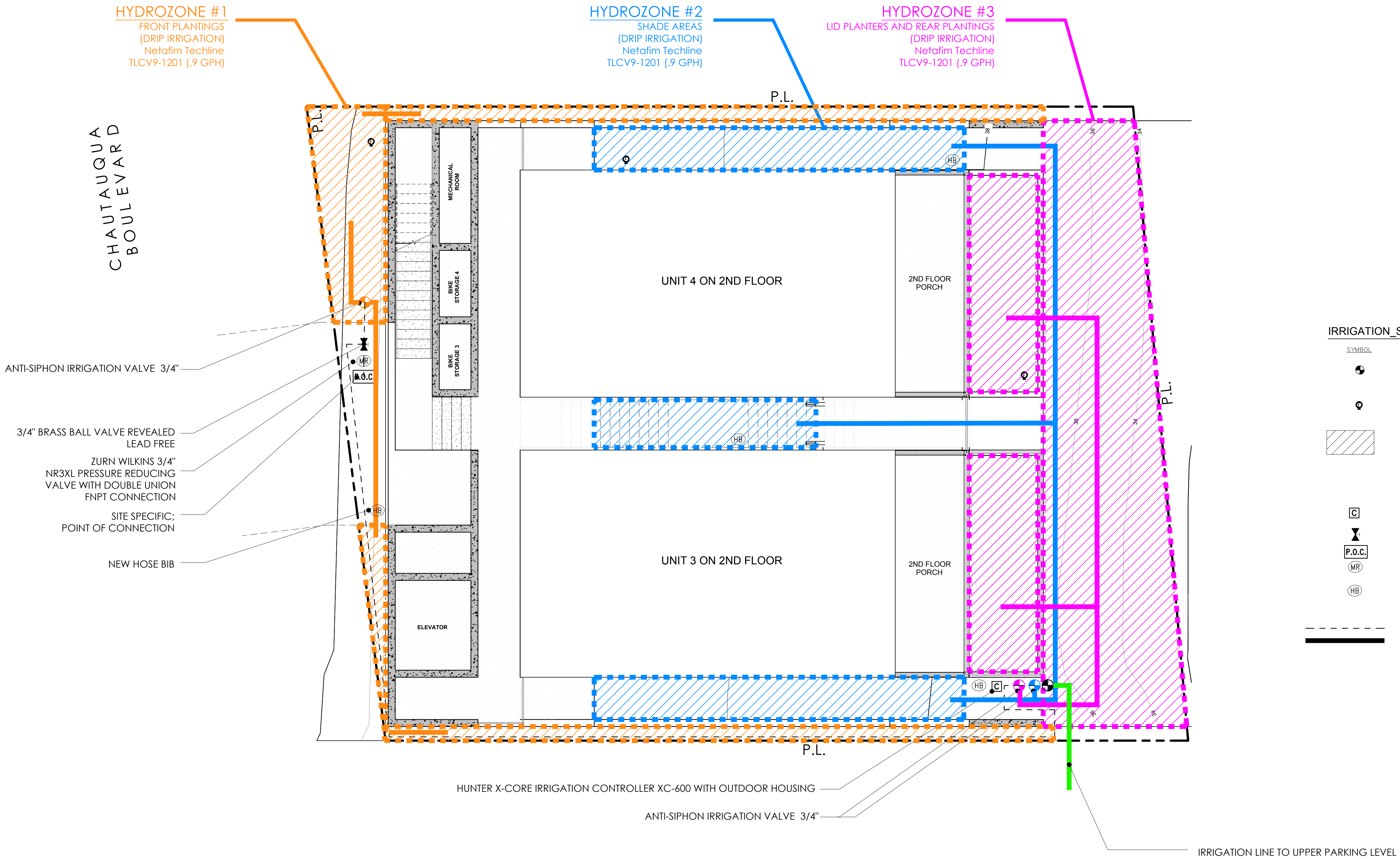
LANDSCAPE DESIGNER:  
**BRAM TESTER**  
URBANSCAPE LA  
C-27 #1093199  
3047 CHESAPEAKE AVENUE LOS ANGELES, CA 90016  
T: 323.698.6727 BRAM@URBANSCAPELA.COM

CLIENT:  
**CANYON PLACE**  
148 CHAUTAUQUA BLVD  
LOS ANGELES, CA 90402

SHEET TITLE:  
**LOWER LEVEL  
LANDSCAPE PLAN**

DATE:	DWG:
SCALE:	<b>L-101</b>
DRAWN:	
FILE:	





**IRRIGATION SCHEDULE**

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	QTY	PSI	DETAIL
	Drip Control Kit	5		
	Flush Valve	5		
	1,490.14 s.f. Netafim Techline Pressure Compensating Landscape Dripline. 0.9 GPH emitters at 12.0" O.C. Dripline laterals spaced at 14.0" apart, with emitters offset for triangular pattern. Surface and Sub Surface Installations. UV Resistant. TLCV9-1201			
	Hunter X-Core Irrigation Controller XC-600 with outdoor housing	1		
	3/4" Brass Ball Valve	1		
	Site Specific Point of Connection	1		
	Zurn Wilkins 3/4" NR3XL Pressure Reducing Valve with double union FNPT connection	1		
	Hose Bib- Acorn 1823-LF with wheel handle (removable); 3/4"- 11.5 nhr hose connection and vacuum breaker	4		
	165.58 linear feet, Mainline			
	215.22 linear feet, lateral lines			

1 LOWER LEVEL - IRRIGATION PLAN

0 2'8" 5'4" 10'8"

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

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NOTES & REVISIONS:

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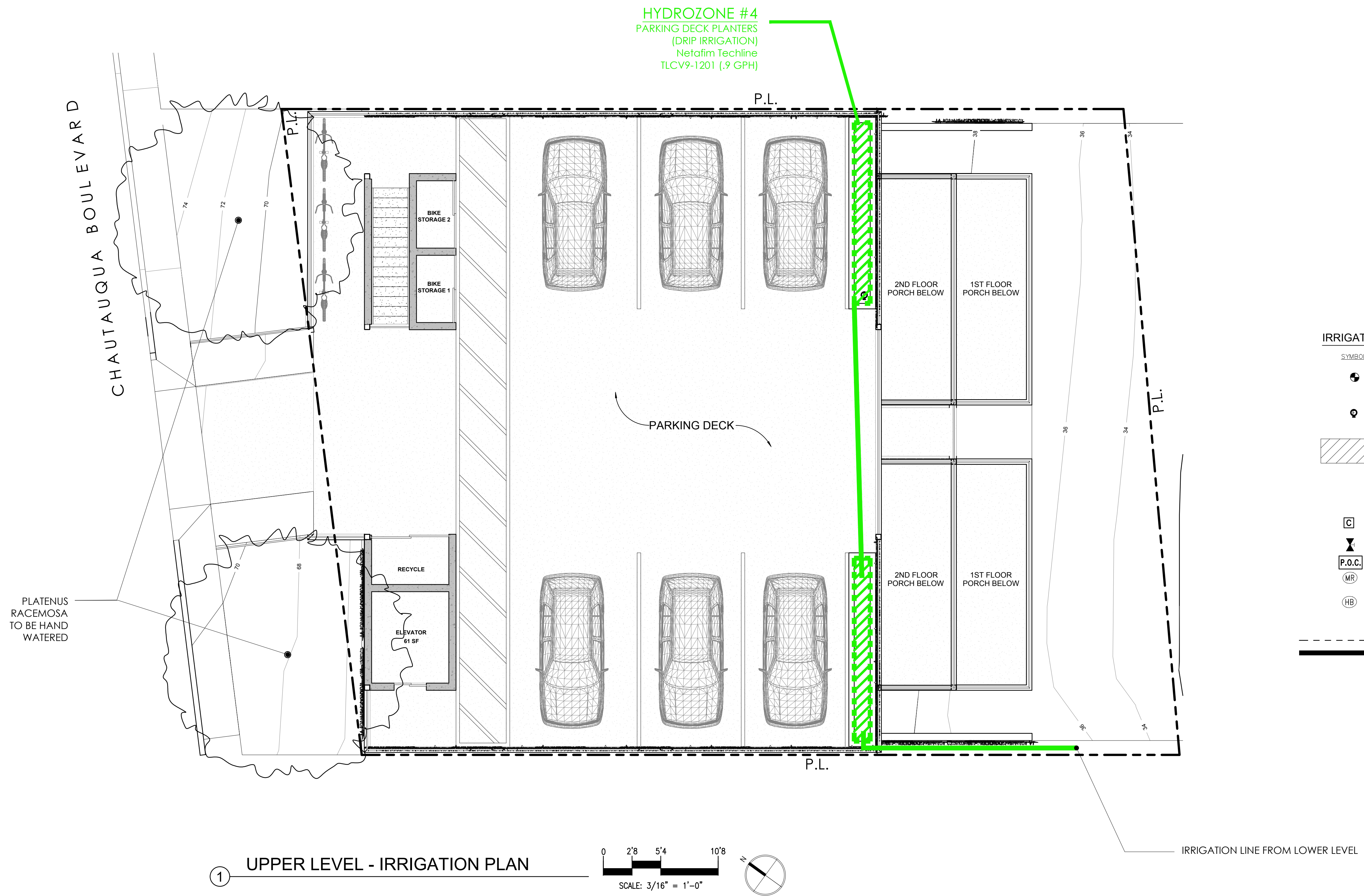
LANDSCAPE DESIGNER:  
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3047 CHESAPEAKE AVENUE LOS ANGELES, CA 90016  
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CLIENT:  
**CANYON PLACE**  
148 CHAUTAUQUA BLVD  
LOS ANGELES, CA 90402

SHEET TITLE:  
**LOWER LEVEL IRRIGATION PLAN**

DATE:	DWG:
SCALE:	<b>L-201</b>
DRAWN:	
FILE:	





① UPPER LEVEL - IRRIGATION PLAN

**IRRIGATION SCHEDULE**

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	QTY	PSI	DETAIL
	Drip Control Kit	5		
	Flush Valve	5		
	1,490.14 s.f. Netafim Techline Pressure Compensating Landscape Dripline. 0.9 GPH emitters at 12.0" O.C. Dripline laterals spaced at 14.0" apart, with emitters offset for triangular pattern. Surface and Sub Surface Installations. UV Resistant. TLCV9-1201			
	Hunter X-Core Irrigation Controller XC-600 with outdoor housing	1		
	3/4" Brass Ball Valve	1		
	Site Specific Point of Connection	1		
	Zurn Wilkins 3/4" NR3XL Pressure Reducing Valve with double union PNPT connection	1		
	Hose Bib-Acorn 1823-LF with wheel handle (removable); 3/4" 11.5 nhe hose connection and vacuum breaker	4		
	165.58 linear feet, Mainline			
	215.22 linear feet, lateral lines			

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Shop drawings shall be submitted to Bram Tester Landscape Design for review before proceeding with fabrication.

**NOTES & REVISIONS:**

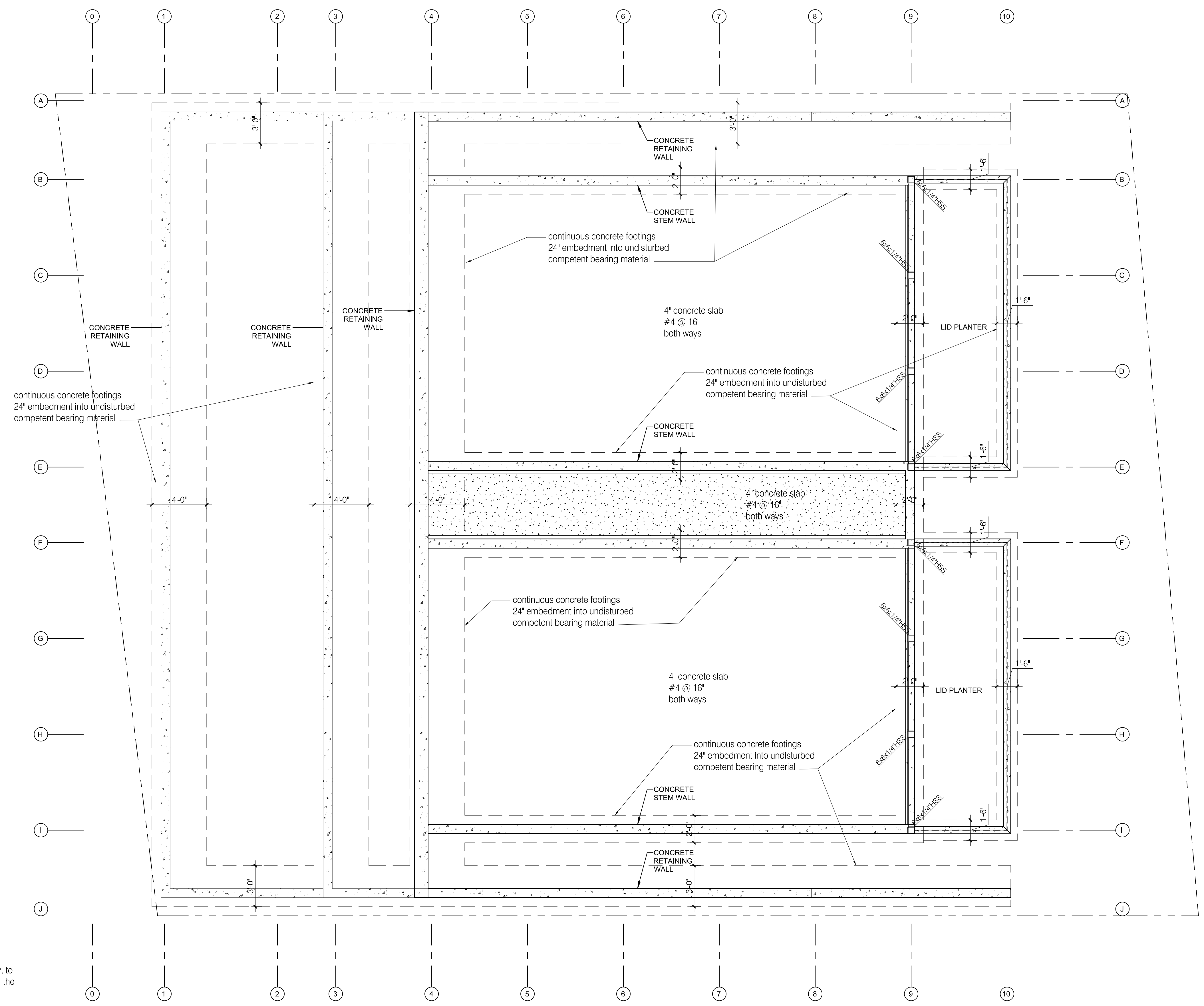
**STAMP:**

LANDSCAPE DESIGNER:  
**BRAM TESTER**  
URBANSCAPE LA  
C-27 #1093199  
3047 CHESAPEAKE AVENUE LOS ANGELES, CA 90016  
T: 323.698.6727 BRAM@URBANSCAPELA.COM

CLIENT:  
**CANYON PLACE**  
148 CHAUTAUQUA BLVD  
LOS ANGELES, CA 90402

SHEET TITLE:  
**UPPER LEVEL  
IRRIGATION PLAN**

DATE:	DWG:
SCALE:	<b>L-202</b>
DRAWN:	
FILE:	



- NOTES for Hillside Construction:
1. Nuts of the primary and secondary anchors fasteners shall be wrench tightened prior to inspection and covering.
  2. Power-driven fasteners shall not be used to anchor sill plates except at interior nonbearing walls not designed as shear walls.
  3. Exterior anchor bolts and post bases shall be galvanized and each anchor bolts shall have at least two galvanized nuts above the base plate.
  4. The top of exterior pedestals must be sloped for positive drainage.
  5. All main footing and grade beam reinforcement steel shall be bent into the intersecting footing and fully developed around each corner and intersection.
  6. Continuous inspection by a Los Angeles City licensed deputy inspector is required for all structural connections, footings, grade beams, and retaining walls during installation.
  7. Structural Observation by the Engineer or Architect of Record is required in accordance with LA Information Bulletin P/BC 2001-24.

➔ NOTE: GRADING PRE-INSPECTION  
 All footings shall be founded 24" into undisturbed natural soil per Code. Design for expansive soil.  
 All concentrated drainage, including roof water, shall be conducted, via gravity, to the street or an approved location at a 2% minimum. Drainage to be shown on the plans.

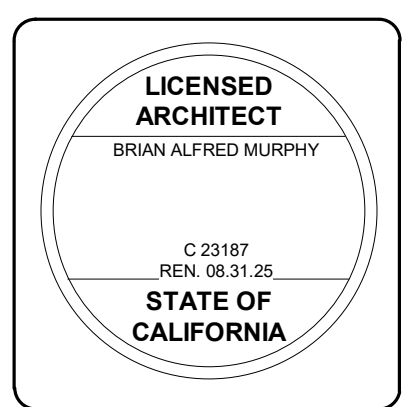
FOUNDATION PLAN  
 1/4" = 1'-0"

DATE	DESCRIPTION
3/10/22	PLANNING SUBMIT
12/12/22	PLANNING RESUBMIT
5/9/23	PLANNING RESUBMIT
6/13/23	PLANNING RESUBMIT
1/24/24	PLANNING RESUBMIT

#	DATE	ISSUED TO

**CANYON PLACE**  
**148 CHAUTAUQUA BLVD**  
**LOS ANGELES, CA 90402**

**B A M**  
**CONSTRUCTION / DESIGN, INC.**  
 ARCHITECT  
 BAM CONSTRUCTION/DESIGN, INC. 150 W. CHANNEL ROAD  
 SANTA MONICA, CA 90402  
 310.459.0955 fax 310.459.0953 www.bamcdi.com



**SIGN PROGRAM**

DATE:	1/24/2024
SCALE:	
DRAWN BY:	KF
SHEET:	

**SP-0**

**SIGNAGE MATRIX**

**SIGN AREA DATA**

SIGN NUMBER	PROPOSED SIGN	SIGN TYPE	DETAIL NUMBER	DIMENSIONS	INDIVIDUAL SIGN AREA (SF)	NUMBER OF SIGNS	TOTAL AREA (SF)	BUILDING FRONTAGE (FT)	
1	CANYON PLACE SIGN	BUILDING IDENTIFICATION SIGN	SHEET SP-4, DETAIL 2 & 4	11'-0" x 1'-0"	11	1	11	48	
2	ADDRESS NUMBERS	BUILDING INFORMATION SIGN *	SHEET SP-4, DETAIL 3 & 4	24" x 12"	2	1	2	68	
3, 4, 5, 6, & 7	CANYON PLACE DIRECTORY	BUILDING DIRECTORY	SHEET SP-5, DETAIL 1	24" x 18"	3	5	15	31	
8 & 9	COMMERCIAL UNIT DOOR SIGN	WINDOW / DOOR SIGN	SHEET SP-5, DETAIL 2	18" x 6"	0.75	2	1.5	2	
10 & 11	RESIDENTIAL UNIT DOOR SIGN	WINDOW / DOOR SIGN	SHEET SP-5, DETAIL 3	18" x 6"	0.75	2	1.5	29	
<b>TOTAL SIGNS</b>						<b>11</b>	<b>31</b>		

\* EXEMPTED SIGNS PER PPSP SECTION 13.D

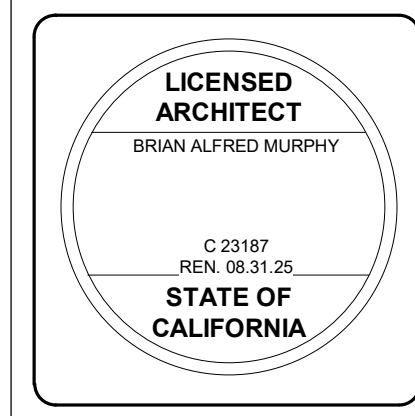


DATE	DESCRIPTION
3/10/22	PLANNING SUBMIT
12/12/22	PLANNING RESUBMIT
5/9/23	PLANNING RESUBMIT
6/13/23	PLANNING RESUBMIT
1/24/24	PLANNING RESUBMIT

#	DATE	ISSUED TO

**CANYON PLACE**  
 148 CHAUTAUQUA BLVD  
 LOS ANGELES, CA 90402

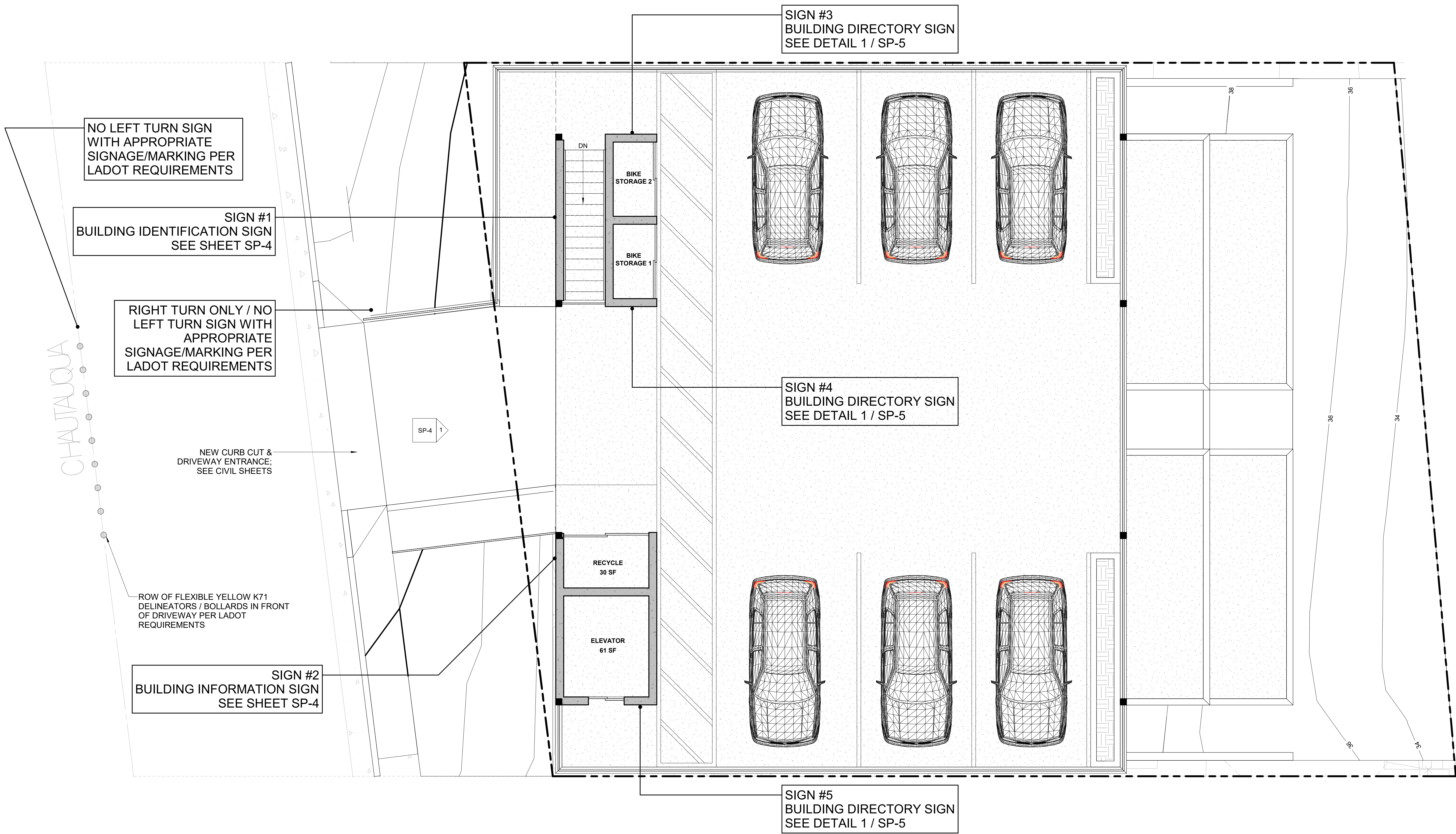
**B A M**  
 CONSTRUCTION / DESIGN, INC.  
 ARCHITECT  
 BAM CONSTRUCTION/DESIGN, INC. 150 W. CHANNEL ROAD  
 SANTA MONICA, CA 90402  
 310.459.0955 fax 310.459.0953 www.bamcdi.com



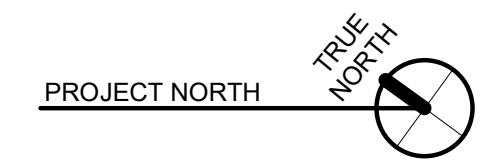
**PARKING DECK  
 SIGN PLAN**

DATE:	1/24/2024
SCALE:	1/4" = 1'-0"
DRAWN BY:	KF
SHEET:	

**SP-1**



1 PARKING DECK SIGN PLAN  
 1/4" = 1'-0"



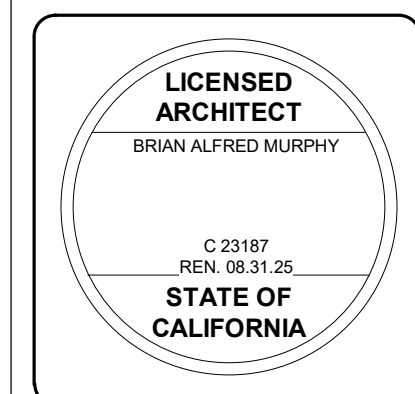


DATE	DESCRIPTION
3/10/22	PLANNING SUBMIT
12/12/22	PLANNING RESUBMIT
5/9/23	PLANNING RESUBMIT
6/13/23	PLANNING RESUBMIT
1/24/24	PLANNING RESUBMIT

#	DATE	ISSUED TO

**CANYON PLACE**  
 148 CHAUTAUQUA BLVD  
 LOS ANGELES, CA 90402

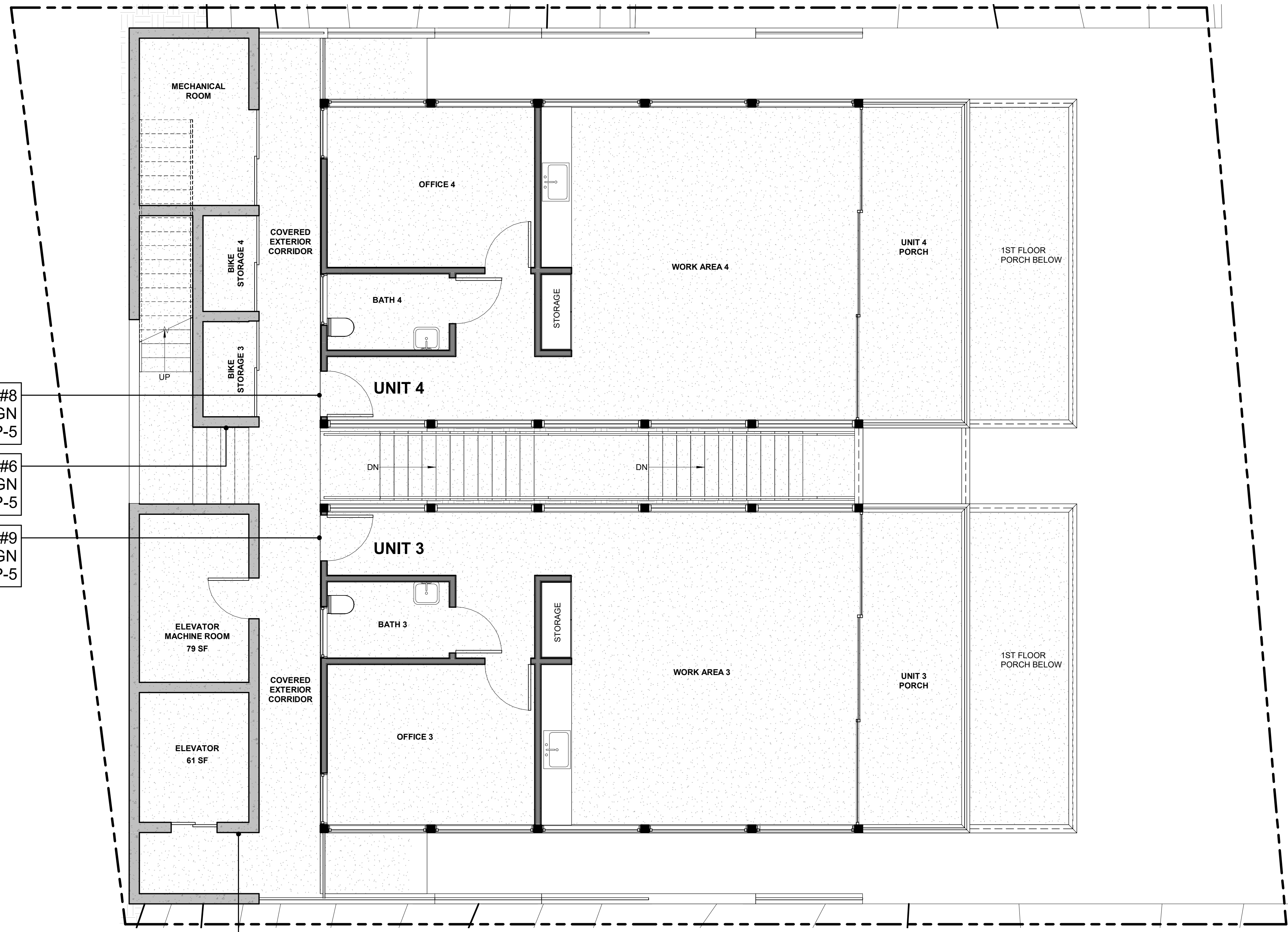
**B A M**  
 CONSTRUCTION / DESIGN, INC.  
 ARCHITECT  
 BAM CONSTRUCTION/DESIGN, INC. 150 W. CHANNEL ROAD  
 SANTA MONICA, CA 90402  
 310.459.0955 fax 310.459.0953 www.bamcdi.com



**SECOND FLOOR  
 SIGN PLAN**

DATE:	1/24/2024
SCALE:	1/4" = 1'-0"
DRAWN BY:	KF
SHEET:	

**SP-2**

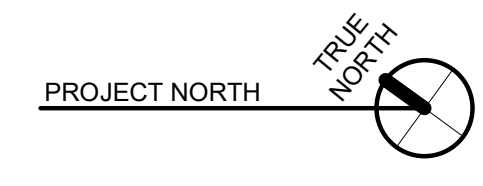


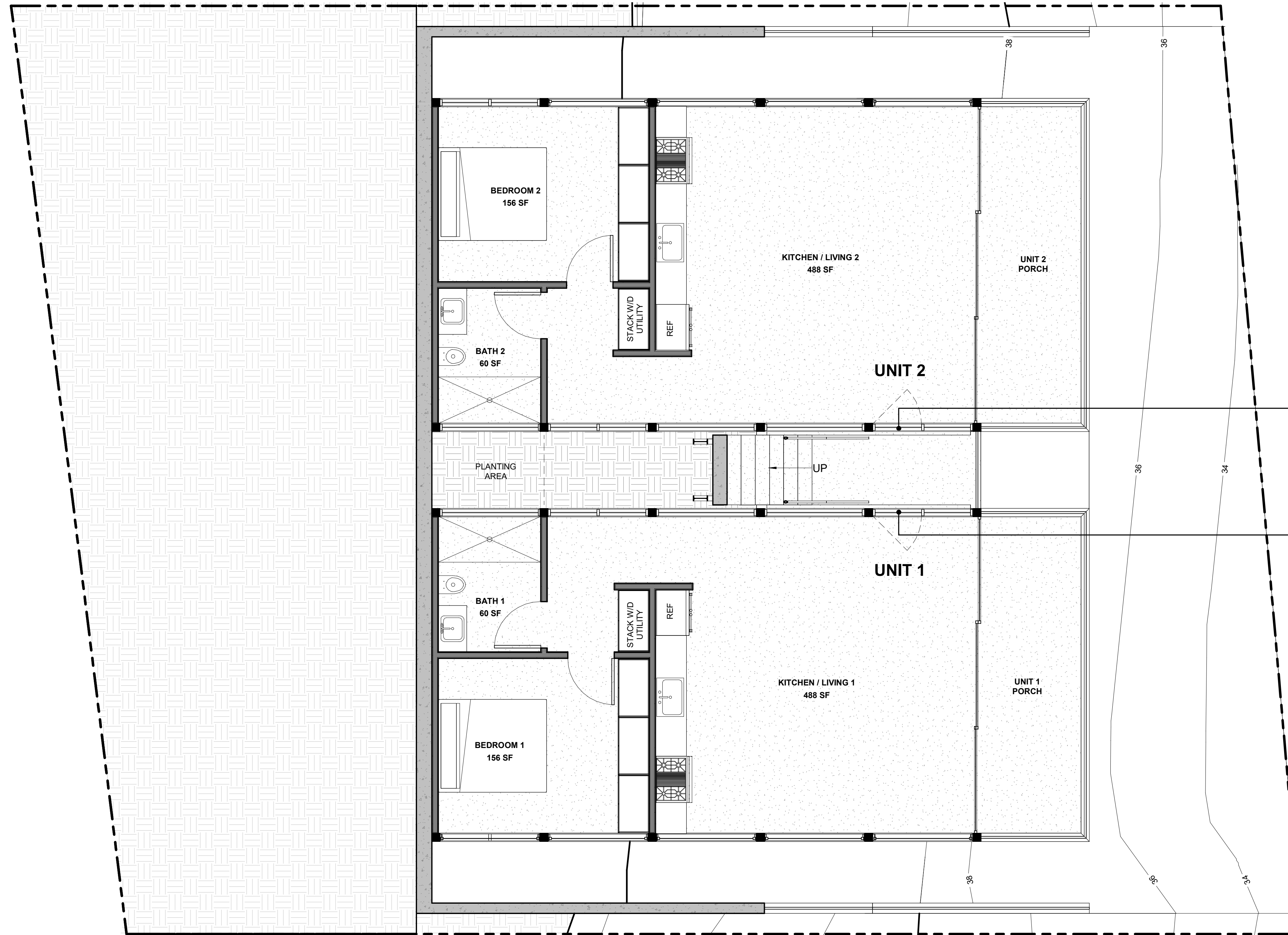
SIGN #8  
 COMMERCIAL UNIT SIGN  
 SEE DETAIL 2 / SP-5

SIGN #6  
 BUILDING DIRECTORY SIGN  
 SEE DETAIL 1 / SP-5

SIGN #9  
 COMMERCIAL UNIT SIGN  
 SEE DETAIL 2 / SP-5

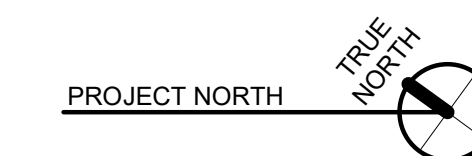
SIGN #7  
 BUILDING DIRECTORY SIGN  
 SEE DETAIL 1 / SP-5





SIGN #10  
RESIDENTIAL UNIT SIGN  
SEE DETAIL 3 / SP-5

SIGN #11  
RESIDENTIAL UNIT SIGN  
SEE DETAIL 3 / SP-5

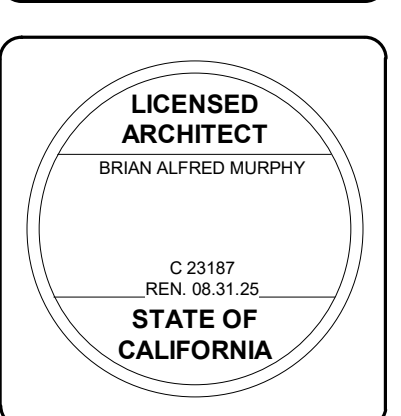


DATE	DESCRIPTION
3/10/22	PLANNING SUBMIT
12/12/22	PLANNING RESUBMIT
5/9/23	PLANNING RESUBMIT
6/13/23	PLANNING RESUBMIT
1/24/24	PLANNING RESUBMIT

#	DATE	ISSUED TO

CANYON PLACE  
148 CHAUTAUQUA BLVD  
LOS ANGELES, CA 90402

B A M  
CONSTRUCTION / DESIGN, INC.  
ARCHITECT  
BAM CONSTRUCTION/DESIGN, INC. 150 W. CHANNEL ROAD  
SANTA MONICA, CA 90402  
310.459.0955 fax 310.459.0953 www.bamcdi.com



FIRST FLOOR  
SIGN PLAN

DATE:	1/24/2024
SCALE:	1/4" = 1'-0"
DRAWN BY:	KF
SHEET:	

SP-3



DATE	DESCRIPTION
3/10/22	PLANNING SUBMIT
12/12/22	PLANNING RESUBMIT
5/9/23	PLANNING RESUBMIT
6/13/23	PLANNING RESUBMIT
1/24/24	PLANNING RESUBMIT

#	DATE	ISSUED TO

**CANYON PLACE**  
 148 CHAUTAUQUA BLVD  
 LOS ANGELES, CA 90402

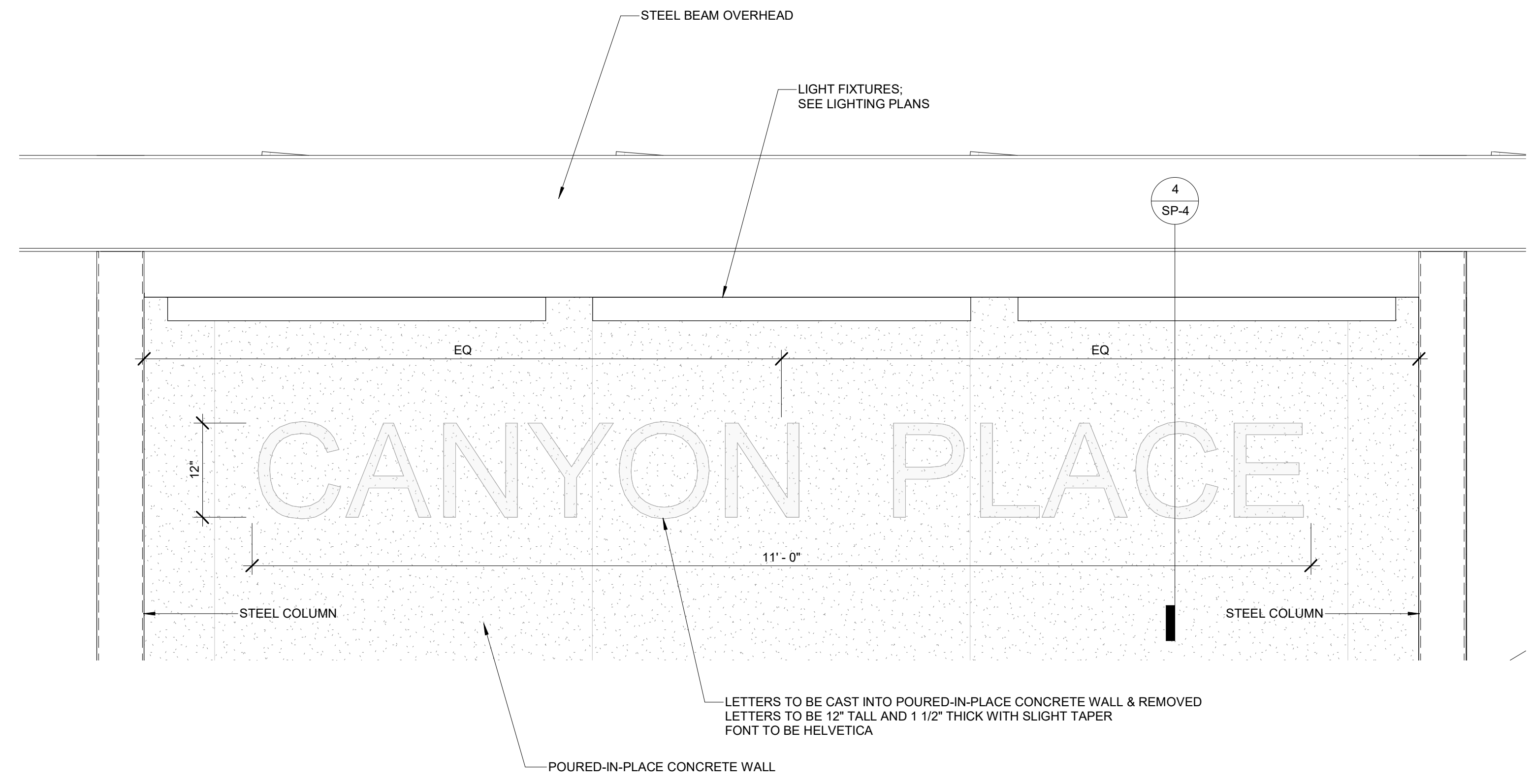
B A M  
 CONSTRUCTION / DESIGN, INC.  
 ARCHITECT  
 BAM CONSTRUCTION/DESIGN, INC. 150 W. CHANNEL ROAD  
 SANTA MONICA, CA 90402  
 310.459.0955 fax 310.459.0953 www.bamcdi.com

LICENSED ARCHITECT  
 BRIAN ALFRED MURPHY  
 C 23187  
 REN. 08.31.25  
 STATE OF CALIFORNIA

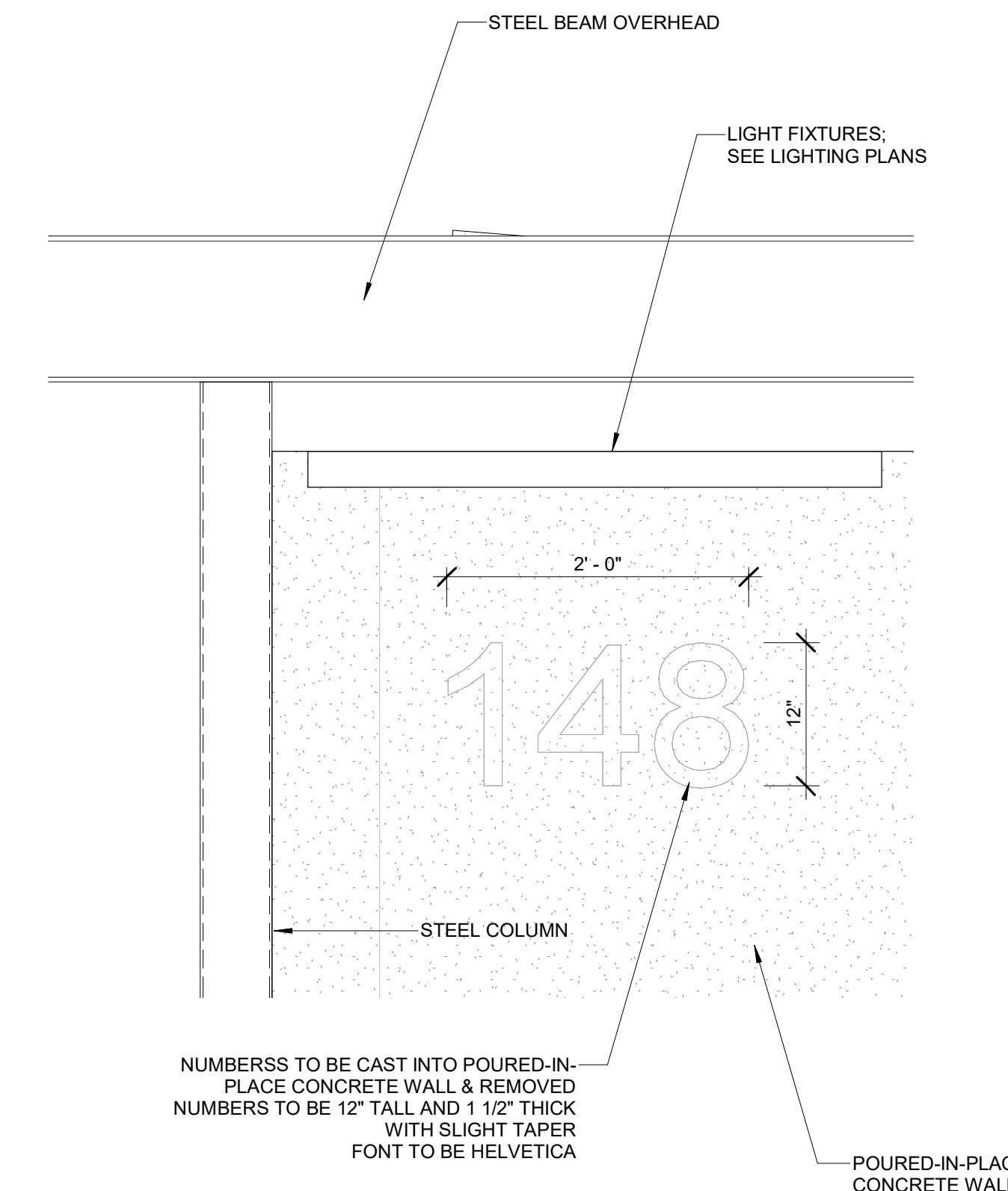
**SIGN ELEVATIONS & DETAILS**

DATE:	1/24/2024
SCALE:	As indicated
DRAWN BY:	KF
SHEET:	

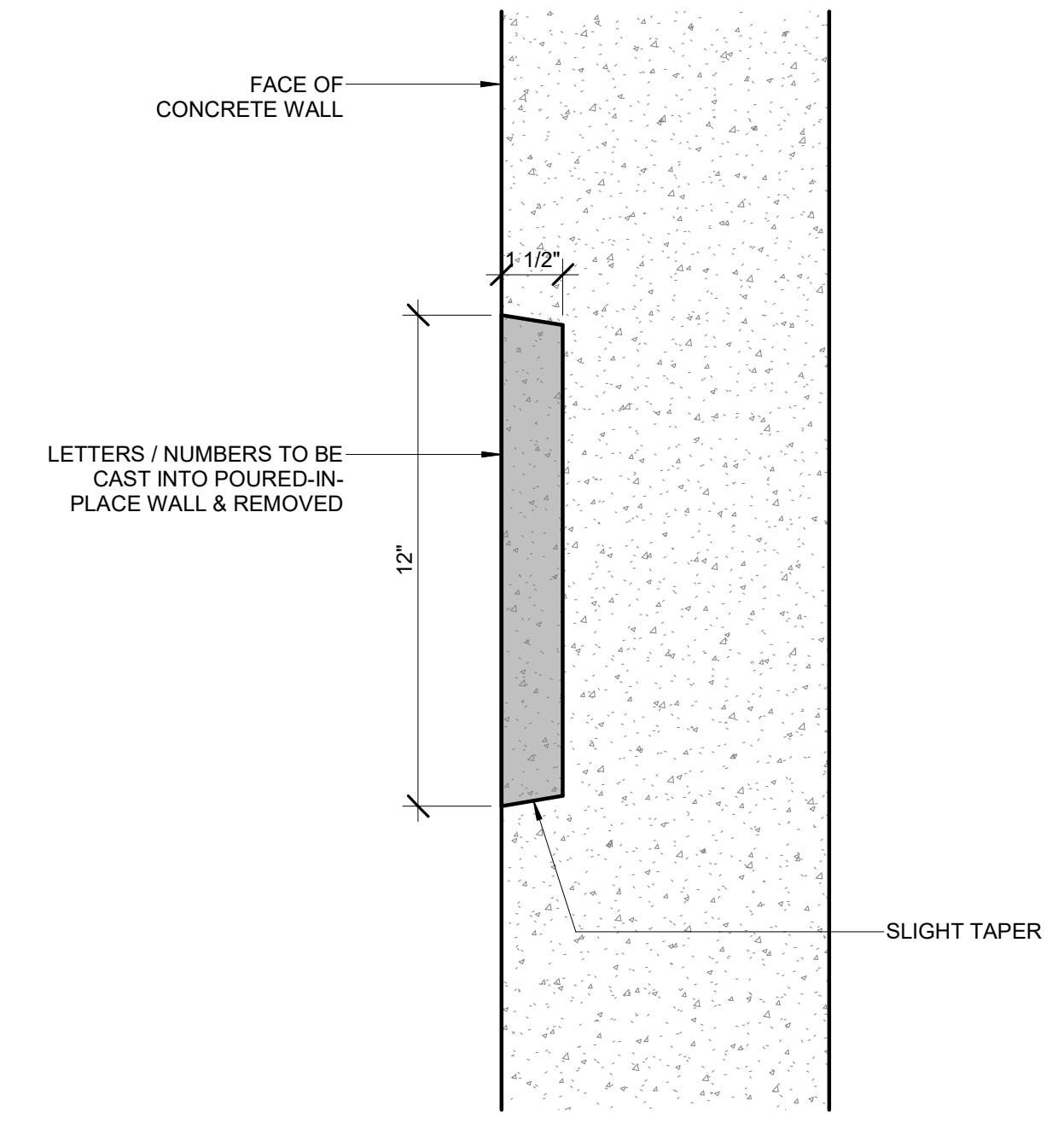
**SP-4**



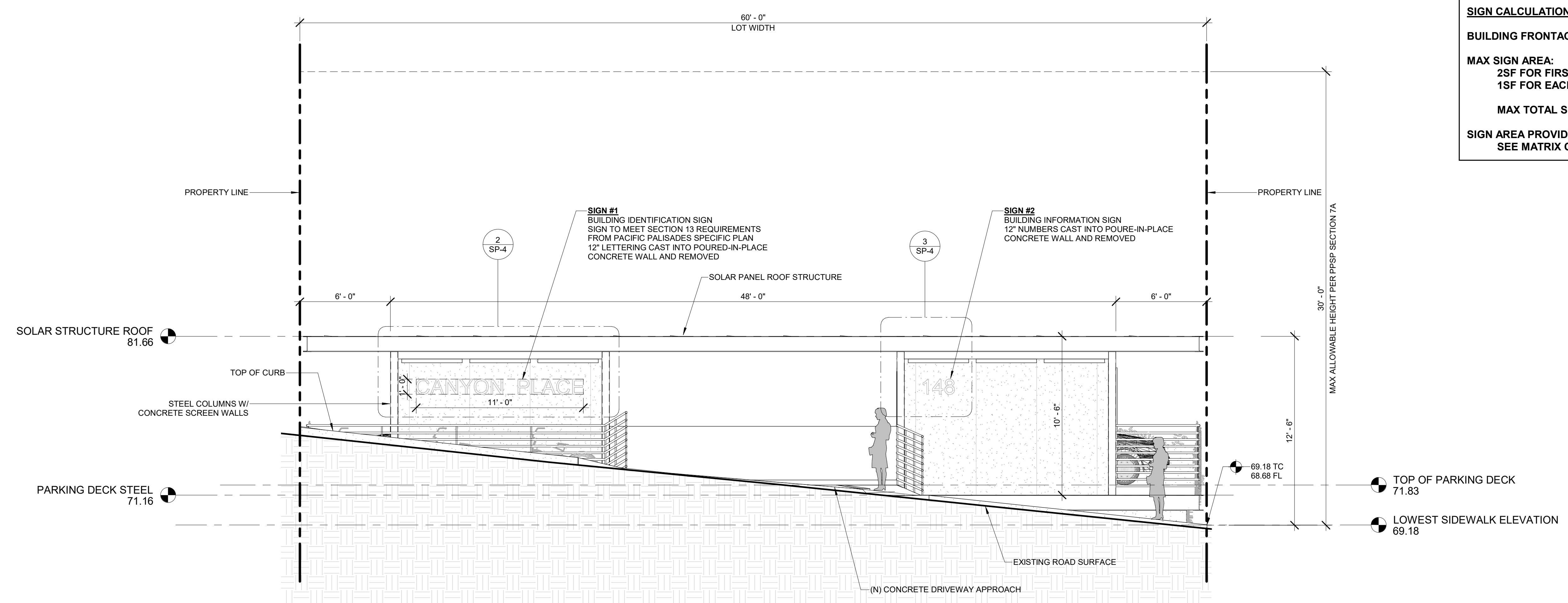
2 STREET SIGN ENLARGED ELEVATION  
 1" = 1'-0"



3 STREET ADDRESS ENLARGED ELEVATION  
 1" = 1'-0"



4 RECESSED LETTER DETAIL  
 3" = 1'-0"

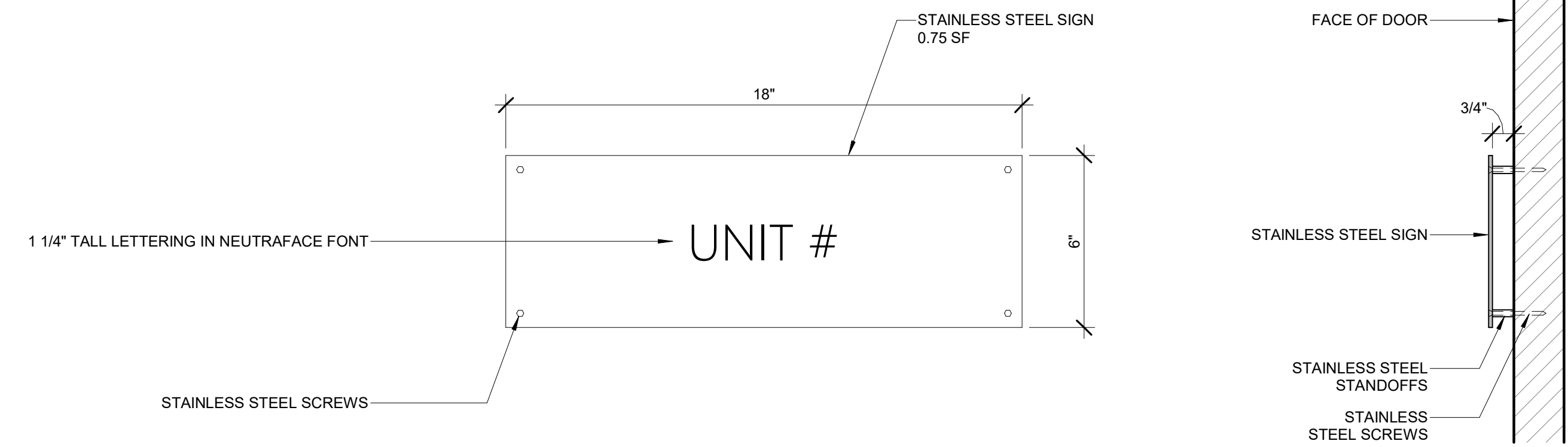


**SIGN CALCULATIONS:**

BUILDING FRONTAGE:	48 FT
MAX SIGN AREA:	40 SF
2SF FOR FIRST 20LF	40 SF
1SF FOR EACH LF THEREAFTER	28 SF
MAX TOTAL SIGN AREA	68 SF
SIGN AREA PROVIDED:	14 SF
SEE MATRIX ON SP-0	

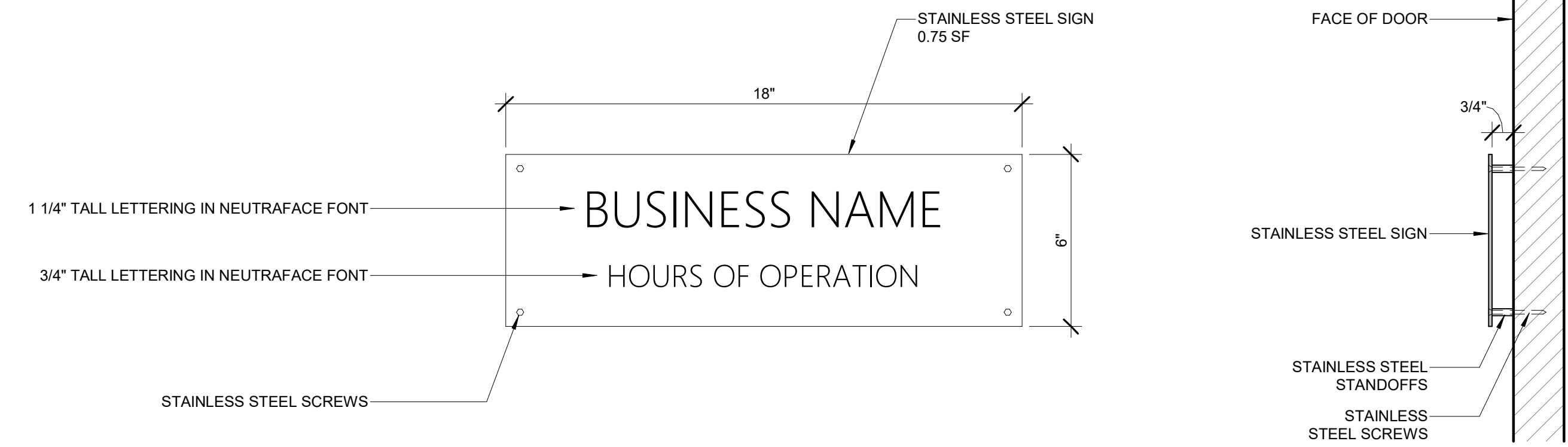
1 STREET SIGN ELEVATION  
 1/4" = 1'-0"

NOTE: ALL LETTERING TO BE LASER-CUT / WATER-CUT FROM SIGN MATERIAL



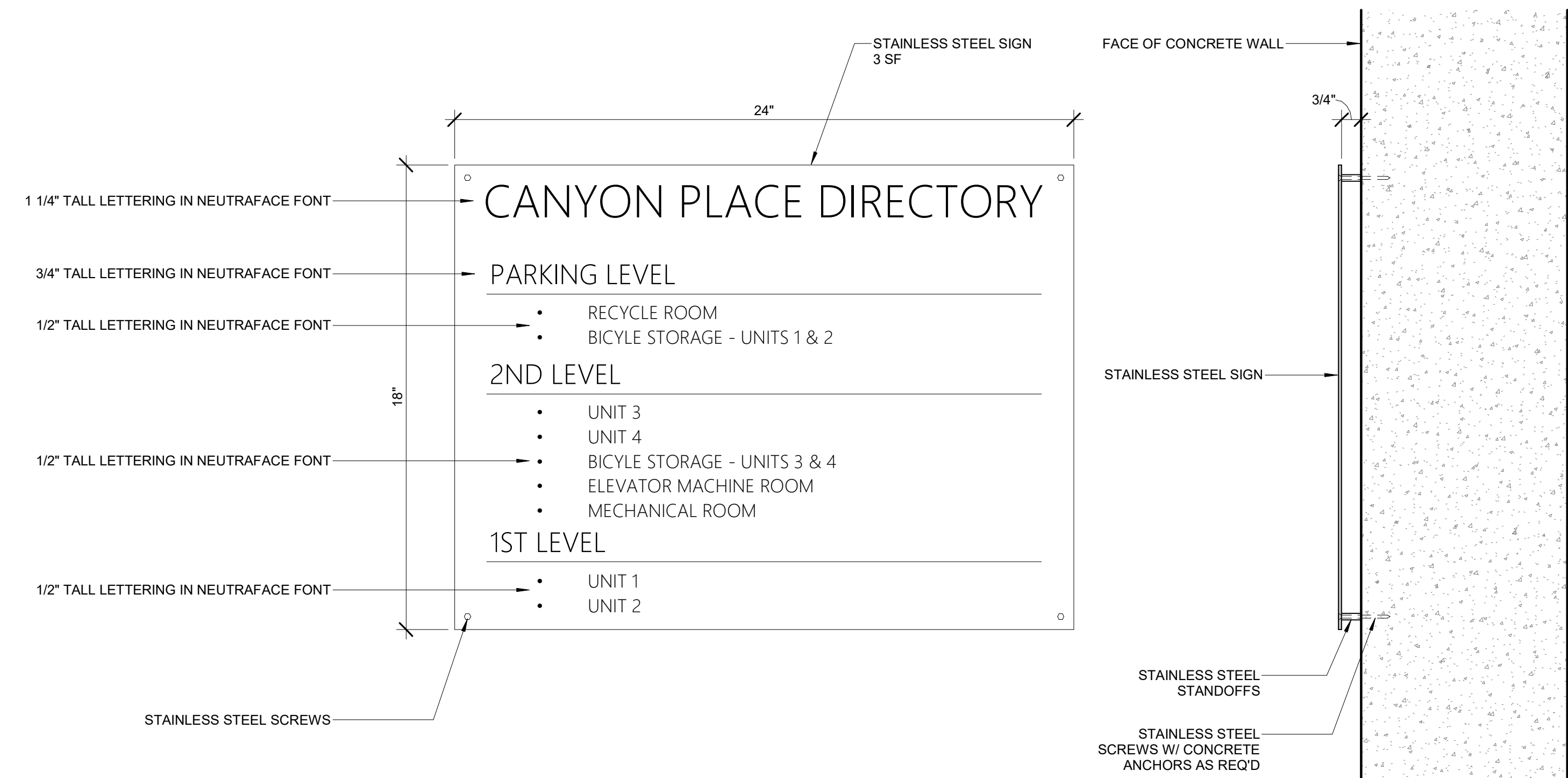
③ SIGN - RESIDENTIAL UNIT DOOR SIGN  
3" = 1'-0"

NOTE: ALL LETTERING TO BE LASER-CUT / WATER-CUT FROM SIGN MATERIAL



② SIGN - COMMERCIAL UNIT DOOR SIGN  
3" = 1'-0"

NOTE: ALL LETTERING TO BE LASER-CUT / WATER-CUT FROM SIGN MATERIAL



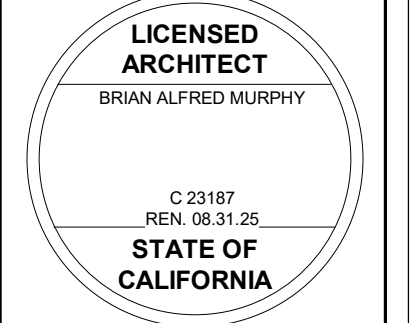
① BUILDING DIRECTORY SIGN  
3" = 1'-0"

DATE	DESCRIPTION
3/10/22	PLANNING SUBMIT
12/12/22	PLANNING RESUBMIT
5/9/23	PLANNING RESUBMIT
6/13/23	PLANNING RESUBMIT
1/24/24	PLANNING RESUBMIT

#	DATE	ISSUED TO
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CANYON PLACE  
148 CHAUTAUQUA BLVD  
LOS ANGELES, CA 90402

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BAM CONSTRUCTION/DESIGN, INC. 150 W. CHANNEL ROAD  
SANTA MONICA, CA 90402  
310.459.0955 fax 310.459.0953 www.bamcdcl.com

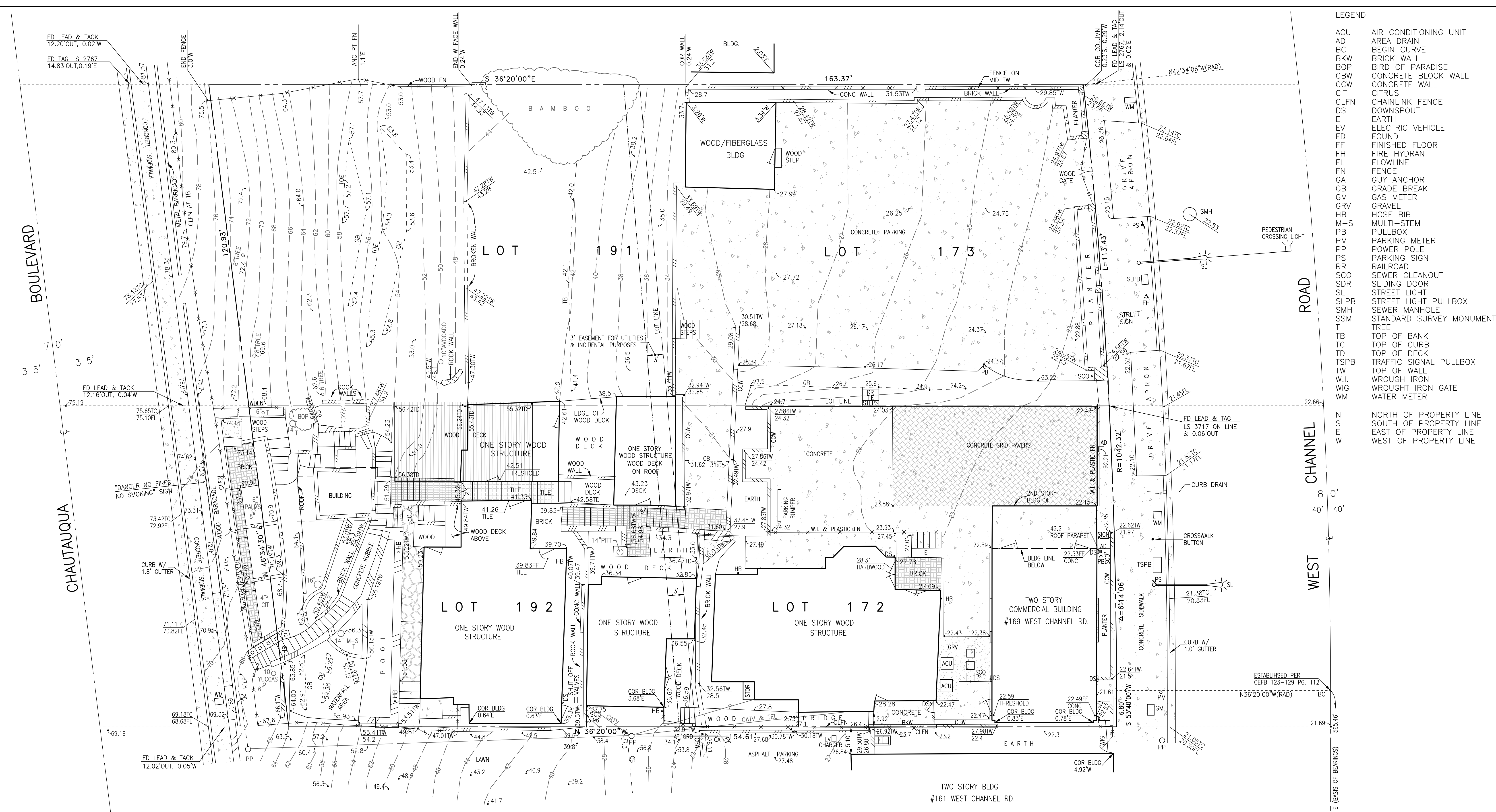


SIGN ELEVATION &  
DETAILS

DATE:	1/24/2024
SCALE:	3" = 1'-0"
DRAWN BY:	KF
SHEET:	

SP-5





**LEGEND**

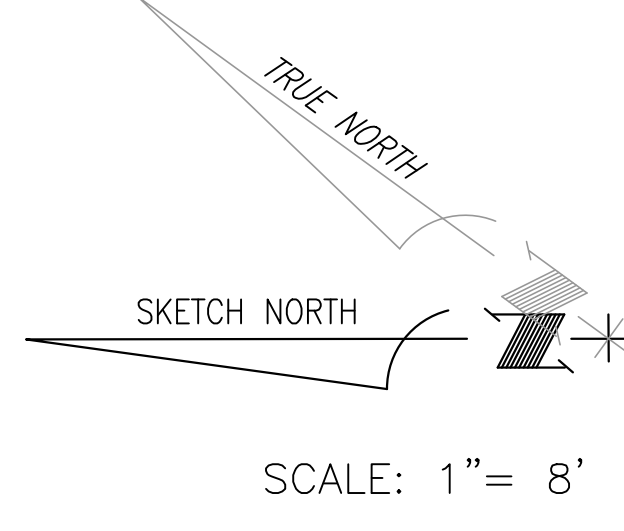
ACU	AIR CONDITIONING UNIT
AD	AREA DRAIN
BC	BEGIN CURVE
BKW	BRICK WALL
BOP	BIRD OF PARADISE
CBW	CONCRETE BLOCK WALL
CCW	CONCRETE WALL
CIT	CITRUS
CLFN	CHAINLINK FENCE
DS	DOWNSPOUT
E	EARTH
EV	ELECTRIC VEHICLE
FD	FOUND
FF	FINISHED FLOOR
FH	FIRE HYDRANT
FL	FLOWLINE
FN	FENCE
GA	GUY ANCHOR
GB	GRADE BREAK
GM	GAS METER
GRV	GRAVEL
HB	HOSE BIB
M-S	MULTI-STEM
PB	PULLBOX
PM	PARKING METER
PP	POWER POLE
PS	PARKING SIGN
RR	RAILROAD
SCO	SEWER CLEANOUT
SDR	SLIDING DOOR
SL	STREET LIGHT
SLPB	STREET LIGHT PULLBOX
SMH	SEWER MANHOLE
SSM	STANDARD SURVEY MONUMENT
T	TREE
TB	TOP OF BANK
TC	TOP OF CURB
TD	TOP OF DECK
TSPB	TRAFFIC SIGNAL PULLBOX
TW	TOP OF WALL
W.I.	WROUGHT IRON
WIG	WROUGHT IRON GATE
WM	WATER METER
N	NORTH OF PROPERTY LINE
S	SOUTH OF PROPERTY LINE
E	EAST OF PROPERTY LINE
W	WEST OF PROPERTY LINE

**BENCH MARK:**  
 CITY OF LOS ANGELES BM NO. 14-02835  
 WIRE SPK IN NW CURB W. CHANNEL RD; 34.7FT  
 NE OF BC CURB RETURN NE OF PACIFIC COAST  
 HWY; SW END CB  
 ELEVATION = 18.164' (2000 ADJ NAVD 1988)

**EASEMENT NOTE:**  
 PARCEL 2 OF PARCEL A OF THE LEGAL DESCRIPTION REFERS TO A PERPETUAL RIGHT AND EASEMENT OVER LOT 173 FOR INGRESS AND EGRESS BY FOOT AND IN VEHICLES, TOGETHER WITH TWO VEHICLE PARKING SPACES ADJACENT TO THE COMMON LOT LINE BETWEEN LOT 172 AND 173 PER EASEMENT DEED RECORDED SEPTEMBER 29, 2000 AS INSTRUMENT NO. 2000-1540694 OF OFFICIAL RECORDS. SAID EASEMENT IS IN FAVOR OF THE OWNER OF LOT 172. NO EXACT LOCATION IS GIVEN FOR SAID EASEMENT.

**BASIS OF BEARINGS:**  
 THE BEARING OF N 53°40'00" E FOR THE CENTERLINE OF WEST CHANNEL ROAD AS SHOWN ON THE MAP OF TRACT NO. 1719 M.B. 21-162/163 WAS USED AS THE BASIS OF BEARINGS SHOWN HEREON.

PARCEL 2 OF PARCEL D OF THE LEGAL DESCRIPTION REFERS TO A PERPETUAL RIGHT AND EASEMENT OVER LOT 173 FOR INGRESS AND EGRESS BY FOOT AND IN VEHICLES, TOGETHER WITH TWO VEHICLE PARKING SPACES ADJACENT TO THE COMMON LOT LINE BETWEEN LOT 172 AND OTHER ADJACENT LAND PER EASEMENT DEED RECORDED MARCH 27, 2001 AS INSTRUMENT NO. 2001-498666 OF OFFICIAL RECORDS. SAID EASEMENT IS IN FAVOR OF THE OWNER OF LOT 191. NO EXACT LOCATION IS GIVEN FOR SAID EASEMENT.



FD SSM PER  
 CEFB 120-129 PG. 101  
**PACIFIC COAST HWY**

REVISED 11-25-20, ADDED EASEMENTS

**BECKER AND MIYAMOTO, INC.**  
 LICENSED LAND SURVEYORS  
 5601 W. WASHINGTON BLVD. LOS ANGELES, CA. 90016 (323) 592-3589

<b>TOPOGRAPHIC SURVEY</b>	PREPARED EXCLUSIVELY FOR: FRANK LANGEN	DATE OF SURVEY: 10-14-20
LOTS 172, 173, 191 & 192 OF TRACT NO. 1719 M.B. 21-162/163	YOSHIAKI MIYAMOTO PLS. 4825 PRESIDENT	SHEET 1 OF 1

JOB NO. 13215  
 DRAWN BY: SMC/SM  
 CHECKED BY: YM  
 SCALE: 1" = 8'





MODELED VIEWS ARE SCHEMATIC REPRESENTATIONS AND ARE INTENDED FOR GENERAL UNDERSTANDING  
REFER TO DETAILED DRAWINGS FOR ADDITIONAL INFORMATION, DIMENSIONS, SPECIFICS, ETC  
SLIGHT DISCREPANCIES MAY EXIST - CONTACT ARCHITECT FOR CLARIFICATION AS NEEDED

**NOTE:** NOT ALL LANDSCAPING & PLANTING  
MAY BE SHOWN FOR BUILDING CLARITY

CANYON PLACE

148 CHAUTAUQUA BLVD  
LOS ANGELES, CA 90402

**B A M**  
CONSTRUCTION / DESIGN, INC.

BAM CONSTRUCTION/DESIGN, INC.  
150 W. CHANNEL ROAD, SANTA MONICA, CA 90402  
310.459.0955 fax 310.459.0953 www.bamcdci.com

STREET VIEW

DATE: 1/24/2024

SCALE:

DRAWN BY: KF

SHEET:

R-1



**MATERIAL KEYNOTES**

SEE SHEET R-6 FOR MATERIALS SPECIFICATIONS

- 01 STEEL FRAME
- 02 CONCRETE WALLS
- 03 STEEL RAILINGS W/ EXTERIOR SOLAR SHADE SCREEN FABRIC



MODELED VIEWS ARE SCHEMATIC REPRESENTATIONS AND ARE INTENDED FOR GENERAL UNDERSTANDING  
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SLIGHT DISCREPANCIES MAY EXIST - CONTACT ARCHITECT FOR CLARIFICATION AS NEEDED

**NOTE:** NOT ALL LANDSCAPING & PLANTING  
MAY BE SHOWN FOR BUILDING CLARITY

CANYON PLACE  
148 CHAUTAUQUA BLVD  
LOS ANGELES, CA 90402

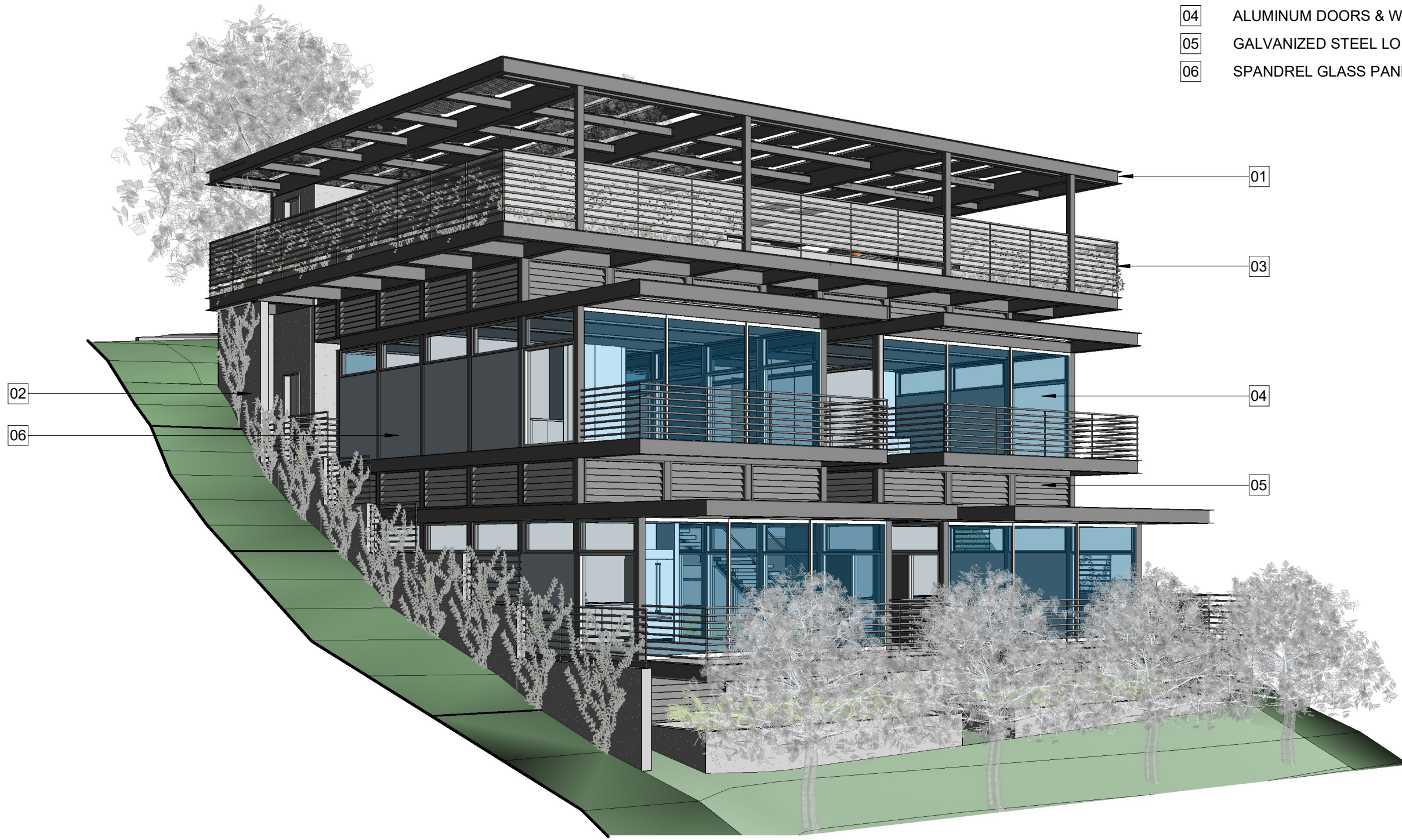
B A M  
CONSTRUCTION / DESIGN, INC.

BAM CONSTRUCTION/DESIGN, INC.  
150 W. CHANNEL ROAD, SANTA MONICA, CA 90402  
310.459.0955 fax. 310.459.0953 www.bamcdi.com

STREET VIEW -  
TREES OMITTED

DATE: 1/24/2024  
SCALE:  
DRAWN BY: KF  
SHEET:

R-1A



**MATERIAL KEYNOTES**  
SEE SHEET R-6 FOR MATERIALS SPECIFICATIONS

- 01 STEEL FRAME
- 02 CONCRETE WALLS
- 03 STEEL RAILINGS W/ EXTERIOR SOLAR SHADE SCREEN FABRIC
- 04 ALUMINUM DOORS & WINDOWS
- 05 GALVANIZED STEEL LOUVERS
- 06 SPANDREL GLASS PANELS

MODELED VIEWS ARE SCHEMATIC REPRESENTATIONS AND ARE INTENDED FOR GENERAL UNDERSTANDING  
REFER TO DETAILED DRAWINGS FOR ADDITIONAL INFORMATION, DIMENSIONS, SPECIFICS, ETC  
SLIGHT DISCREPANCIES MAY EXIST - CONTACT ARCHITECT FOR CLARIFICATION AS NEEDED

**NOTE:** NOT ALL LANDSCAPING & PLANTING  
MAY BE SHOWN FOR BUILDING CLARITY

CANYON PLACE  
148 CHAUTAUQUA BLVD  
LOS ANGELES, CA 90402

**B A M**  
CONSTRUCTION / DESIGN, INC.  
BAM CONSTRUCTION/DESIGN, INC.  
150 W. CHANNEL ROAD, SANTA MONICA, CA 90402  
310.459.0955 fax. 310.459.0953 www.bamcdi.com

SOUTHWEST VIEW

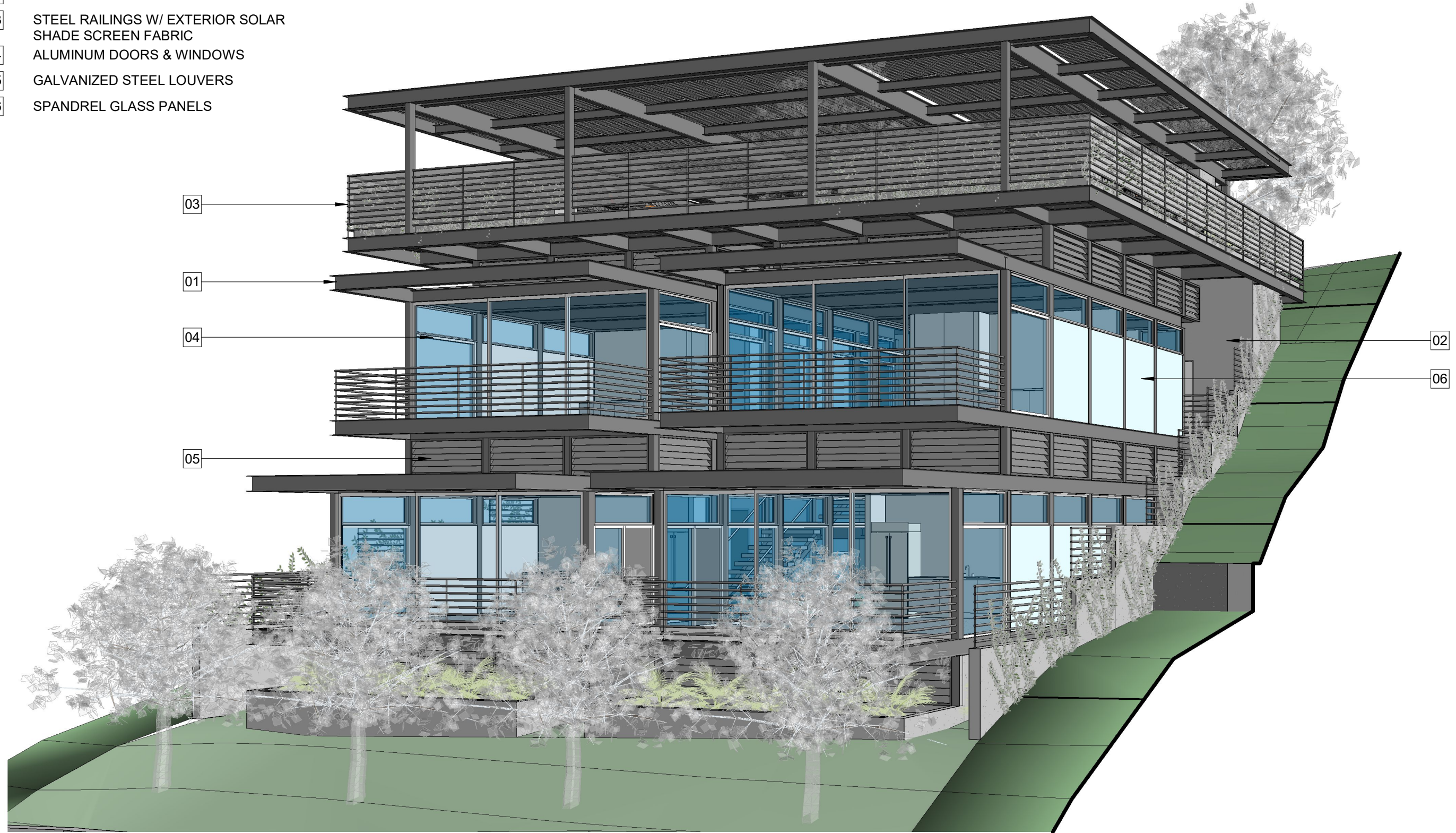
DATE: 1/24/2024  
SCALE: 12" = 1'-0"  
DRAWN BY: KF  
SHEET:



**MATERIAL KEYNOTES**

SEE SHEET R-6 FOR MATERIALS SPECIFICATIONS

- 01 STEEL FRAME
- 02 CONCRETE WALLS
- 03 STEEL RAILINGS W/ EXTERIOR SOLAR SHADE SCREEN FABRIC
- 04 ALUMINUM DOORS & WINDOWS
- 05 GALVANIZED STEEL LOUVERS
- 06 SPANDREL GLASS PANELS



MODELED VIEWS ARE SCHEMATIC REPRESENTATIONS AND ARE INTENDED FOR GENERAL UNDERSTANDING  
REFER TO DETAILED DRAWINGS FOR ADDITIONAL INFORMATION, DIMENSIONS, SPECIFICS, ETC  
SLIGHT DISCREPANCIES MAY EXIST - CONTACT ARCHITECT FOR CLARIFICATION AS NEEDED

**NOTE:** NOT ALL LANDSCAPING & PLANTING  
MAY BE SHOWN FOR BUILDING CLARITY

CANYON PLACE  
148 CHAUTAUQUA BLVD  
LOS ANGELES, CA 90402

**B A M**  
CONSTRUCTION / DESIGN, INC.

BAM CONSTRUCTION/DESIGN, INC.  
150 W. CHANNEL ROAD, SANTA MONICA, CA 90402  
310.459.0955 fax.310.459.0953 www.bamcdi.com

SOUTHEAST VIEW

DATE: 1/24/2024  
SCALE: 12" = 1'-0"  
DRAWN BY: KF  
SHEET:

R-3





**MATERIAL KEYNOTES**  
SEE SHEET R-6 FOR MATERIALS SPECIFICATIONS

- 01 STEEL FRAME
- 02 CONCRETE WALLS
- 03 STEEL RAILINGS W/ EXTERIOR SOLAR SHADE SCREEN FABRIC
- 04 ALUMINUM DOORS & WINDOWS
- 05 GALVANIZED STEEL LOUVERS
- 06 SPANDREL GLASS PANELS

MODELED VIEWS ARE SCHEMATIC REPRESENTATIONS AND ARE INTENDED FOR GENERAL UNDERSTANDING  
REFER TO DETAILED DRAWINGS FOR ADDITIONAL INFORMATION, DIMENSIONS, SPECIFICS, ETC  
SLIGHT DISCREPANCIES MAY EXIST - CONTACT ARCHITECT FOR CLARIFICATION AS NEEDED

**NOTE:** NOT ALL LANDSCAPING & PLANTING  
MAY BE SHOWN FOR BUILDING CLARITY

CANYON PLACE  
148 CHAUTAUQUA BLVD  
LOS ANGELES, CA 90402

**B A M**  
CONSTRUCTION / DESIGN, INC.  
BAM CONSTRUCTION/DESIGN, INC.  
150 W. CHANNEL ROAD, SANTA MONICA, CA 90402  
310.459.0955 fax. 310.459.0953 www.bamcdi.com

NORTHWEST VIEW

DATE: 1/24/2024  
SCALE: 12" = 1'-0"  
DRAWN BY: KF  
SHEET:

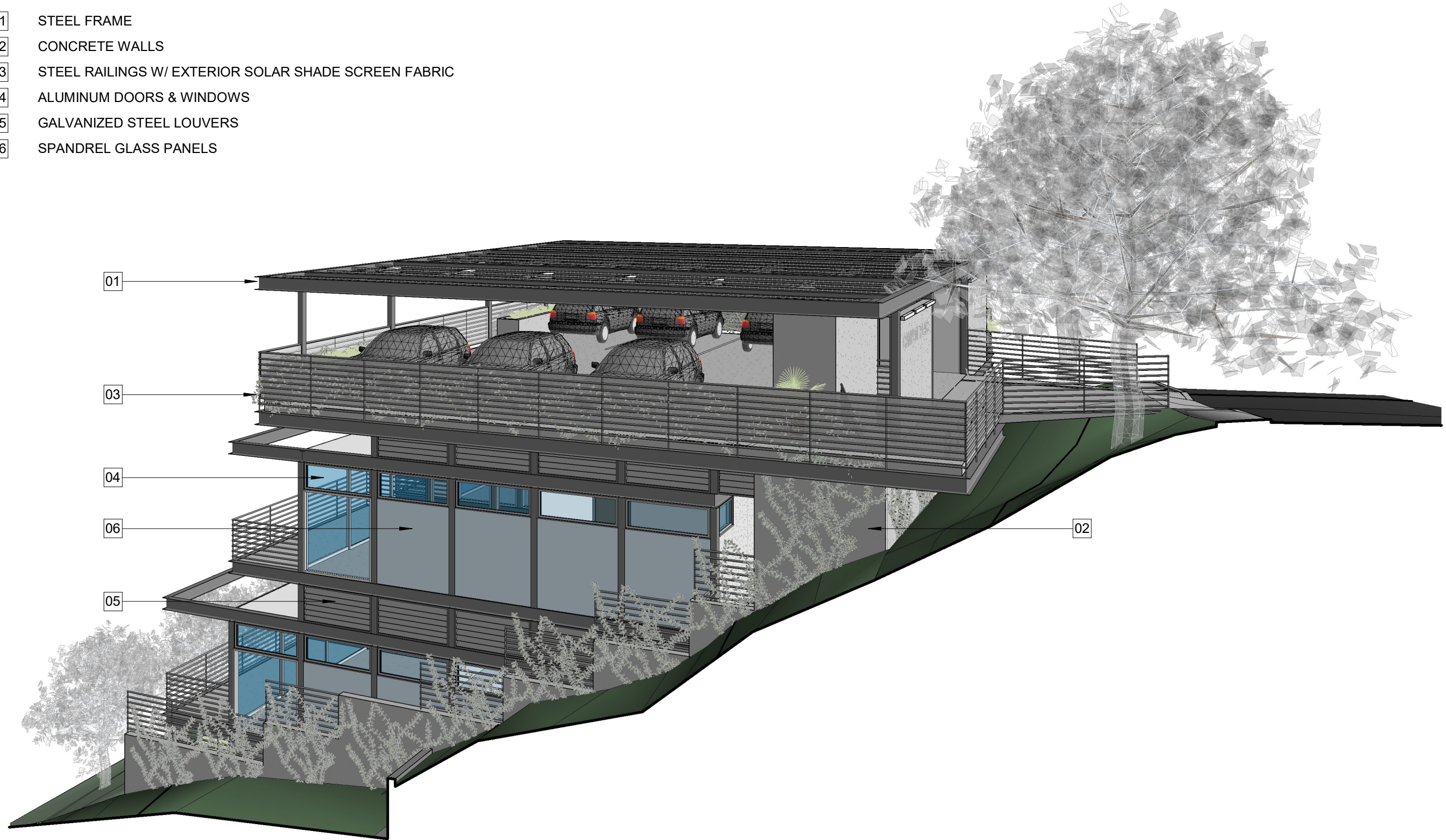
R-4



**MATERIAL KEYNOTES**

SEE SHEET R-6 FOR MATERIALS SPECIFICATIONS

- 01 STEEL FRAME
- 02 CONCRETE WALLS
- 03 STEEL RAILINGS W/ EXTERIOR SOLAR SHADE SCREEN FABRIC
- 04 ALUMINUM DOORS & WINDOWS
- 05 GALVANIZED STEEL LOUVERS
- 06 SPANDREL GLASS PANELS



MODELED VIEWS ARE SCHEMATIC REPRESENTATIONS AND ARE INTENDED FOR GENERAL UNDERSTANDING  
REFER TO DETAILED DRAWINGS FOR ADDITIONAL INFORMATION, DIMENSIONS, SPECIFICS, ETC  
SLIGHT DISCREPANCIES MAY EXIST - CONTACT ARCHITECT FOR CLARIFICATION AS NEEDED

**NOTE:** NOT ALL LANDSCAPING & PLANTING  
MAY BE SHOWN FOR BUILDING CLARITY

CANYON PLACE  
148 CHAUTAUQUA BLVD  
LOS ANGELES, CA 90402

**B A M**  
CONSTRUCTION / DESIGN, INC.

BAM CONSTRUCTION/DESIGN, INC.  
150 W. CHANNEL ROAD, SANTA MONICA, CA 90402  
310.459.0955 fax 310.459.0953 www.bamcdci.com

NORTHEAST VIEW

DATE: 1/24/2024  
SCALE: 12" = 1'-0"  
DRAWN BY: KF  
SHEET:

R-5



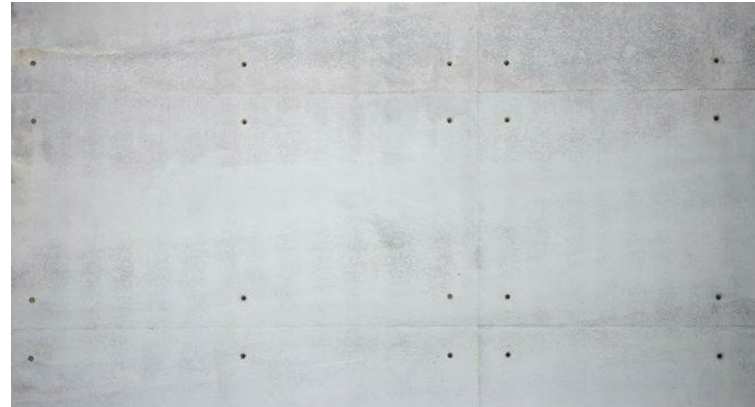
**01 STEEL FRAME**

STEEL BEAMS AND COLUMNS TO BE PAINTED IN:  
DUNN EDWARDS "METAL FRINGE" DET626 COLOR



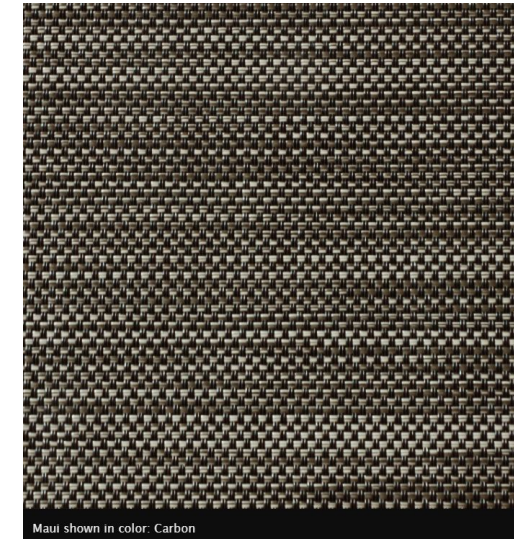
**02 CONCRETE WALLS**

POURED IN PLACE CONCRETE WALLS TO BE:  
FINISHED SMOOTH IN NATURAL GRAY COLOR



**03 STEEL RAILINGS**

STEEL RAILINGS TO BE PAINTED IN:  
DUNN EDWARDS "METAL FRINGE" DET626 COLOR  
  
EXTERIOR SOLAR SCREEN FABRIC ALONG PARKING DECK LEVEL:  
INSOLROLL MAUI SOLAR SCREEN FABRIC OR EQUAL  
COLOR - CARBON  
SAMPLE TO BE APPROVED BY OWNER / ARCHITECT



**04 ALUMINUM DOORS & WINDOWS**

ALUMINUM DOORS & WINDOWS TO BE:  
FLEETWOOD OR EQUAL  
CLEAR ANODIZED ALUMINUM FINISH



**05 GALVANIZED STEEL LOUVERS**

GALVANIZED STEEL LOUVERS TO BE PAINTED IN:  
DUNN EDWARDS "METAL FRINGE" DET626 COLOR



**06 SPANDREL GLASS PANELS**

SPANDREL GLASS PANELS TO BE:  
WHITE LAMINATED GLAZING OVER 1-HR FIRE-RATED WALL ASSEMBLY



CANYON PLACE  
148 CHAUTAUQUA BLVD  
LOS ANGELES, CA 90402

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BAM CONSTRUCTION/DESIGN, INC.  
150 W. CHANNEL ROAD, SANTA MONICA, CA 90402  
310.459.0955 fax: 310.459.0953 www.bamcdci.com

MATERIALS  
SPECIFICATIONS

DATE: 1/24/2024  
SCALE:  
DRAWN BY: KF  
SHEET:





PROJECT

148 CHAUTAUQUA

CATEGORY

EXTERIOR RENDERINGS

TITLE

Aerial View





PROJECT

148 CHAUTAUQUA

CATEGORY

EXTERIOR RENDERINGS

TITLE

Aerial View - EXISTING





PROJECT

148 CHAUTAUQUA

CATEGORY

EXTERIOR RENDERINGS

TITLE

South View - Day





PROJECT

148 CHAUTAUQUA

CATEGORY

EXTERIOR RENDERINGS

TITLE

South View - Night





PROJECT

148 CHAUTAUQUA

CATEGORY

EXTERIOR RENDERINGS

TITLE

North View 1





PROJECT

148 CHAUTAUQUA

CATEGORY

EXTERIOR RENDERINGS

TITLE

North View 1 - EXISTING





PROJECT

148 CHAUTAUQUA

CATEGORY

EXTERIOR RENDERINGS

TITLE

North View 2





PROJECT

148 CHAUTAUQUA

CATEGORY

EXTERIOR RENDERINGS

TITLE

North View 2 - EXISTING



APCW-2022-3115-DRB-SPP-SPE-CDP-MEL

# **EXHIBIT C**

Environmental Clearance

ENV-2022-3116-CE

APCW-2022-3115-DRB-SPP-SPE-CDP-MEL

# **EXHIBIT C1**

Notice of Exemption



COUNTY CLERK'S USE

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

CALIFORNIA ENVIRONMENTAL QUALITY ACT  
**NOTICE OF EXEMPTION**  
(PRC Section 21152; CEQA Guidelines Section 15062)

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

PARENT CASE NUMBER(S) / REQUESTED ENTITLEMENTS  
APCW-2022-3115-DRB-SPP-SPE-CDP-MEL

LEAD CITY AGENCY  
**City of Los Angeles (Department of City Planning)**

CASE NUMBER  
ENV-2022-3116-CE

PROJECT TITLE  
APCW-2022-3115-DRB-SPP-SPE-CDP-MEL

COUNCIL DISTRICT  
11

PROJECT LOCATION (Street Address and Cross Streets and/or Attached Map)  
**148 North Chautauqua Boulevard, Pacific Palisades, 90272**

Map attached.

PROJECT DESCRIPTION:  
The project consists of the demolition of existing unpermitted structures and construction of a new 12-foot 6-inch tall, two-story mixed-use structure comprised of 1,414.50 square feet of office use and two residential dwelling units. The proposed project will provide six automobile parking spaces and five bicycle parking spaces at the ground level and two bicycle parking spaces at the second floor. The proposed project will be approximately 3,470 square feet with a Floor Area Ratio (FAR) of 0.75:1. The proposed project includes the construction of a driveway for access along Chautauqua Boulevard, installation of 11 new signs, and grading/export of approximately 767 cubic yards of soil; located within the Single Permit Jurisdiction of the Coastal Zone.

Additional page(s) attached.

NAME OF APPLICANT / OWNER:  
**Frank Langen**

CONTACT PERSON (If different from Applicant/Owner above)  
**Susan Steinberg, Howard Robinson & Associates**

(AREA CODE) TELEPHONE NUMBER | EXT.  
(310) 838-0180

EXEMPT STATUS: (Check all boxes, and include all exemptions, that apply and provide relevant citations.)  
STATE CEQA STATUTE & GUIDELINES

- STATUTORY EXEMPTION(S)  
Public Resources Code Section(s) \_\_\_\_\_
- CATEGORICAL EXEMPTION(S) (State CEQA Guidelines Sec. 15301-15333 / Class 1-Class 33)  
CEQA Guideline Section(s) / Class(es) Section 15301 – Class 1 and Section 15303 – Class 3
- OTHER BASIS FOR EXEMPTION (E.g., CEQA Guidelines Section 15061(b)(3) or (b)(4) or Section 15378(b) )  
\_\_\_\_\_

JUSTIFICATION FOR PROJECT EXEMPTION:  Additional page(s) attached

A Categorical Exemption, ENV-2022-3116-CE, has been prepared for the proposed project consistent, with the provisions of the California Environmental Quality Act and the City CEQA Guidelines. The project consists of the demolition of existing unpermitted structures and construction of a new 12-foot 6-inch tall, two-story mixed-use structure comprised of 1,414.50 square feet of office use and two residential dwelling units. The proposed project will provide six automobile parking spaces and five bicycle parking spaces at the ground level and two bicycle parking spaces at the second floor. The proposed project will be approximately 3,470 square feet with a Floor Area Ratio (FAR) of 0.75:1. The proposed project includes the construction of a driveway for access along Chautauqua Boulevard, installation of 11 new signs, and grading/export of approximately 767 cubic yards of soil. The Categorical Exemption prepared for the proposed project is appropriate pursuant to CEQA Guidelines, Section 15301 (Class 1) and 15303 (Class 3).

The Class 1 Categorical Exemption includes demolition and removal of individual small structures: (1) One single-family residence. In urbanized areas, up to three single-family residences may be demolished under this exemption: (2) A duplex or similar multifamily residential structure. In urbanized areas, this exemption applies to duplexes and similar structures where not more than six dwelling units will be demolished; (3) A store, motel, office, restaurant, or similar small commercial structure if designed for an occupant load of 30 persons or less. In urbanized areas, the exemption also applies to the demolition of up to three such commercial buildings on sites zoned for such use; (4) Accessory (appurtenant) structures including garages, carports, patios, swimming pools, and fences. The proposed project includes the demolition of commercial and accessory structures (artist studio, a chicken coop, storage, and a hair salon).

The Class 3 Categorical Exemption allows for construction and location of limited numbers of new, small facilities or structures;

installation of small new equipment and facilities in small structures; and the conversion of existing small structures from one use to another where only minor modifications are made in the exterior of the structure: (1) One single-family residence, or a second dwelling unit in a residential zone. In urbanized areas, up to three single-family residences may be constructed or converted under this exemption: (2) A store, motel, office, restaurant, or similar structure not involving the use of significant amounts of hazardous substances, and not exceeding 2,500 square feet of floor area. In urbanized area, the exemption also applies up to four such commercial buildings not exceeding 10,000 square feet in floor area on sites zoned for such use if not involving the use of significant amounts of hazardous substances where all necessary public services and facilities are available, and the surrounding area is not environmentally sensitive. The Class 3 categorical exemption further allows for construction of accessory (appurtenant) structures including garages, carports, patios, swimming pools, and fences. The project includes the construction of a new 12-foot 6-inch tall, two-story mixed-use structure consisting of two dwelling units and 1,415 square feet of office use. The proposed project will provide automobile parking spaces at the ground floor, five bicycle parking spaces at the ground floor, and two bicycle parking spaces at the second floor. Furthermore, the Exceptions outlined in the State CEQA Guidelines Section 15300.2 do not apply to the project:

- (a) Location. The proposed project is not located in a sensitive environment. Although the project is located within the Coastal Zone, the residential neighborhood is not identified as an environmental resource. The proposed project is consistent with the scale and uses proximate to the area. The subject site is not located in a fault zone, liquefaction area, flood zone, nor is it within a landslide area. Although the project is located within a Very High Fire Hazard Severity Zone, the proposed project is subject to compliance with the requirements of the Building and Zoning Code that outline standards for residential and commercial construction.
- (b) Cumulative Impact. The proposed project is consistent with the type of development permitted for the area zoned [Q]C2-1XL and designated for Neighborhood Commercial land uses. The proposed project includes the demolition of existing unpermitted structures and construction of a new mixed-use development consisting of two office spaces and two residential dwelling units with a ground floor parking area and will not exceed thresholds identified for impacts to the area (i.e., traffic, noise, etc.). The proposed project will not result in significant cumulative impacts.
- (c) Significant Effect. A Categorical Exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances. The proposed project includes the demolition of existing unpermitted structures and construction of a mixed-use development consisting of two office spaces and dwelling units. The surrounding area is developed with similar one to three-story commercial and residential uses. The proposed density is consistent with the surrounding properties in the area. A Tree Report was prepared by Lisa Smith, The Tree Resource, on March 12, 2022, stating one protected tree and two non-protected trees are on site. One 17-inch wide Black Walnut (*Juglans Californica*) with a health rating of Poor is proposed to be removed. Two non-protected trees will also be removed. The project is proposing to replace the protected tree with a ratio of 1:4 and the non-protected tree with a ratio of 1:1. The protected native tree will be replaced with four 15-gallon size container or largest available nursery size in black walnut species to the satisfaction of the Urban Forestry Division. The proposed project consists of work typical to a commercial neighborhood. Thus, there are no unusual circumstances which may lead to a significant effect on the environment.
- (d) Scenic Highways. The project site is not located on or near a designated state scenic highway.
- (e) Hazardous Waste Sites. The project site is not identified as a hazardous waste site or is on any list compiled pursuant to Section 65962.5 of the Government Code.
- (f) Historical Resources. The subject site and existing structure have not been identified as a historic resource or within a historic district (SurveyLA, 2015), the project is not listed on the National or California Register of Historic Places, or identified as a Historic Cultural Monument (HCM).

The project is determined to be categorically exempt and does not require mitigation or monitoring measures; no alternatives of the project were evaluated. An appropriate environmental clearance has been granted.

- None of the exceptions in CEQA Guidelines Section 15300.2 to the categorical exemption(s) apply to the Project.
- The project is identified in one or more of the list of activities in the City of Los Angeles CEQA Guidelines as cited in the justification.

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

<b>CITY STAFF USE ONLY:</b>		
CITY STAFF NAME AND SIGNATURE Brenden Lau <i>Brenden Lau</i>		STAFF TITLE Planning Assistant
ENTITLEMENTS APPROVED Design Review Board, Project Permit Compliance, Specific Plan Exception, Coastal Development Permit, and Mello Compliance Review		
FEE: \$ 6,588.00	RECEIPT NO: 030522A44-A14B00FC-5D5D-4A47-AB96-2E76F96ABE7D	REC'D. BY (DCP DSC STAFF NAME) Noah Mccoy

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



APCW-2022-3115-DRB-SPP-SPE-CDP-MEL

# **EXHIBIT C2**

LADBS Geology and Soils Approval Letter

JAVIER NUNEZ  
PRESIDENT

ELVIN W. MOON  
VICE PRESIDENT

JOSELYN GEAGA-ROSENTHAL  
LAUREL GILLETTE  
GEORGE HOVAGUIMIAN



ERIC GARCETTI  
MAYOR

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

JOHN WEIGHT  
EXECUTIVE OFFICER

## GEOLOGY AND SOILS REPORT APPROVAL LETTER

March 14, 2022

LOG # 120704  
SOILS/GEOLOGY FILE - 2

Frank Langen  
36 Haldeman Road  
Santa Monica, CA 90402

TRACT: 1719  
LOT: 192  
LOCATION: 148 N. Chautauqua Blvd.

<u>CURRENT REFERENCE</u> <u>REPORT/LETTER(S)</u>	<u>REPORT</u> <u>No.</u>	<u>DATE OF</u> <u>DOCUMENT</u>	<u>PREPARED BY</u>
Geology/Soils Report	GH18746-G	11/29/2021	Grover Hollingsworth
Oversized Document	''	''	''

The Grading Division of the Department of Building and Safety has reviewed the referenced report dated November 29, 2021, that provides recommendations for the proposed pile supported 4 unit multi-level mixed use building, decks, up to 17 foot high retaining walls, elevators, proposed driveway as depicted on the oversized Geologic Map and Geologic Cross Sections A-A' and B-B' of the referenced November 29, 2021 report. The proposed development is situated on a descending slope that is approximately 70 feet high at a gradient of approximately 3(H):1(V) to 1.5(H):1(V). According to the consultants, the existing improvements should be demolished.

Four hand dug test pits were excavated to a maximum depth of 6.5 feet below the ground surface. The earth materials at the subsurface exploration locations consist of fill from 2 to 5 feet thick, underlain by natural soil from 0.5 to 2 feet thick underlain by massive older alluvium encountered at 3.5 to 5.5 feet below the ground surface. The massive nature of the older alluvium is favorable for the gross stability of the subject site and the proposed project. No groundwater was encountered in the subsurface exploratory excavations to 6.5 feet below the ground surface. The consultants note that the historic high groundwater is approximately at 10 feet below the ground surface at the toe of slope.

The consultants recommend to support the proposed structure(s) on conventional and/or drilled-pile foundations bearing in competent older alluvium and/or properly placed fill a minimum of 3 feet thick below the bottom of the slab/footing.

The referenced report dated November 29, 2021, is acceptable, provided the following conditions are complied with during site development:

(Note: Numbers in parenthesis ( ) refer to applicable sections of the 2020 City of LA Building Code. P/BC numbers refer the applicable Information Bulletin. Information Bulletins can be accessed on the internet at LADBS.ORG.)



1. The entire site shall be made to conform to the provisions of Chapters 18 and 70 of the Code (7005.9).
2. Approval shall be obtained from the Department of Public Works, Bureau of Engineering, Development Services and Permits Program where removal of support and/or retaining of slopes adjoining to a public way is proposed (3307.3.2).
3. Secure the notarized written consent from all owners upon whose property proposed grading/construction access is to extend, in the event off-site grading and/or access for construction purposes is required (7006.6). The consent shall be included as part of the final plans.
4. Conformance with the Zoning Code Section 12.21 C8, which limits the heights and number of retaining walls, will be determined during structural plan check.
5. The geologist and soils engineer shall review and approve the detailed plans prior to issuance of any permits. This approval shall be by signature on the plans that clearly indicates the geologist and soils engineer have reviewed the plans prepared by the design engineer; and, that the plans include the recommendations contained in their reports (7006.1).
6. All recommendations of the report(s) that are in addition to or more restrictive than the conditions contained herein shall be incorporated into the plans.
7. A copy of the subject and appropriate referenced reports and this approval letter shall be attached to the District Office and field set of plans (7006.1). Submit one copy of the above reports to the Building Department Plan Checker prior to issuance of the permit.
8. A grading permit shall be obtained for all structural fill and retaining wall backfill (106.1.2).
9. All new graded slopes shall be no steeper than 2H:1V (7010.2 & 7011.2).
10. Prior to the issuance of any permit, an accurate volume determination shall be made and included in the final plans, with regard to the amount of earth material to be exported from the site. For grading involving import or export of more than 1000 cubic yards of earth materials within the grading hillside area, approval is required by the Board of Building and Safety. Application for approval of the haul route must be filed with the Board of Building and Safety Commission Office. Processing time for application is approximately 8 weeks to hearing plus 10-day appeal period (7006.7.5).
11. All man-made fill shall be compacted to a minimum 90 percent of the maximum dry density of the fill material per the latest version of ASTM D 1557. Where cohesionless soil having less than 15 percent finer than 0.005 millimeters is used for fill, it shall be compacted to a minimum of 95 percent relative compaction based on maximum dry density. Placement of gravel in lieu of compacted fill is only allowed if complying with LAMC Section 91.7011.3.
12. If import soils are used, no footings shall be poured until the soils engineer has submitted a compaction report containing in-place shear test data and settlement data to the Grading Division of the Department; and, obtained approval (7008.2).
13. Compacted fill shall extend beyond the footings a minimum distance equal to the depth of the fill below the bottom of footings or a minimum of four feet, as recommended, whichever is greater, except at locations where lateral over excavation is not possible (i.e., foundations adjacent to property lines or structures), in which case the foundations may be deepened to bear in native older alluvium, as recommended (7011.3).

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14. Existing uncertified fill shall not be used for support of footings, concrete slabs or new fill (1809.2, 7011.3).
15. Existing soil shall not be used for support of footings or concrete slabs, as recommended.
16. Drainage in conformance with the provisions of the Code shall be maintained during and subsequent to construction (7013.12).
17. Grading shall be scheduled for completion prior to the start of the rainy season, or detailed temporary erosion control plans shall be filed in a manner satisfactory to the Grading Division of the Department and the Department of Public Works, Bureau of Engineering, B-Permit Section, for any grading work in excess of 200 cubic yards (7007.1).

1828 Sawtelle Blvd., 3rd Floor, West LA (310) 575-8388

18. All loose foundation excavation material shall be removed prior to commencement of framing. Slopes disturbed by construction activities shall be restored (7005.3).
19. The applicant is advised that the approval of this report does not waive the requirements for excavations contained in the General Safety Orders of the California Department of Industrial Relations (3301.1).
20. Temporary excavations that remove lateral support to the public way, adjacent property, or adjacent structures shall be supported by shoring, as recommended. Note: Lateral support shall be considered to be removed when the excavation extends below a plane projected downward at an angle of 45 degrees from the bottom of a footing of an existing structure, from the edge of the public way or an adjacent property. (3307.3.1)
21. Prior to the issuance of any permit that authorizes an excavation where the excavation is to be of a greater depth than are the walls or foundation of any adjoining building or structure and located closer to the property line than the depth of the excavation, the owner of the subject site shall provide the Department with evidence that the adjacent property owner has been given a 30-day written notice of such intent to make an excavation (3307.1).
22. The soils engineer shall review and approve the shoring plans prior to issuance of the permit (3307.3.2).
23. Prior to the issuance of the permits, the soils engineer and/or the structural designer shall evaluate the surcharge loads used in the report calculations for the design of the retaining walls and shoring. If the surcharge loads used in the calculations do not conform to the actual surcharge loads, the soil engineer shall submit a supplementary report with revised recommendations to the Department for approval.
24. Unsurcharged temporary excavations over 5 feet exposing fill shall be trimmed back at a gradient not exceeding 1(H):1(V), as recommended.
25. Unsurcharged temporary excavations over 4 feet exposing older alluvium shall be trimmed back at a gradient not exceeding 1(H):1(V), as recommended.
26. Temporary shoring shall be designed for a minimum EFP of 24 PCF (supporting 12.5 ft. of older alluvium) and a minimum EFP of 29 PCF (supporting 16 feet of older alluvium) and a minimum EFP of 32.5 PCF (supporting 19 feet of older alluvium); all surcharge loads shall be included into the design, as recommended. Total lateral load on shoring piles shall be determined by multiplying the recommended EFP by the pile spacing.



27. Shoring shall be designed for a maximum lateral deflection of 1 inch, provided there are no structures within a 1(H):1(V) plane projected up from the base of the excavation. Where a structure is within a 1(H):1(V) plane projected up from the base of the excavation, shoring shall be designed for a maximum lateral deflection of ½ inch, or to a lower deflection determined by the consultant that does not present any potential hazard to the adjacent structure.
28. A shoring monitoring program shall be implemented to the satisfaction of the soils engineer.
29. All foundations shall derive entire support from competent older alluvium and/or properly placed fill a minimum of 3 feet thick, as recommended and approved by the geologist and soils engineer by inspection.
30. Proposed friction piles, a minimum of 24 inches in diameter, shall be founded a minimum of 8 feet into competent older alluvium, as recommended.
31. Proposed shoring piles, a minimum of 24 inches in diameter, shall be founded a minimum of 6 feet into competent older alluvium, as recommended.
32. Foundations adjacent to a descending slope steeper than 3:1 (horizontal to vertical) in gradient shall be a minimum distance of one-third the vertical height of the slope but need not exceed 40 feet measured horizontally from the footing bottom to the face of the slope (1808.7.2)
33. Buildings adjacent to ascending slopes steeper than 3H:1V in gradient shall be setback from the toe of the slope a level distance measured perpendicular to slope contours equal to one-half the vertical height of the slope, but need not exceed 15 feet (1808.7.1)
34. All continuous footings shall be reinforced with a minimum of four (4), ½-inch diameter (#4) deformed reinforcing bars. Two (2) bars shall be placed near the bottom and two (2) bars placed near the top of the footing, as recommended.
35. Pile caisson and/or isolated foundation ties are required by LAMC Sections 91.1809.13 and/or 91.1810.3.13. Exceptions and modification to this requirement are provided in Information Bulletin P/BC 2020-030.
36. Pile and/or caisson shafts shall be designed for a lateral load of 1000 pounds per linear foot of shaft exposed to fill and soil per P/BC 2020-050.
37. The design passive pressure shall be neglected for a portion of the pile with a horizontal setback distance less than five feet from fill and soil.
38. When water is present in drilled pile holes, the concrete shall be tremied from the bottom up to ensure minimum segregation of the mix and negligible turbulence of the water (1808.8.3).
39. Existing uncertified fill shall not be used for lateral support of deep foundations (1810.2.1).
40. Slabs on uncertified fill shall be designed as a structural slab (7011.3).
41. Slabs shall be at least 5 inches thick and shall be reinforced with ½-inch diameter (#4) reinforcing bars spaced a maximum of 16 inches on center each way, as recommended. Vapor barriers shall be utilized as recommended.
42. The seismic design shall be based on a Site Class D, as recommended. All other seismic design parameters shall be reviewed by LADBS building plan check. According to ASCE 7-16 Section 11.4.8, the long period coefficient ( $F_v$ ) may be selected per Table 11.4-2 in ASCE 7-16, provided that the value of the Seismic Response Coefficient ( $C_s$ ) is determined by Equation 12.8-2 for values

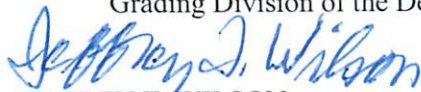
of the fundamental period of the building (T) less than or equal to 1.5Ts, and taken as 1.5 times the value computed in accordance with either Equation 12.8-3 for T greater than 1.5Ts and less than or equal to TL or Equation 12.8-4 for T greater than TL. Alternatively, a supplemental report containing a site-specific ground motion hazard analysis in accordance with ASCE 7-16 Section 21.2 shall be submitted for review and approval.

43. Retaining walls up to 17 feet in height shall be designed for a minimum equivalent fluid pressure (EFP) as specified on pages 21 and 22 of the November 29, 2021, referenced report. All surcharge loads shall be incorporated into the design.
44. Retaining walls higher than 6 feet shall be designed for lateral earth pressure due to earthquake motions as specified on pages 12 and 13 of the November 29, 2021, referenced report (1803.5.12).
45. Retaining walls at the base of ascending slopes shall be provided with a minimum freeboard of 12 inches, as recommended.
46. The recommended equivalent fluid pressure (EFP) for the proposed retaining wall shall apply from the top of the freeboard to the bottom of the wall footing.
47. All retaining walls shall be provided with a standard surface backdrain system and all drainage shall be conducted in a non-erosive device to the street in an acceptable manner (7013.11).
48. With the exception of retaining walls designed for hydrostatic pressure, all retaining walls shall be provided with a subdrain system to prevent possible hydrostatic pressure behind the wall. Prior to issuance of any permit, the retaining wall subdrain system recommended in the soils report shall be incorporated into the foundation plan which shall be reviewed and approved by the soils engineer of record (1805.4).
49. Installation of the subdrain system shall be inspected and approved by the soils engineer of record and the City grading/building inspector (108.9).
50. Basement walls and floors shall be waterproofed/damp-proofed with an LA City approved "Below-grade" waterproofing/damp-proofing material with a research report number (104.2.6).
51. Prefabricated drainage composites (Miradrain, Geotextiles) may be only used in addition to traditionally accepted methods of draining retained earth.
52. All deck drainage shall be collected and conducted to an approved location in a non-erosive device (7013.10).
53. The structure shall be connected to the public sewer system per P/BC 2020-027.
54. All roof, pad and deck drainage shall be conducted to the street in an acceptable manner in non-erosive devices or other approved location in a manner that is acceptable to the LADBS and the Department of Public Works; water shall not be dispersed on to descending slopes without specific approval from the Grading Division and the consulting geologist and soils engineer (7013.10).
55. An on-site storm water infiltration system at the subject site shall not be implemented, as recommended.
56. All concentrated drainage shall be conducted in an approved device and disposed of in a manner approved by the LADBS (7013.10).
57. Sprinkler plans for irrigation shall be submitted and approved by the Mechanical Plan Check Section (7012.3.1).



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58. Any recommendations prepared by the geologist and/or the soils engineer for correction of geological hazards found during grading shall be submitted to the Grading Division of the Department for approval prior to use in the field (7008.2, 7008.3).
59. The geologist and soils engineer shall inspect all excavations to determine that conditions anticipated in the report have been encountered and to provide recommendations for the correction of hazards found during grading (7008, 1705.6 & 1705.8).
60. All friction pile or caisson drilling and excavations shall be performed under the inspection and approval of the geologist and soils engineer. The geologist shall indicate the distance that friction piles or caissons penetrate into competent older alluvium in a written field memorandum. (1803.5.5, 1705.1.2)
61. Prior to pouring concrete, a representative of the consulting soils engineer shall inspect and approve the footing excavations. The representative shall post a notice on the job site for the LADBS Inspector and the Contractor stating that the work inspected meets the conditions of the report. No concrete shall be poured until the LADBS Inspector has also inspected and approved the footing excavations. A written certification to this effect shall be filed with the Grading Division of the Department upon completion of the work. (108.9 & 7008.2)
62. Prior to excavation an initial inspection shall be called with the LADBS Inspector. During the initial inspection, the sequence of construction; shoring; pile installation; protection fences; and, dust and traffic control will be scheduled (108.9.1).
63. Installation of shoring and/or pile excavations shall be performed under the inspection and approval of the soils engineer and deputy grading inspector (1705.6, 1705.8).
64. Prior to the placing of compacted fill, a representative of the soils engineer shall inspect and approve the bottom excavations. The representative shall post a notice on the job site for the LADBS Inspector and the Contractor stating that the soil inspected meets the conditions of the report. No fill shall be placed until the LADBS Inspector has also inspected and approved the bottom excavations. A written certification to this effect shall be included in the final compaction report filed with the Grading Division of the Department. All fill shall be placed under the inspection and approval of the soils engineer. A compaction report together with the approved soil report and Department approval letter shall be submitted to the Grading Division of the Department upon completion of the compaction. In addition, an Engineer's Certificate of Compliance with the legal description as indicated in the grading permit and the permit number shall be included (7011.3).
65. No footing/slab shall be poured until the compaction report is submitted and approved by the Grading Division of the Department.



JEFFREY T. WILSON  
Engineering Geologist I



GLEN RAAD  
Geotechnical Engineer I

JTW/GR:jtw/gr  
Log No. 120704  
213-482-0480

cc: Keith Fallen, BAM Construction & Design, Applicant  
Grover Hollingsworth and Associates, Project Consultant  
WL District Office

APCW-2022-3115-DRB-SPP-SPE-CDP-MEL

# **EXHIBIT C3**

Tree Report





# PROTECTED TREE REPORT

## PREPARED FOR

Frank Langen  
148 Chautauqua Blvd  
Santa Monica, CA 90402

## PROPERTY

148 Chautauqua Blvd  
Santa Monica, CA 90402

## CONTACT

Keith Fallen, BAM Construction / Design Inc  
310-459-0955  
keithf@bamcdi.com

March 12, 2022

## PREPARED BY

LISA SMITH, THE TREE RESOURCE ®  
REGISTERED CONSULTING ARBORIST #464  
ISA BOARD CERTIFIED MASTER ARBORIST #WE3782BM  
ISA TREE RISK ASSESSOR QUALIFIED - INSTRUCTOR  
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T 310-663-2290 E lisa@thetreeresource.com

REVIEWED  
~~APPROVED~~  
BY  
*[Signature]*  
ALBERT VERA  
FOR BRYAN RAMIREZ  
Hector Baruelos, St. Tree Superintendent  
Urban Forestry Division  
Approving Tree Report Only  
Approval of report does not  
indicate UFD approval for  
any tree removal

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# PROTECTED TREE REPORT

148 Chautauqua Blvd  
 Santa Monica, CA 90402

## SUMMARY

PROJECT OVERVIEW	
Site Address	148 Chautauqua Blvd, Santa Monica, CA 90402
Location and/or Specific Plan	Pacific Palisades
Project Description	New mixed-use building
Number of Protected Trees on Site	1
Number of Recommended Removals	1

This Tree Report was prepared at the request of the property owner, Frank Langen, who is preparing to build a new mixed-use building on this property. The subject property is 4,619 square feet and is located in the Pacific Palisades area of Los Angeles.

It is currently developed with existing un-permitted structures which the owner is preparing to demolish.

## PROTECTED TREES, URBAN FORESTRY DIVISION

This property is under the jurisdiction of the City of Los Angeles and guided by the Native Tree Protection Ordinance No. 186873. **Protected Trees** are defined by this ordinance as oaks (*Quercus* sp) indigenous to California but excluding the scrub oak (*Quercus dumosa*); Southern California black walnut (*Juglans californica* var. *californica*); Western sycamore (*Platanus racemosa*) and California bay laurel (*Umbellularia californica*) trees with a diameter at breast height (DBH) of four inches (4") or greater. **Protected Shrubs** are defined as Mexican elderberry (*Sambucus mexicana*); Toyon (*Heteromeles arbutifolia*) which measure four inches or more in cumulative diameter, four and one-half feet above the ground level at the base of the shrub.

At this time, I observed one (1) Black walnut (*Juglans californica*) trees on the property. This tree is recommended for removal and replacement due to the hillside slope that will require remediation.

## **NEIGHBOR TREES**

There is one (1) black walnut tree on the neighboring property. It is in poor condition, however will be retained and protected in place. Future grading on the subject site will be 7 feet away from this tree trunk and will not impact this tree.

## **NON-PROTECTED SIGNIFICANT TREES, DEPARTMENT OF CITY PLANNING**

The Department of City Planning requires the identification of the location, size, type and condition of all existing trees on the site with a DBH of 8 inches (8”) or greater. These trees will be identified as **Non-Protected Significant Trees**.

At this time, I observed two (2) **Non-Protected Significant Trees** on the property. These trees will be impacted by construction and are recommended for removal.



## ASSIGNMENT

The Assignment included:

- Field Observation and Inventory of Trees on Site
- Recommendations for the protection of trees to remain
- Photographs of the subject trees are included in Appendix B
- Matrix of proposed protected tree removals and protected trees to remain
- Evaluation of potential construction impacts
- A Tree Location Plot Map is included in Appendix A
- Protected tree construction impact guidelines

## LIMITS OF THE ASSIGNMENT

The field inspection was a visual, grade level tree assessment. No special tools or equipment were used. No tree risk assessments were performed. My site examination and the information in this report is limited to the date and time the inspection occurred. The information in this report is limited to the condition of the trees at the time of my inspection.

## TREE CHARACTERISTICS AND SITE CONDITIONS

Detailed information with respect to size, condition, species and recommendations are included in the Summary of Field Inspections in Appendix C. The trees are numbered on the Tree Location Map in Appendix A.

## IMPACT ANALYSIS AND SPECIFIC RECOMMENDATIONS

### **NON-PROTECTED TREES**

Two non-protected significant trees #3 and #4 will be impacted by will be impacted by grading, soil removal and recompaction being required for the development of this site and will be removed.

### **PROTECTED TREES OR SHRUBS**

One (1) Black walnut (*Juglans californica*) tree #1 is growing in an extremely restricted root zone, in a small elevated planter, with a heaving retaining wall, vintage concrete planter edge, and hardscape restricting the root anchoring in all directions. The tree has extensive decay pockets in the trunk, which appear to be extending down through the center of the trunk.

This tree will be impacted by grading, soil removal and recompaction being required for the development of this site and is recommend for removal and replacement to the satisfaction of the Urban Forestry Division, at a four-to-one (4:1) ratio, minimum 15 gallon size container or largest available nursery size in black walnut species.

Please see Geotechnical information on the next page.



## GEOTECHNICAL INFORMATION

The firm A.G.I. Geotechnical has prepared a report in regards to the required engineering of this site and the impacts to the subject protected trees. This report provided analysis and recommendations regarding this site. Here is an excerpt from the report:

### *General Findings*

*Based upon our exploration, it is our finding that construction of the proposed four-unit multi-level mixed use building is feasible from a geologic and soils engineering standpoint, provided our advice and recommendations are made a part of the plans and are implemented during construction.*

*The recommended bearing materials for the proposed multi-level four-unit mixed use building is the underlying older alluvium and compacted fill. Older alluvium was encountered in our test pits at depths between 3 1/2 and 5 1/2 feet below the existing surface. The proposed structures should primarily be founded on deepened foundations bearing into the older alluvium. Interior portion of the structure can be supported on compacted wall backfill. If compacted fill is used for interior wall support, the perimeter foundations must extend to older alluvium to provide lateral support for the compacted fill. The proposed structures should utilize structural slabs with the ability to span between foundations bearing into the older alluvium. A slab-on-grade may be used if the existing fill is removed and recompacted for slab support. Foundations for upslope retaining walls must not surcharge the downslope retaining walls unless designed for that surcharge by the structural engineer.*

*Vertical excavations up to 4 feet high exposing older alluvium with a 1:1 trim above may be created. Vertical excavations within the existing fill up to 5 feet high with a 1:1 trim above may be created.*

***Existing improvements should be demolished, and the debris wasted from the site. It is recommended that shoring be installed along the northern property line and upslope portion of the slope prior to removal of existing site retaining walls. The proposed top-of-slope retaining wall for the proposed parking and upper-level units (units #3 and #4) is presently proposed adjacent and below an existing retaining wall. Demolition of that retaining wall would remove lateral support from the northern property line. Shoring should be installed above that wall prior to its demolition. Alternately, that existing retaining wall may remain in place and shoring installed at the location of the proposed new retaining wall. The shoring should be installed and the void spaces backfilled prior to initiating construction.***

*Shoring will be required to support the northern property line to allow for excavation to construct the proposed parking area and upper-level units. Shoring will also be required along the eastern and western property lines where the proposed excavations will remove lateral support from the adjoining properties. If permission from the adjoining property owners can be obtained for off-site grading, the east and west property line shoring may be replaced by trimming the slope to 1:1 above the allowed vertical cut heights.*

## GEOTECHNICAL INFORMATION

The firm A.G.I. Geotechnical has prepared a report in regards to the required engineering of this site and the impacts to the subject protected trees. This report provided analysis and recommendations regarding this site. Here is an excerpt from the report:

### *Grading*

*The following guidelines may be used in preparation of the grading plan and job specifications for the retaining wall backfill, and slab/ decking subgrade preparation.*

*The areas to receive compacted fill shall be stripped of all vegetation, debris, existing fill, soil, and soft or disturbed earth materials. The excavated areas shall be observed by the soils engineer and/ or geologist prior to placing compacted fill.*

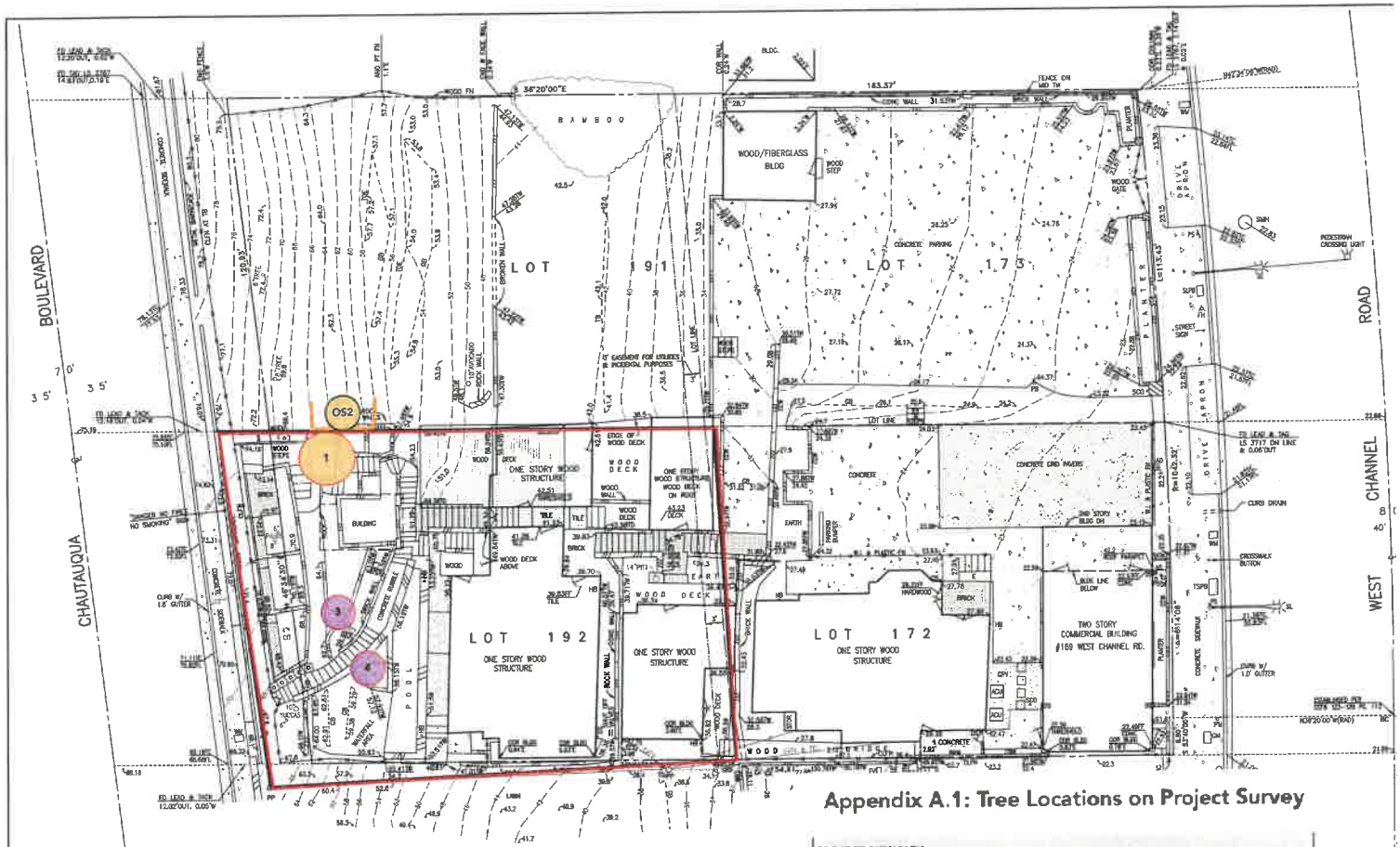
*The proposed slab/ building area shall be excavated to a minimum depth of 3 feet below the bottom slab/ footing. The excavation for foundation support should extend at least 4 feet beyond the foundation unless an adjacent foundation is deepened to older alluvium to provide lateral support for the compacted fill. The excavated areas shall be observed by the soils engineer prior to placing compacted fill.*

*The exposed grade shall then be scarified to a depth of 6 inches, moistened to approximately equal to or slightly above optimum moisture content, and recompact to 90 or 95 percent of the maximum density as determined by the latest version of ASTM D1557. Fill types with less than 15 percent finer than 0.005mm should be compacted to 95 percent of the maximum density. This higher relative compaction is required for granular soils by the City of Los Angeles Municipal Code Ordinance 171.939 enacted on April 15, 1998.*

Please refer to the Geotechnical Soils Report provided by Grover-Hollingsworth and Associates, Inc. in reference to this site for further details and analysis.



# APPENDIX A.1 - TREE LOCATION - SURVEY MAP



Appendix A.1: Tree Locations on Project Survey




**BENCH MARK:**  
 CITY OF LOS ANGELES BM NO. 14-02835  
 WIRE SPIK IN NW CORNER W. CHANNEL RD 34.771  
 NE OF BC CURB RETURN NE OF PACIFIC COAST  
 HWY SW END. C/S  
 ELEVATION = 18.164' (2000 ADJ NAD 1988)

**BASIS OF BEARINGS:**  
 THE BEARING OF N 53°40'00" E FOR THE CENTERLINE OF WEST CHANNEL ROAD  
 AS SHOWN ON THE MAP OF TRACT NO. 1719 M.B. 21-162/163 WAS USED  
 AS THE BASIS OF BEARINGS SHOWN HEREON.

**EASEMENT NOTE:**  
 PARCEL 2 OF PARCEL A OF THE LEGAL DESCRIPTION REFERS TO A  
 OVER LOT 173 FOR INGRESS AND EGRESS BY FOOT AND IN VEHICLE  
 PARKING SPACES ADJACENT TO THE COMMON LOT LINE BETWEEN LOT  
 172 DEED RECORDED SEPTEMBER 29, 2000 AS INSTRUMENT NO. 2000-1  
 SAID EASEMENT IS IN FAVOR OF THE OWNER OF LOT 172. NO EX24  
 EASEMENT.  
 PARCEL 2 OF PARCEL D OF THE LEGAL DESCRIPTION REFERS TO A  
 OVER LOT 173 FOR INGRESS AND EGRESS BY FOOT AND IN VEHICLE  
 PARKING SPACES ADJACENT TO THE COMMON LOT LINE BETWEEN LOT  
 172 DEED RECORDED MARCH 27, 2001 AS INSTRUMENT NO. 2001-1  
 SAID EASEMENT IS IN FAVOR OF THE OWNER OF LOT 172. NO EX24  
 EASEMENT.

PROJECT SUMMARY	
Site Address	146 Chautauqua Blvd
Location or/for Specific Plan	Pacific Palisades
Project Description	Mixed use building
Proposed Floor Area, Lot Size (FAR)	4,619
Number of Protected Trees or Site	1
Number of Recommended Removals	1

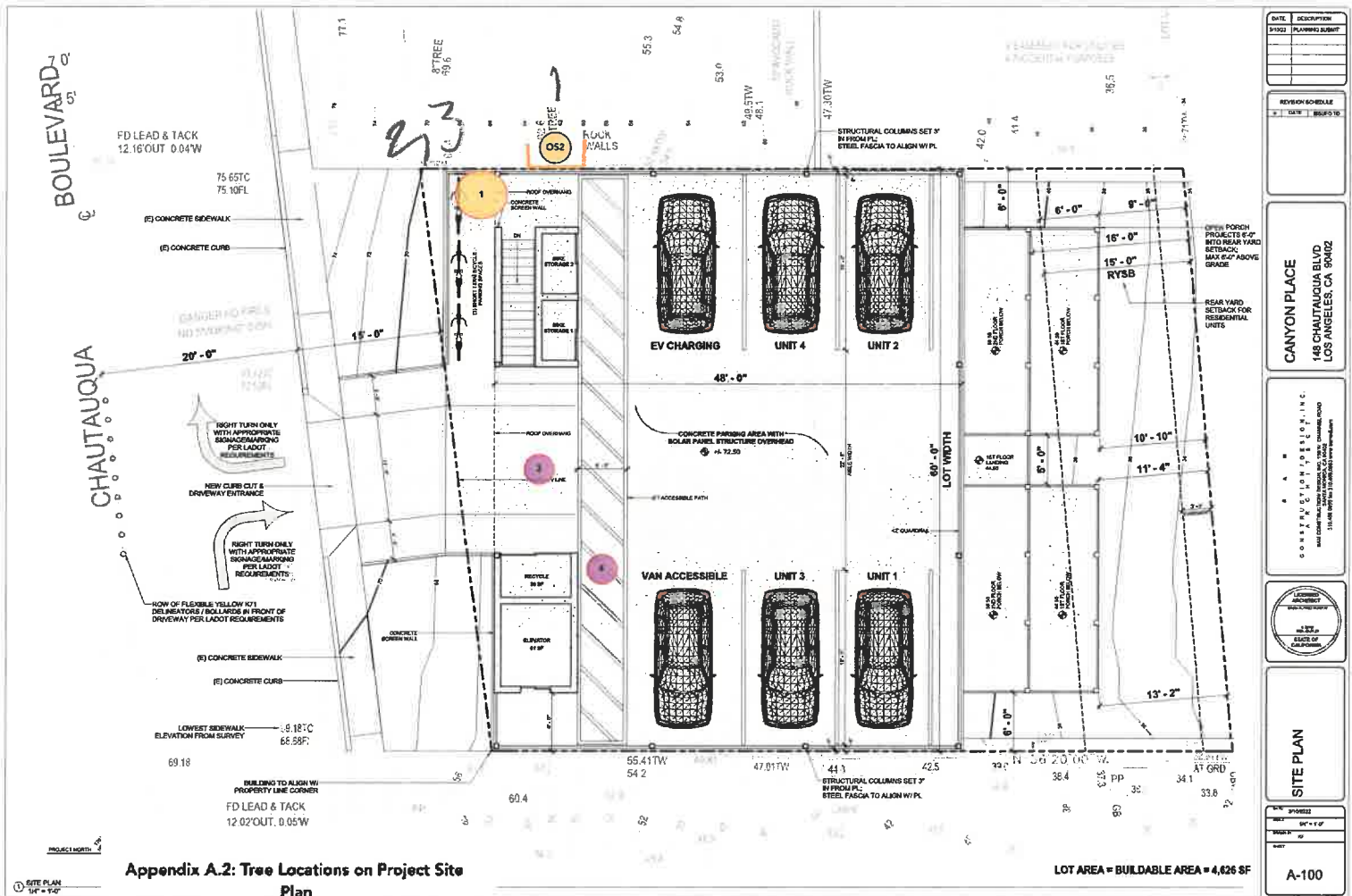
**KEY:**

-  Non-Protected Tree
-  Protected Black Walnut Tree
-  Protective Fencing
-  Tree Free Buffer

SUMMARY OF FIELD INSPECTION					
Tree #	Species	Status	DBH (")	Condition	Retain or Remove
1	Black Walnut <i>Juglans californica</i>	Protected	17	Poor	Remove
OS2	Black Walnut <i>Juglans californica</i>	Protected	5	Poor	Retain
3	Silk floss <i>Celastrus speciosus</i>	Non-Protected	8	Fair	Remove
4	Pear pine <i>Araucaria heterophylla</i>	Non-Protected	15	Fair	Remove

SUMMARY OF REPLACEMENT TREES		
	Existing Trees to Be Removed	Replacement Trees
<b>PROTECTED TREES REPLACED 4:1 MINIMUM 24" BOX SIZE</b>	1	4
<b>NON-PROTECTED TREES REPLACED 1:1</b>	2	2

# APPENDIX A.2 - TREE LOCATION MAP, SITE PLAN



Appendix A.2: Tree Locations on Project Site Plan

LOT AREA = BUILDABLE AREA = 4,626 SF

PROJECT SUMMARY	
Site Address:	348 Chautauqua Blvd
Location in Urban Sprawl: PUA	Public Facilities
Project: State plan	Mixed use building
Number of Proposed Trees on Site:	1
Number of Recommended Removal:	1

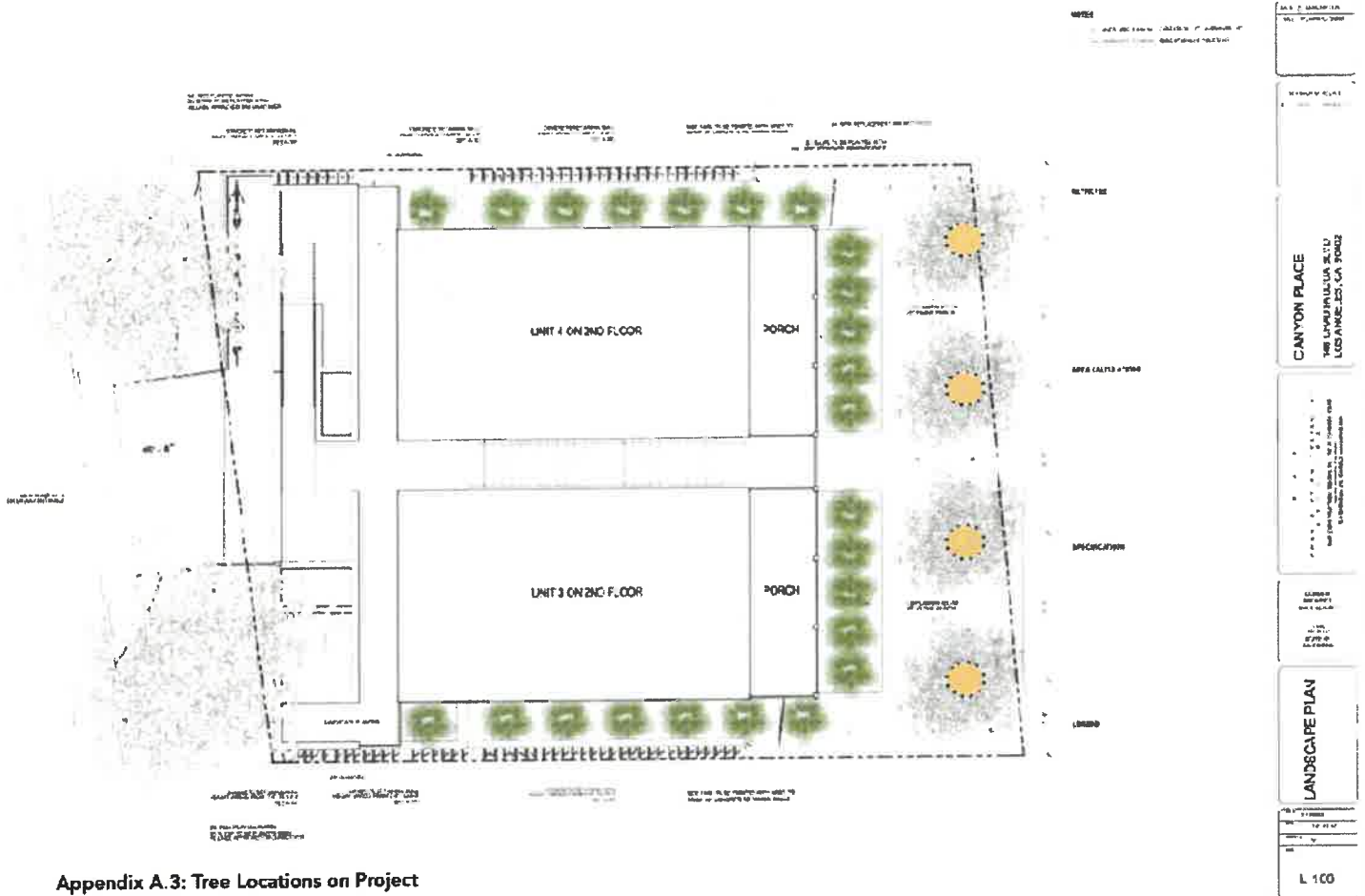
KEY	
	No Proposed Tree
	Protected or at Risk Tree
	Protective Fencing
	Tree For Removal

SUMMARY OF FIELD INSPECTION					
Tree #	Species	Status	DBH (")	Condition	Reason for Removal
1	Black Walnut Juglans nigra	Protected	12"	Poor	Remove
OS2	Small Walnut Juglans nigra	Protected	5"	Poor	Salvage
3	Siberian Cedar spines	Not Protected	5"	Poor	Remove
4	Formic Albizia julibrissin	Not Protected	12"	Fair	Remove

SUMMARY OF REPLACEMENT TREES		
	Existing Trees to be Replaced	Replacement Trees
PROTECTED TREES REPLACED 4:1 MINIMUM 24" BOX SIZE	1	4
NON-PROTECTED TREES REPLACED 1:1	1	1



# APPENDIX A.3 - TREE LOCATION MAP, Landscaping Plan



**Appendix A.3: Tree Locations on Project Landscaping Plan**

PROJECT SUMMARY	
Site Address	148 Chautauque Blvd
Level of construction for this	Pacific Palisades
Project Description	Mixed use building
Number of Protected Trees on Site	1
Number of trees scheduled for removal	1

**KEY FOR REPLACEMENT TREES**



**SUMMARY OF FIELD INSPECTION**

Tree #	Species	Status	DBH (in)	Condition	Retain or Remove
1	Black Walnut Juglans nigra	Protected	17	Fair	Retain
OS2	Black Walnut Juglans nigra	Protected	5	Poor	Retain
3	SB Red Cedrus deodora	Not Protected	8	Poor	Remove
4	Red Pine Pinus resinosa	Not Protected	14	Poor	Remove

**SUMMARY OF REPLACEMENT TREES**

	Existing Trees to Be Removed	Replacement Trees
<b>PROTECTED TREES REPLACED 1:1</b>		
MINIMUM 3/4" DBH SIZE	1	1
<b>NON-PROTECTED TREES REPLACED 1:1</b>		
REPLACED 1:1	2	2

## APPENDIX B - PHOTOGRAPHS



**PHOTO 1** - Black Walnut Tree #1 - This tree is growing in an elevated vintage retaining wall, and shifting and cracking the wall frontage. This old black walnut tree is in senescence, has a decayed trunk that appears to be coalescing with lower trunk decay. This tree is a removal candidate due to the steep terrain, grading and soils remediation, removal of the concrete wall for site remediation, and the lack of ability to retain this tree. This tree will be removed and replaced at a 4:1 ratio with a minimum 15 gallon size container or largest available nursery size.



## APPENDIX B - PHOTOGRAPHS



**PHOTO 2** - This tree is growing in a slender space where it may have originally erupted between the concrete steps and a slope retaining wall. This tree has grown with a restricted root zone, and caused heaving and shifting of the concrete infrastructure surrounding it. This tree has extensive decay pockets throughout its canopy, and over the years been pruned aggressively in an attempt to retain the dedicated size. This tree is in poor condition and is a removal candidate.

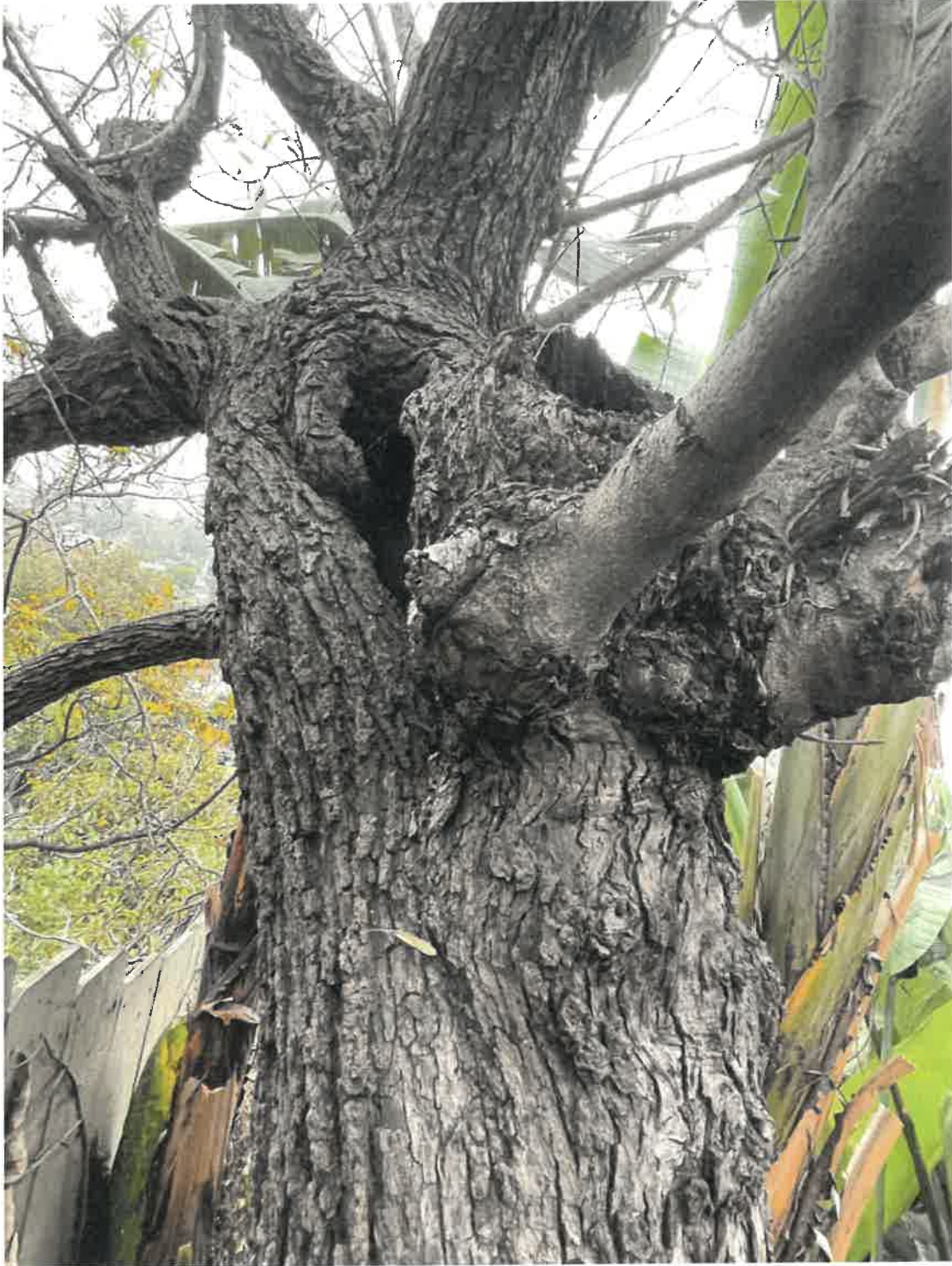
## APPENDIX B - PHOTOGRAPHS



**PHOTO 3** - Note the restricted space. Concrete is cracked at the base of the trunk on the right side, where the edge of the vintage wall is located.



## APPENDIX B - PHOTOGRAPHS



**PHOTO 4** - Black Walnut Tree #1 - Note the advanced decay throughout the main stem. The branching has been pruned aggressively over the years. This tree is in senescence.

## APPENDIX B - PHOTOGRAPHS



**PHOTO 5** - Vintage concrete planter wall in front of the black walnut tree. This wall must be removed and remediation performed for this steep slope.



## APPENDIX B - PHOTOGRAPHS



**PHOTO 6** - Black Walnut #OS2 - this small trunk is the off-site black walnut. It is in poor condition, however will be retained and protected in place. Future grading on the subject site will be 7 feet away from this tree trunk and will not impact this tree.



## APPENDIX B - PHOTOGRAPHS



**PHOTO 7** - Floss Silk tree located in raised planter. This tree is in poor condition, has extensive decay throughout its stunted canopy, and is not able to be retained. This tree will be removed due to the required steep slope grading and soil remediation required.



## APPENDIX B - PHOTOGRAPHS



**PHOTO 8** - Fern Pine - *Afrocarpus falcatus* tree located in slender planter. This tree is heaving the hardscape and low retaining walls. This tree will require removal due to the grading and remediation of the site.

## APPENDIX C - SUMMARY OF FIELD INSPECTION

Rating Code: A = Excellent, B = Good, C = Fair, D = Poor, E = Nearly Dead, F = Dead

Tree #	Species	Status	DBH (")	Height (')	Spread (')	Summary of Condition	Retain or Remove
1	Black Walnut <i>Juglans californica</i>	Protected	17	15	20	D	Remove
OS2	Black Walnut <i>Juglans californica</i>	Protected	5	7	5	D	Retain
3	Silk floss <i>Ceiba speciosa</i>	Non-Protected	8	8	8	D	Remove
4	Fern pine <i>Afrocarpus falcatus</i>	Non-Protected	15	25	25	C	Remove



## APPENDIX D - SUMMARY OF DATA

**Table 1. Summary of Data - Total Protected Trees or Shrubs On Site**

<b>Black Walnut (<i>Juglans californica</i>)</b>	<b>1</b>
Number of Black Walnut trees to be removed	1
Number of Black Walnut trees to be minimally impacted by the construction	0
Number of Black Walnut trees not dead, to be retained, and/or where natural grade is unchanged	0
<b>Total Protected Trees or Shrubs (DBH 4" or greater)</b>	<b>1</b>
<b>Total Protected Trees or Shrubs to be removed</b>	<b>1</b>
<b>Total Protected Trees or Shrubs to be minimally impacted</b>	<b>0</b>
<b>Total Protected Trees or Shrubs to be retained, and/or where natural grade is unchanged</b>	<b>0</b>

**Table 2. Schedule of Proposed Removals**

Tree #	Species	Status	Condition	Retain or Remove	RECOMMENDATION
					Reason for Removal
1	Black Walnut <i>Juglans californica</i>	Protected	Poor	Remove	Grading, Soil removal and recompaction
3	Silk floss <i>Ceiba speciosa</i>	Non-Protected	Poor	Remove	Grading, Soil removal and recompaction
4	Fern pine <i>Afrocarpus falcatus</i> )	Non-Protected	Fair	Remove	Grading, Soil removal and recompaction

## APPENDIX D - SUMMARY OF DATA

**Table 3. Summary of Replacement**

	Existing Trees to Be Removed	Trees to be Planted in Replacement
<b>PROTECTED TREES OR SHRUBS Replaced 4:1</b>	1	4
<b>NON-PROTECTED SIGNIFICANT TREES 8" + DBH Replaced 1:1</b>	2	2
<b>TOTAL</b>	<b>3</b>	<b>6</b>

### Recommended Species and Size of Replacement Trees

Protected native trees will be replaced at a four-to-one (4:1) ratio, 15 gallon size container or largest available nursery size in black walnut species to the satisfaction of the Urban Forestry Division.



## GENERAL RECOMMENDATIONS

During the course of construction, trees can receive much stress, pollution, soil compaction and lack of water. The following general recommendations should be followed to establish and maintain a healthy environment for all retained trees.

### WORKING IN THE TREE PROTECTION ZONE

This area generally encompasses an area within the dripline of the tree plus additional feet depending on the species and size of the tree. However, if you should need to encroach within a tree's protected zone, please follow these guidelines.

**Observation** – All work within the protected zone should be observed by a certified arborist experienced with each specific tree's requirements. The arborist should be contacted in a timely manner to ensure their availability.

**Hand Tools** – All work should be performed utilizing hand tools only. To reduce compaction in the root zone, no large equipment, such as backhoes or tractors should be utilized in this protected zone.

**Root Pruning** - **Should** there be a need to perform any light root pruning, it should be done carefully. The roots should be exposed through hand digging. **The roots should be cut at a 90-degree angle and cut cleanly.** No roots should be torn or jagged; this can lead to rotting and decay in the root zone and reduced stability and health in the tree. I caution excessive root pruning, and encourage you to err on the conservative side. If a tree is in any existing stress or is lacking in health and vigor, the root pruning can contribute to the quick decline of a tree.

**Protective Fencing** – If necessary, the arborist should be contacted to develop a specific fencing plan for your trees. Fencing may be of a flexible configuration and be a minimum of 4 feet in height. A warning sign must be displayed on the street side of the fence, stating the requirements of all workers in the protected zone. Throughout the course of construction, maintain the integrity of the tree protection zone fencing and keep the site clean and maintained at all times.

**Irrigation** – Irrigate trees for the duration of the project. If the tree is newly planted, deep watering should be weekly during its establishment period. If the tree is quite mature, deep water once per month during spring and summer months.

## PROTECTIVE FENCING



Tree protection fencing must be installed at the edge of the Tree Protection Zone (critical root zone) or beyond **prior to the start of any clearing, grading or other construction activity**. If space limits the fencing, place at the furthest possible distance from the trunk.

- 1) Fencing may be of a **flexible configuration or chain-link** and be a minimum of 4 feet in height supported by vertical posts at a maximum of ten-foot intervals to keep the fence upright and in place.
- 2) A warning sign should be posted on the fencing which states, **“Warning: Tree Protection Zone”** and stating the requirements of all workers in the protected zone. Example available upon request.
- 3) Throughout the course of construction, **maintain the integrity of the tree protection zone fencing and keep the site clean and maintained at all times**. No construction staging or disposal of construction materials or byproducts including but not limited to paint, plaster, or chemical solutions is allowed in the Tree Protection Zone.



## PLANTING WITHIN THE PROTECTED ZONE

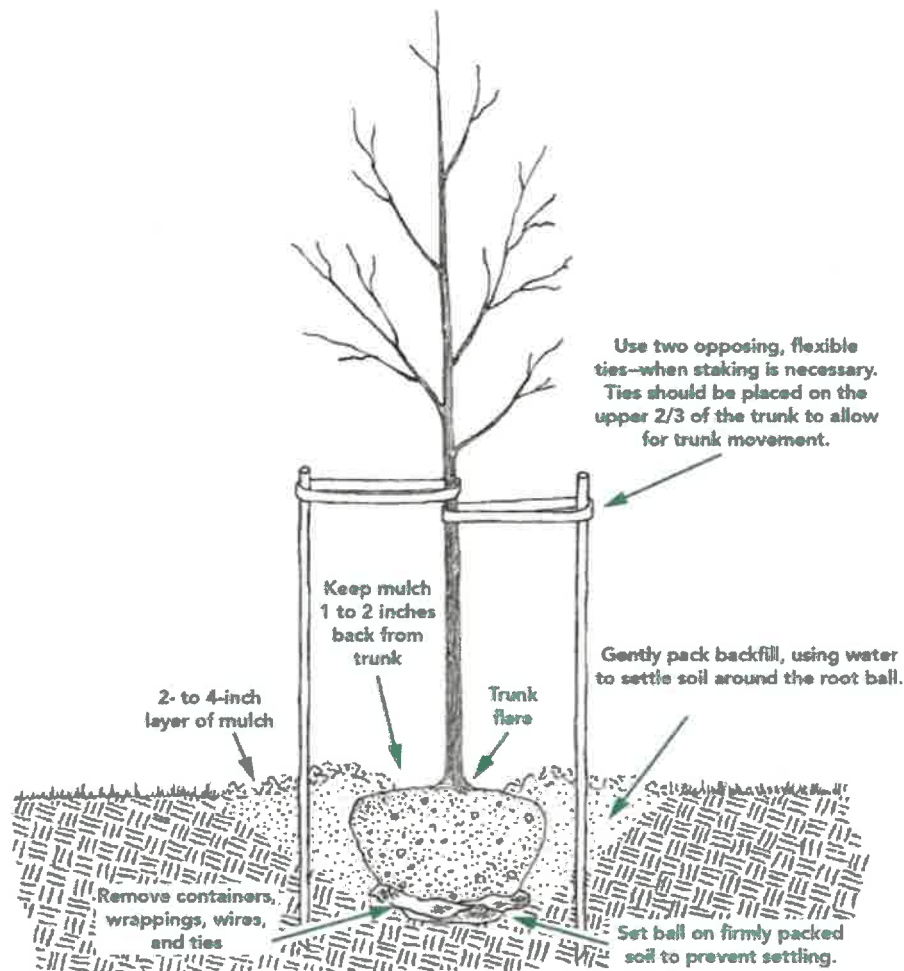
Trees remain healthier and vigorous with NO plantings within the protected zone. The natural leaf litter that the tree provides should be allowed to remain on the ground, to provide natural mulch and nutrients. If planting is desired, please follow these recommendations:

**Plant Selection** – Only drought tolerant plants that are compatible with the specific trees should be selected. Most importantly, select plants that are resistant to *Armillaria* or *Phytophthora*. Some trees are particularly susceptible to these diseases in urban areas and when under construction stress. Please refer to local guides for acceptable plant recommendations

**Irrigation** – Water should not be spraying toward the base of the trunk or tree; this can encourage rotting of the root crown. Excessive moisture on the base of the trunk can encourage *Armillaria mellea* (Oak Root Fungus) or *Phytophthora cinnamomi* (Avocado Root rot). Both of these fungus' can reduce the health and vigor of the tree, thus leading to decline and potential failure of the tree (falling over). It is recommended to only provide irrigation to the roots in the warmer months of spring and early summer, thus extending the natural rainy season. This irrigation should be provided via soaker hoses that do not spray upward.

**Mulch** - Apply a light layer of organic mulch over the root zone (approx. 3- 4 inches thick). The mulch will reduce loss of moisture from the soil, protect against construction compaction, and moderate soil temperatures. It also has been demonstrated that the addition of mulch reduces soil compaction over time. Do not place mulch against the trunk, instead placing at least 3 inches from base.

## NEW TREE PLANTING



The ideal time to plant trees and shrubs is during the dormant season, in the fall after leaf drop or early spring before budbreak. Weather conditions are cool and allow plants to establish roots in the new location before spring rains and summer heat stimulate new top growth. Before you begin planting your tree, be sure you have had all underground utilities located prior to digging.

If the tree you are planting is balled or bare root, it is important to understand that its root system has been reduced by 90 to 95 percent of its original size during transplanting. As a result of the trauma caused by the digging process, trees commonly exhibit what is known as transplant shock. Containerized trees may also experience transplant shock, particularly if they have circling roots that must be cut. Transplant shock is indicated by slow growth and reduced vigor following transplanting. Proper site preparation before and during planting coupled with good follow-up care reduces the amount of time the plant experiences transplant shock and allows the tree to quickly establish in its new location. Carefully follow nine simple steps, and you can significantly reduce the stress placed on the plant at the time of planting.



## NEW TREE PLANTING, continued

- 1. Dig a shallow, broad planting hole.** Make the hole wide, as much as three times the diameter of the root ball but only as deep as the root ball. It is important to make the hole wide because the roots on the newly establishing tree must push through surrounding soil in order to establish. On most planting sites in new developments, the existing soils have been compacted and are unsuitable for healthy root growth. Breaking up the soil in a large area around the tree provides the newly emerging roots room to expand into loose soil to hasten establishment.
- 2. Identify the trunk flare.** The trunk flare is where the roots spread at the base of the tree. This point should be partially visible after the tree has been planted (see diagram). If the trunk flare is not partially visible, you may have to remove some soil from the top of the root ball. Find it so you can determine how deep the hole needs for proper planting.
- 3. Remove tree container for containerized trees.** Carefully cutting down the sides of the container may make this easier. Inspect the root ball for circling roots and cut or remove them. Expose the trunk flare, if necessary.
- 4. Place the tree at the proper height.** Before placing the tree in the hole, check to see that the hole has been dug to the proper depth and no more. The majority of the roots on the newly planted tree will develop in the top 12 inches of soil. If the tree is planted too deeply, new roots will have difficulty developing because of a lack of oxygen. It is better to plant the tree a little high, 1-2 inches above the base of the trunk flare, than to plant it at or below the original growing level. This planting level will allow for some settling.
- 5. Straighten the tree in the hole.** Before you begin backfilling, have someone view the tree from several directions to confirm that the tree is straight. Once you begin backfilling, it is difficult to reposition the tree.
- 6. Fill the hole gently but firmly.** Fill the hole about one-third full and gently but firmly pack the soil around the base of the root ball. Be careful not to damage the trunk or roots in the process. Fill the remainder of the hole, taking care to firmly pack soil to eliminate air pockets that may cause roots to dry out. To avoid this problem, add the soil a few inches at a time and settle with water. Continue this process until the hole is filled and the tree is firmly planted. It is not recommended to apply fertilizer at time of planting.
- 7. Stake the tree, if necessary.** If the tree is grown properly at the nursery, staking for support will not be necessary in most home landscape situations. Studies have shown that trees establish more quickly and develop stronger trunk and root systems if they are not staked at the time of planting. However, protective staking may be required on sites where lawn mower damage, vandalism, or windy conditions are concerns. If staking is necessary for support, there are three methods to choose among: staking, guying, and ball stabilizing. One of the most common methods is staking. With this method, two stakes used in conjunction with a wide, flexible tie material on the lower half of the tree will hold the tree upright, provide flexibility, and minimize injury to the trunk (see diagram). Remove support staking and ties after the first year of growth.
- 8. Mulch the base of the tree.** Mulch is simply organic matter applied to the area at the base of the tree. It acts as a blanket to hold moisture, it moderates soil temperature extremes, and it reduces competition from grass and weeds. A 2- to 3-inch layer is ideal. More than 3 inches may cause a problem with oxygen and moisture levels. When placing mulch, be sure that the actual trunk of the tree is not covered. Doing so may cause decay of the living bark at the base of the tree. A mulch-free area, 1 to 2 inches wide at the base of the tree, is sufficient to avoid moist bark conditions and prevent decay.

## TREE MAINTENANCE AND PRUNING

Some trees do not generally require pruning. The occasional removal of dead twigs or wood is typical. Occasionally a tree has a defect or structural condition that would benefit from pruning. Any pruning activity should be performed under the guidance of a certified arborist or tree expert.

Because each cut has the potential to change the growth of the tree, no branch should be removed without a reason. Common reasons for pruning are to remove dead branches, to remove crowded or rubbing limbs, and to eliminate hazards. Trees may also be pruned to increase light and air penetration to the inside of the tree's crown or to the landscape below. In most cases, mature trees are pruned as a corrective or preventive measure.

Routine thinning does not necessarily improve the health of a tree. Trees produce a dense crown of leaves to manufacture the sugar used as energy for growth and development. Removal of foliage through pruning can reduce growth and stored energy reserves. Heavy pruning can be a significant health stress for the tree.

Yet if people and trees are to coexist in an urban or suburban environment, then we sometimes have to modify the trees. City environments do not mimic natural forest conditions. Safety is a major concern. Also, we want trees to complement other landscape plantings and lawns. Proper pruning, with an understanding of tree biology, can maintain good tree health and structure while enhancing the aesthetic and economic values of our landscapes.

### Pruning Techniques – From the I.S.A. Guideline

Specific types of pruning may be necessary to maintain a mature tree in a healthy, safe, and attractive condition.

**Cleaning** is the removal of dead, dying, diseased, crowded, weakly attached, and low-vigor branches from the crown of a tree.

**Thinning** is the selective removal of branches to increase light penetration and air movement through the crown. Thinning opens the foliage of a tree, reduces weight on heavy limbs, and helps retain the tree's natural shape.

**Raising** removes the lower branches from a tree to provide clearance for buildings, vehicles, pedestrians, and vistas.

**Reduction** reduces the size of a tree, often for clearance for utility lines. Reducing the height or spread of a tree is best accomplished by pruning back the leaders and branch terminals to lateral branches that are large enough to assume the terminal roles (at least one-third the diameter of the cut stem). Compared to topping, reduction helps maintain the form and structural integrity of the tree.



## TREE MAINTENANCE AND PRUNING, continued

### How Much Should Be Pruned?

Mature trees should require little routine pruning. A widely accepted rule of thumb is never to remove more than one-quarter of a tree's leaf-bearing crown. In a mature tree, pruning even that much could have negative effects. Removing even a single, large-diameter limb can create a wound that the tree may not be able to close. The older and larger a tree becomes, the less energy it has in reserve to close wounds and defend against decay or insect attack. Pruning of mature trees is usually limited to removal of dead or potentially hazardous limbs.

### Wound Dressings

Wound dressings were once thought to accelerate wound closure, protect against insects and diseases, and reduce decay. However, research has shown that dressings do not reduce decay or speed closure and rarely prevent insect or disease infestations. Most experts recommend that wound dressings not be used.

## **DISEASES AND INSECTS**

Continual observation and monitoring of your tree can alert you to any abnormal changes. Some indicators are: excessive leaf drop, leaf discoloration, sap oozing from the trunk and bark with unusual cracks. Should you observe any changes, you should contact a Tree specialist or Certified Arborist to review the tree and provide specific recommendations. Trees are susceptible to hundreds of pests, many of which are typical and may not cause enough harm to warrant the use of chemicals. However, diseases and insects may be indication of further stress that should be identified by a professional.

## **GRADE CHANGES**

The growing conditions and soil level of trees are subject to detrimental stress should they be changed during the course of construction. Raising the grade at the base of a tree trunk can have long-term negative consequences. This grade level should be maintained throughout the protected zone. This will also help in maintaining the drainage in which the tree has become accustomed.

## **INSPECTION**

The property owner should establish an inspection calendar based on the recommendation provided by the tree specialist. This calendar of inspections can be determined based on several factors: the maturity of the tree, location of tree in proximity to high-use areas vs. low-use area, history of the tree, prior failures, external factors (such as construction activity) and the perceived value of the tree to the homeowner.



## Assumptions and Limiting Conditions

No warranty is made, expressed or implied, that problems or deficiencies of the trees or the property will not occur in the future, from any cause. The Consultant shall not be responsible for damages or injuries caused by any tree defects, and assumes no responsibility for the correction of defects or tree related problems.

The owner of the trees may choose to accept or disregard the recommendations of the Consultant, or seek additional advice to determine if a tree meets the owner's risk abatement standards.

The Consulting Arborist has no past, present or future interest in the removal or retaining of any tree. Opinions contained herein are the independent and objective judgments of the consultant relating to circumstances and observations made on the subject site.

The recommendations contained in this report are the opinions of the Consulting Arborist at the time of inspection. These opinions are based on the knowledge, experience, and education of the Consultant. The field inspection was a visual, grade level tree assessment.

The Consulting Arborist shall not be required to give testimony, perform site monitoring, provide further documentation, be deposed, or to attend any meeting without subsequent contractual arrangements for this additional employment, including payment of additional fees for such services as described by the Consultant.

The Consultant assumes no responsibility for verification of ownership or locations of property lines, or for results of any actions or recommendations based on inaccurate information.

This Arborist report may not be reproduced without the express permission of the Consulting Arborist and the client to whom the report was issued. Any change or alteration to this report invalidates the entire report.

Should you have any further questions regarding this property, please contact me at (310) 663-2290.

Respectfully submitted,



**Lisa Smith**

Registered Consulting Arborist #464  
ISA Board Certified Master Arborist #WE3782B  
ISA Tree Risk Assessor Qualified- Instructor  
American Society of Consulting Arborists, Member



APCW-2022-3115-DRB-SPP-SPE-CDP-MEL

# **EXHIBIT C4**

LADOT Driveway Access Recommendation  
Letter




**CITY OF LOS ANGELES**  
INTER-DEPARTMENTAL CORRESPONDENCE

148 North Chautauqua Boulevard  
Other WLA21-111432

Date: November 7, 2023

To: Deputy Advisory Agency  
Department of City Planning

From:   
Eduardo Hermoso, Transportation Engineer  
Department of Transportation

Subject: **CITY PLANNING CASE NO. APCW-2022-3115-DRB-SPP-SPE-CDP-MEL**

Reference is made to your request for review of this case regarding potential traffic access problems. Based upon this review, it is recommended that:

1. A minimum of 20-foot reservoir space(s) be provided between any ingress security gate(s) and the property line when driveway is serving less than 100 parking spaces or to the satisfaction of the Department of Transportation. A minimum of 60-foot and 40-foot reservoir space(s) be provided between any ingress security gate(s) and the property line when driveway is serving more than 300 and 100 parking spaces respectively.
2. Parking stalls shall be designed so that a vehicle is not required to back into or out of any public street or sidewalk, LAMC 12.21 A.
3. Driveway(s) and vehicular access for residential component of any development should be limited to the street with lowest classification or as shall be determined to the satisfaction of the Department of Transportation.
4. The project shall provide a new W=14 ft. wide, case 2 access driveway with a Right-In/Right-out operation and install and maintain appropriate "Right Turn Only" signage and "Right Turn Arrow" pavement markings to the satisfaction of the Department of Transportation. In addition, the project shall install and maintain physical barriers (flexible yellow K71s delineators/ bollards) in the middle painted centerline of Chautauqua Blvd. in front of the new driveway in order to deter drivers from making left turns either in or out of the driveway while accessing the proposed parking area.
5. Driveway(s) or depressed curbs that are, abandoned and no longer in use, shall be removed and replaced with full curb-height.
6. This project is subject to the Pacific Palisades Commercial Village and Neighborhoods: Neighborhood area A (PCH at Chautauqua Blvd.) Subarea Parking and Vehicle Access requirements. A parking area and driveway plan shall be submitted to the Department of Transportation for approval prior to submittal of building permit plans for plan check by the Department of Building and Safety. Final DOT approval should be accomplished by

submitting detailed site/driveway plans at a scale of 1"=40' to DOT's West LA/Coastal Development Review Section located at 7166 W. Manchester Ave., Los Angeles, 90045. For an appointment, email [ladot.devreview.wla@lacity.org](mailto:ladot.devreview.wla@lacity.org) or call (213) 485-1062.

7. That a fee in the amount of \$205 be paid to the Department of Transportation as required per Ordinance No. 180542 and LAMC Section 19.15 prior to recordation of any related final map. Note: the applicant may be required to comply with any other applicable fees per this new ordinance.

- c. Council District No. 11 (Jeff Khau)  
LADCP (Brenden Lau)  
LADOT Western District Office (Rudy Guevara)



APCW-2022-3115-DRB-SPP-SPE-CDP-MEL

# **EXHIBIT C5**

Noise Study

# Canyon Place Project Noise Impact Report

148 Chautauqua Blvd.  
Los Angeles CA

*Prepared for:*

Frank Langan  
36 Haldeman Rd  
Santa Monica, CA 90402

*Prepared by:*



25350 Magic Mountain Parkway, Suite 300  
Valencia, CA 91355

January 24, 2024



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## Appendix

Noise Monitoring Worksheets

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# 1. INTRODUCTION / EXECUTIVE SUMMARY

Parker Environmental Consultants was retained by Frank Langan, the Project Applicant, to prepare an operational noise impact analysis for the proposed project located at 148 Chautauqua Boulevard in the City of Los Angeles (“Proposed Project”). Specifically, this report was prepared in response to the Department of City Planning’s comments during site plan review to evaluate whether noise from the parking podium would warrant any project design features or mitigation measures to reduce noise levels to a less than significant level.

Included in this report is a description of the existing noise levels within the Project Site area, an estimation of future noise levels at surrounding sensitive land uses associated with operation of the Proposed Project, and a predictive evaluation of the potential significant impacts of operating an open air parking podium with six vehicle parking spaces. The supporting noise monitoring data and predictive noise calculation worksheets are included in Appendix A to this report.

Based on the analysis below, the Project Site is situated between two well-traveled roadways and is surrounded by single- and multi-family residential land uses and commercial properties. The predominant source of ambient noise in the project area is primarily associated with automobile traffic on Chautauqua Boulevard and Channel Road, and vehicles parked on Channel Road and in surface parking lots in nearby lots. To predict the anticipated noise levels resulting from a six-car exterior parking deck, noise monitoring was conducted within an isolated surface parking lot, where the only noticeable sound observed was attributable to cars parking and people closing car doors and talking as they entered and exited their vehicles. This monitoring event recorded the activities of six vehicles over a 15-minute period, and provides a representative average noise level ( $L_{eq}$ ), in which to predict future noise from the proposed parking deck. This noise level was then modeled to account for distance attenuation to assess the predicted noise levels at nearby sensitive receptors. As shown in the analysis below, the future predicted noise levels of the Proposed Project with the exterior parking deck would be below the ambient noise levels that already occur within the project area. As such, the Proposed Project’s operational noise impacts would be less than significant prior to mitigation. Based on these findings, no additional project design features or mitigation measures are recommended.



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## 2. ENVIRONMENTAL SETTING

Due to the technical nature of noise and vibration impacts, a brief overview of basic noise principles and descriptors is provided below.

### a) Noise and Vibration Basics

#### (1) Noise Principles and Descriptors

Sound can be described as the mechanical energy of a vibrating object transmitted by pressure waves through a liquid or gaseous medium (e.g., air). Noise is generally defined as undesirable (i.e., loud, unexpected, or annoying) sound. Acoustics is defined as the physics of sound and addresses its propagation and control.<sup>1</sup> In acoustics, the fundamental scientific model consists of a sound (or noise) source, a receiver, and the propagation path between the two. The loudness of the noise source and obstructions or atmospheric factors affecting the propagation path to the receiver determine the sound level and characteristics of the noise perceived by the receiver.

Sound, traveling in the form of waves from a source, exerts a sound pressure level (referred to as sound level) that is measured in decibels (dB), which is the standard unit of sound amplitude measurement and reflects the way people perceive changes in sound amplitude.<sup>2</sup> The dB scale is a logarithmic scale that describes the physical intensity of the pressure vibrations that make up any sound, with 0 dB corresponding roughly to the threshold of human hearing and 120 to 140 dB corresponding to the threshold of feeling pain. Pressure waves traveling through air exert a force registered by the human ear as sound.<sup>3</sup>

Sound pressure fluctuations can be measured in units of hertz (Hz), which correspond to the frequency of a particular sound. Typically, sound does not consist of a single frequency, but, rather, a broad band of frequencies varying in levels of magnitude. When all of the audible frequencies of a sound are measured, a sound spectrum is plotted consisting of a range of frequencies spanning 20 to 20,000 Hz. The sound pressure level, therefore, constitutes the additive force exerted by a sound corresponding to the sound frequency/sound power level spectrum.<sup>4</sup>

The typical human ear is not equally sensitive to the frequency range from 20 to 20,000 Hz. As a consequence, when assessing potential noise impacts, sound is measured using an electronic filter that deemphasizes the frequencies below 1,000 Hz and above 5,000 Hz in a manner corresponding to the human ear's decreased sensitivity to these extremely low and extremely high frequencies. This method of frequency filtering or weighting is referred to as A-weighting,

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<sup>1</sup> California Department of Transportation, Technical Noise Supplement to the Traffic Noise Analysis Protocol, Section 2.2.1, September 2013.

<sup>2</sup> All sound levels measured in decibel (dB), as identified in the noise calculation worksheets included in Appendix A of this Noise Study, are relative to  $2 \times 10^{-5}$  N/m<sup>2</sup>.

<sup>3</sup> California Department of Transportation, Technical Noise Supplement to the Traffic Noise Analysis Protocol, Section 2.1.3, September 2013.

<sup>4</sup> California Department of Transportation, Technical Noise Supplement to the Traffic Noise Analysis Protocol, Section 2.1.3, September 2013.

expressed in units of A-weighted decibels (dBA), which is typically applied to community noise measurements.<sup>5</sup> Some representative common outdoor and indoor noise sources and their corresponding A-weighted noise levels are shown in Table 1, Decibel Scale and Common Noise Sources.

**Table 1 Decibel Scale and Common Noise Sources**

<b>Common Outdoor Activities</b>	<b>Noise Level (dBA)</b>	<b>Common Indoor Activities</b>
	<b>110</b>	Rock band
Jet flyover at 1,000 feet		
	<b>100</b>	
Gas lawnmower at 3 feet		
	<b>90</b>	
Diesel truck at 50 feet at 50 mph		Food blender at 3 feet
	<b>80</b>	Garbage disposal at 3 feet
Noisy urban area, daytime		
Gas lawnmower, 100 feet	<b>70</b>	Vacuum cleaner at 10 feet
Commercial area		Normal speech at 3 feet
Heavy traffic at 300 feet	<b>60</b>	
		Large business office
Quiet urban daytime	<b>50</b>	Dishwasher in next room
Quiet urban nighttime	<b>40</b>	Theater, large conference room (background)
Quiet suburban nighttime		
	<b>30</b>	Library
Quiet rural nighttime		Bedroom at night, concert hall (background)
	<b>20</b>	
	<b>10</b>	Broadcast/recording studio
	<b>0</b>	

Source: State of California, Department of Transportation, Technical Noise Supplement, 2009.

<sup>5</sup> California Department of Transportation, Technical Noise Supplement to the Traffic Noise Analysis Protocol, Section 2.1.3, September 2013.

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## (1) Noise Exposure and Community Noise

Community noise exposure is typically measured over a period of time; a noise level is a measure of noise at a given instant in time. Community noise varies continuously over a period of time with respect to the sound sources contributing to the community noise environment. Community noise is primarily the product of many distant noise sources, which constitute a relatively stable background noise exposure, with many unidentifiable individual contributors. Single-event noise sources, such as aircraft flyovers, sirens, etc., may cause sudden changes in background noise level.<sup>6</sup> However, generally, background noise levels change gradually throughout the day, corresponding with the addition and subtraction of distant noise sources, such as changes in traffic volume.

These successive additions of sound to the community noise environment change the community noise level from moment to moment, requiring the noise exposure to be measured over periods of time to legitimately characterize a community noise environment and evaluate cumulative noise impacts. The following noise descriptors are used to characterize environmental noise levels over time.<sup>7</sup>

**L<sub>eq</sub>:** The equivalent sound level over a specified period of time, typically, 1 hour (L<sub>eq</sub>). The L<sub>eq</sub> may also be referred to as the average sound level.

**L<sub>max</sub>:** The maximum, instantaneous noise level experienced during a given period of time.

**L<sub>min</sub>:** The minimum, instantaneous noise level experienced during a given period of time.

**L<sub>x</sub>:** The noise level exceeded a percentage of a specified time period. For instance, L<sub>50</sub> and L<sub>90</sub> represent the noise levels that are exceeded 50 percent and 90 percent of the time, respectively.

**L<sub>dn</sub>:** The average A-weighted noise level during a 24-hour day, obtained after an addition of 10 dBA to measured noise levels between the hours of 10:00 P.M. to 7:00 A.M. the next day to account for nighttime noise sensitivity. The L<sub>dn</sub> is also termed the day-night average noise level (DNL).

**CNEL:** The Community Noise Equivalent Level (CNEL) is the time average A-weighted noise level during a 24-hour day that includes an addition of 5 dBA to measured noise levels between the hours of 7:00 P.M. to 10:00 P.M. and an addition of 10 dBA to noise levels between the hours of 10:00 P.M. to 7:00 A.M. the next day to account for noise sensitivity in the evening and nighttime, respectively.

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<sup>6</sup> California Department of Transportation, Technical Noise Supplement to the Traffic Noise Analysis Protocol, Section 2.2.1, September 2013.

<sup>7</sup> California Department of Transportation, Technical Noise Supplement to the Traffic Noise Analysis Protocol, Section 2.2.2, September 2013.



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## (2) Effects of Noise on People

Noise is generally loud, unpleasant, unexpected, or undesired sound that is typically associated with human activity that is a nuisance or disruptive. The effects of noise on people can be placed into four general categories:

- Subjective effects (e.g., dissatisfaction, annoyance);
- Interference effects (e.g., communication, sleep, and learning interference);
- Physiological effects (e.g., startled response); and
- Physical effects (e.g., hearing loss).

Although exposure to high noise levels has been demonstrated to cause physical and physiological effects, the principal human responses to typical environmental noise exposure are related to subjective effects and interference with activities. Interference effects interrupt daily activities and include interference with human communication activities, such as normal conversations, watching television, telephone conversations, and interference with sleep.

The World Health Organization's Guidelines for Community Noise details the adverse health effects of high noise levels, which include hearing impairment, speech intelligibility, sleep disturbance, physiological functions (e.g., hypertension and cardiovascular effects), mental illness, performance of cognitive tasks, social and behavioral effects (e.g., feelings of helplessness, aggressive behavior), and annoyance.<sup>8</sup>

With regard to the subjective effects, the responses of individuals to similar noise events are diverse and influenced by many factors, including the type of noise, the perceived importance of the noise, the appropriateness of the noise to the setting, the duration of the noise, the time of day and the type of activity during which the noise occurs, and individual noise sensitivity. Overall, there is no completely satisfactory way to measure the subjective effects of noise, or the corresponding reactions of annoyance and dissatisfaction on people. A wide variation in individual thresholds of annoyance exists, and different tolerances to noise tend to develop based on an individual's past experiences with noise. Thus, an important way of predicting a human reaction to a new noise environment is the way it compares to the existing environment to which one has adapted (i.e., comparison to the ambient noise environment). In general, the more a new noise level exceeds the previously existing ambient noise level, the less acceptable the new noise level will be judged by those hearing it. With regard to increases in A-weighted noise levels, the following relationships generally occur:<sup>9</sup>

- Except in carefully controlled laboratory experiments, a change of 1 dBA in ambient noise levels cannot be perceived;
- Outside of the laboratory, a change of 3 dBA in ambient noise levels is considered to be a barely perceivable difference;

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<sup>8</sup> World Health Organization Team, edited by Berglund, Birgitta; Lindvall, Thomas; Schwela, Dietrich H, Guidelines for Community Noise, 1999.

<sup>9</sup> California Department of Transportation, Technical Noise Supplement to the Traffic Noise Analysis Protocol, Section 2.2.1, 2013.

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- A change of 5 dBA in ambient noise levels is considered to be a readily perceivable difference; and
  - A change of 10 dBA in ambient noise levels is subjectively heard as doubling of the perceived loudness.

These relationships between change in noise level and human hearing response occur in part because of the logarithmic nature of sound and the dB scale. Because the dBA scale is based on logarithms, two noise sources do not combine in a simple additive fashion, but, rather, logarithmically. Under the dBA scale, a doubling of sound energy corresponds to a 3-dBA increase. In other words, when two sources are each producing sound of the same loudness, the resulting sound level at a given distance would be approximately 3 dBA higher than one of the sources under the same conditions. For example, if two identical noise sources produce noise levels of 50 dBA, the combined sound level would be 53 dBA, not 100 dBA. Under the dB scale, three sources of equal loudness together produce a sound level of approximately 5 dBA louder than one source, and 10 sources of equal loudness together produce a sound level of approximately 10 dBA louder than the single source.<sup>10</sup>

### (3) Noise Attenuation

When noise propagates over a distance, the noise level reduces, or attenuates, with distance depending on the type of noise source and the propagation path. Noise from a localized source (i.e., point source) propagates uniformly outward in a spherical pattern, referred to as “spherical spreading.” The rate of sound attenuation for a point source, such as a piece of mechanical or electrical equipment (e.g., air conditioner) or idling vehicle (e.g., bulldozer), is 6 dBA per doubling of distance from the noise source to the receptor over acoustically “hard” sites and 7.5 dBA per doubling of distance from the noise source to the receptor over acoustically “soft” sites.<sup>11</sup> Hard sites are those with a reflective surface between the source and the receiver, such as asphalt or concrete surfaces or smooth bodies of water. No excess ground attenuation is assumed for hard sites and the reduction in noise levels with distance (drop-off rate) is simply the geometric spreading of the noise from the source. Soft sites have an absorptive ground surface, such as soft dirt, grass, or scattered bushes and trees, which in addition to geometric spreading, provide an excess ground attenuation value of 1.5 dBA (per doubling distance).<sup>12</sup> For example, an outdoor condenser fan that generates a sound level of 60 dBA at a distance of 50 feet from a point source at an acoustically hard site would attenuate to 54 dBA at a distance of 100 feet from the point source and attenuate to 48 dBA at 200 feet from the point source.

Roadways and highways consist of several localized noise sources on a defined path and, hence, are treated as “line” sources, which approximate the effect of several point sources.<sup>13</sup> Noise from

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<sup>10</sup> California Department of Transportation, Technical Noise Supplement to the Traffic Noise Analysis Protocol, Section 2.2.1.1, September 2013.

<sup>11</sup> California Department of Transportation, Technical Noise Supplement to the Traffic Noise Analysis Protocol, Sections 2.1.4.1 and 2.1.4.2, September 2013.

<sup>12</sup> California Department of Transportation, Technical Noise Supplement to the Traffic Noise Analysis Protocol, Sections 2.1.4.1 and 2.1.4.2, September 2013.

<sup>13</sup> California Department of Transportation, Technical Noise Supplement to the Traffic Noise Analysis Protocol, Section 2.1.4.1, September 2013.

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a line source propagates over a cylindrical surface, often referred to as “cylindrical spreading.”<sup>14</sup> Line sources (e.g., traffic noise from vehicles) attenuate at a rate between 3 dBA for hard sites and 4.5 dBA for soft sites for each doubling of distance from the reference measurement.<sup>15</sup> Therefore, noise due to a line source attenuates less with distance than that of a point source with increased distance.

Structures (e.g., buildings and solid walls) and natural topography (e.g., hills and berms) that obstruct the line-of-sight between a noise source and a receptor further reduce the noise level if the receptor is located within the “shadow” of the obstruction, such as behind a sound wall. This type of sound attenuation is known as “barrier insertion loss.” If a receptor is located behind the wall but still has a view of the source (i.e., the line-of-sight is not fully blocked), barrier insertion loss would still occur but to a lesser extent. Additionally, a receptor located on the same side of the wall as a noise source may actually experience an increase in the perceived noise level as the wall can reflect noise back to the receptor, thereby compounding the noise. Noise barriers can provide noise level reductions ranging from approximately 5 dBA (where the barrier just breaks the line-of-sight between the source and receiver) to an upper range of 20 dBA with a larger barrier.<sup>16</sup> Additionally, structures with closed windows can further attenuate exterior noise by a minimum of 20 dBA to 30 dBA.<sup>17</sup>

Receptors located downwind from a noise source can be exposed to increased noise levels relative to calm conditions, whereas locations upwind can have lowered noise levels.<sup>18</sup> Atmospheric temperature inversion (i.e., increasing temperature with elevation) can increase sound levels at long distances. Other factors, such as air temperature, humidity, and turbulence can, under the right conditions, also have substantial effects on noise levels.<sup>19</sup>

## **b) Regulatory Framework**

There are several plans, regulations, and programs that include policies, requirements, and guidelines applicable to the Project regarding noise at the federal, State, regional, and local levels. As described below, these plans, guidelines, and laws include the following:

- Noise Control Act of 1972
- Federal Transportation Administration Vibration Standards
- Occupational Safety and Health Act of 1970
- Office of Planning and Research Guidelines for Noise Compatible Land Use

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<sup>14</sup> California Department of Transportation, Technical Noise Supplement to the Traffic Noise Analysis Protocol, Section 2.1.4.1, September 2013.

<sup>15</sup> Ibid.

<sup>16</sup> California Department of Transportation, Technical Noise Supplement to the Traffic Noise Analysis Protocol, Sections 2.1.4.24 and 5.1.1, September 2013.

<sup>17</sup> California Department of Transportation, Technical Noise Supplement to the Traffic Noise Analysis Protocol, Section 7.4.2, Table 7-1, September 2013.

<sup>18</sup> California Department of Transportation, Technical Noise Supplement to the Traffic Noise Analysis Protocol, Section 2.1.4.3, September 2013.

<sup>19</sup> California Department of Transportation, Technical Noise Supplement to the Traffic Noise Analysis Protocol, Section 2.1.4.3, September 2013.



- 
- Los Angeles County Airport Land Use Commission Comprehensive Land Use Plan
  - City of Los Angeles Municipal Code
  - City of Los Angeles General Plan Noise Element

## (1) Federal

### (a) *Noise Control Act of 1972*

Under the authority of the Noise Control Act of 1972, the United States Environmental Protection Agency (USEPA) established noise emission criteria and testing methods published in Parts 201 through 205 of Title 40 of the Code of Federal Regulations (CFR) that apply to some transportation equipment (e.g., interstate rail carriers, medium trucks, and heavy trucks) and construction equipment. In 1974, USEPA issued guidance levels for the protection of public health and welfare in residential areas of an outdoor  $L_{dn}$  of 55 dBA and an indoor  $L_{dn}$  of 45 dBA.<sup>20</sup> These guidance levels are not standards or regulations and were developed without consideration of technical or economic feasibility. There are no federal noise standards that directly regulate environmental noise related to the construction or operation of the Project. Moreover, the federal noise standards are not reflective of urban environments that range by land use, density, proximity to commercial or industrial centers, etc. As such, for purposes of determining acceptable sound levels and evaluate intrusive noise sources and increases, this section utilizes the City of Los Angeles Noise Regulations, discussed below.

### (b) *Occupational Safety and Health Act of 1970*

Under the Occupational Safety and Health Act of 1970 (29 United States Code [USC] Sections 1919 et seq.), the Occupational Safety and Health Administration (OSHA) has adopted regulations designed to protect workers against the effects of occupational noise exposure. These regulations list permissible noise level exposure as a function of the amount of time during which the worker is exposed. The regulations further specify a hearing conservation program that involves monitoring noise to which workers are exposed, ensuring that workers are made aware of overexposure to noise, and periodically testing the workers' hearing to detect any degradation.<sup>21</sup>

## (2) State

### (a) *Office of Planning and Research Guidelines for Noise Compatible Land Use*

The State of California has not adopted Statewide standards for environmental noise, but the Governor's Office of Planning and Research (OPR) has established guidelines for evaluating the compatibility of various land uses as a function of community noise exposure, as presented in Table 2, Guidelines for Noise Compatible Land Use.<sup>22</sup> The purpose of these guidelines is to

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<sup>20</sup> U.S. Environmental Protection Agency, EPA Identifies Noise Levels Affecting Health and Welfare, 1974.


<sup>21</sup> United States Department of Labor, Occupational Safety and Health Act, 1970.


<sup>22</sup> State of California, Governor's Office of Planning and Research, General Plan 2017 Guidelines, page 377, 2017.


**Table 2, Guidelines for Noise Compatible Land Use**


Land Use Category	Noise Exposure ( $L_{dn}$ or CNEL, dBA)					
	55	60	65	70	75	80
Residential – Low Density Single-Family, Duplex, Mobile Home	Normal	Normal	Normal	Normal	Normal	Normal
Residential – Multiple Family	Normal	Normal	Normal	Normal	Normal	Normal
Transient Lodging – Motel, Hotel	Normal	Normal	Normal	Normal	Normal	Normal
School, Library, Church, Hospital, Nursing Home	Normal	Normal	Normal	Normal	Normal	Normal
Auditorium, Concert Hall, Amphitheater	Normal	Normal	Normal	Normal	Normal	Normal
Sports Arena, Outdoor Spectator Sports	Normal	Normal	Normal	Normal	Normal	Normal
Playground, Neighborhood Park	Normal	Normal	Normal	Normal	Normal	Normal
Golf Course, Riding Stable, Water Recreation, Cemetery	Normal	Normal	Normal	Normal	Normal	Normal
Office Building, Business Commercial and Professional	Normal	Normal	Normal	Normal	Normal	Normal
Industrial, Manufacturing, Utilities, Agriculture	Normal	Normal	Normal	Normal	Normal	Normal

 **NORMALLY ACCEPTABLE:** Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

 **CONDITIONALLY ACCEPTABLE:** New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design.

 **NORMALLY UNACCEPTABLE:** New construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirement must be made and needed noise insulation features included in the design.

 **CLEARLY UNACCEPTABLE:** New construction or development should generally not be undertaken. Construction costs to make the indoor environmental acceptable would be prohibitive and the outdoor environment would not be usable.

Source: State of California, General Plan Guidelines, Governor's Office of Planning and Research, 2003.

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maintain acceptable noise levels in a community setting for different land use types. Noise levels are divided into four general categories, which vary in range according to land use type: “normally acceptable,” “conditionally acceptable,” “normally unacceptable,” and “clearly unacceptable.” The City of Los Angeles (City) has developed its own compatibility guidelines in the Noise Element of the General Plan based in part on OPR Guidelines. California Government Code Section 65302 requires each county and city in the State to prepare and adopt a comprehensive long-range general plan for its physical development, with Section 65302(f) requiring a noise element to be included in the general plan. The noise element must identify and appraise noise problems in the community and analyze and quantify current and projected noise levels.

The State has also established noise insulation standards for new multi-family residential units, hotels, and motels. These requirements are collectively known as the California Noise Insulation Standards (Title 24 of the California Code of Regulations [CCR]). The noise insulation standards set forth an interior standard of 45 dBA CNEL in any habitable room. The standards require an acoustical analysis demonstrating how dwelling units have been designed to meet this interior standard where such units are proposed in areas subject to exterior noise levels greater than 60 dBA CNEL. Title 24 standards are typically enforced by local jurisdictions through the building permit application process.

The State of California’s noise insulation standards for nonresidential uses are codified in the California Code of Regulations, Title 24, Building Standards Administrative Code, Part 11, California Green Building Standards (CALGreen) Code. The CALGreen Code noise standards are applied to new or renovation construction projects in California to control interior noise levels resulting from exterior noise sources. Proposed Projects may use either the prescriptive method (CALGreen Code Section 5.507.4.1) or the performance method (CALGreen Code Section 5.507.4.2) to show compliance. Under the prescriptive method, a project must demonstrate transmission loss ratings for the wall and roof-ceiling assemblies and exterior windows when located within a noise environment of 65 dBA CNEL or higher. Under the performance method, a project must demonstrate that interior noise levels do not exceed 50 dBA  $L_{eq(1hr)}$ .

### (3) Local

#### (a) *Los Angeles Municipal Code*

The City of Los Angeles Noise Regulations are provided in Chapter XI of the Los Angeles Municipal Code (LAMC). LAMC Section 111.02 provides procedures and criteria for the measurement of the sound level of “offending” noise sources. In accordance with the LAMC, a noise source that causes a noise level increase of 5 dBA over the existing average ambient noise level as measured at an adjacent property line creates a noise violation. This standard applies to radios, television sets, air conditioning, refrigeration, heating, pumping and filtering equipment, powered equipment intended for repetitive use in residential areas, and motor vehicles driven on-site. To account for people’s increased tolerance for short-duration noise events, the Noise Regulations provide a 5-dBA allowance for a noise source that causes noise lasting more than 5



but less than 15 minutes in any one-hour period, and an additional 5-dBA allowance (for a total of 10 dBA) for a noise source that causes noise lasting 5 minutes or less in any one-hour period.<sup>23</sup>

The LAMC provides that in cases where the actual ambient conditions are not known, the City’s presumed daytime (7:00 A.M. to 10:00 P.M.) and nighttime (10:00 P.M. to 7:00 A.M.) minimum ambient noise levels as defined in LAMC Section 111.03 should be used. The presumed ambient noise levels for these areas where the actual ambient conditions are not known as set forth in the LAMC Sections 111.03 are provided in Table 3, City of Los Angeles Presumed Ambient Noise Levels. For example, for residential-zoned areas, the presumed ambient noise level is 50 dBA during the daytime and 40 dBA during the nighttime.

**TABLE 3  
CITY OF LOS ANGELES PRESUMED AMBIENT NOISE LEVELS**

<b>Zone</b>	<b>Daytime Hours (7 A.M. to 10 P.M.) dBA (L<sub>eq</sub>)</b>	<b>Nighttime Hours (10 P.M. to 7 A.M.) dBA (L<sub>eq</sub>)</b>
Residential (A1, A2, RA, RE, RS, RD, RW1, RW2, R1, R2, R3, R4, and R5)	50	40
Commercial (P, PB, CR, C1, C1.5, C2, C4, C5, and CM)	60	55
Manufacturing (M1, MR1 and MR2)	60	55
Heavy Manufacturing (M2 and M3)	65	65

SOURCE: LAMC Section 111.03.

LAMC Section 112.01 limits noise from amplified voice and music and prohibits the operation of such devices (e.g., radio, musical instrument, phonograph, television receiver, or other machine) or other sounds in such a manner as to disturb the peace, quiet, and comfort of neighbors. Specifically, noise from such uses or operation that is audible at a distance in excess of 150 feet from the property line of the noise source within a residential zone of the City or within 500 feet thereof is prohibited.

LAMC Section 112.02 limits increases in noise levels from air conditioning, refrigeration, heating, pumping and filtering equipment. Such equipment may not be operated in such a manner as to create any noise which would cause the noise level on the premises of any other occupied

<sup>23</sup> Los Angeles Municipal Code, Chapter XI, Article I, Section 111.02-(b).

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property, or, if a condominium, apartment house, duplex, or attached business, within any adjoining unit, to exceed the ambient noise level by more than 5 dB.

LAMC Section 113.01 prohibits collecting or disposing of rubbish or garbage, operating any refuse disposal truck, or collecting, loading, picking up, transferring, unloading, dumping, discarding, or disposing of any rubbish or garbage, as such terms are defined in LAMC Section 66.00, within 200 feet of any residential building between the hours of 9:00 P.M. and 6:00 A.M. of the following day, unless a permit has been duly obtained beforehand from the Board of Police Commissioners.

Section 91.1206.14.2 prohibits interior noise levels attributable to exterior sources from exceeding 45 dBA in any habitable room. The noise metric shall be either the day-night average sound level ( $L_{dn}$ ) or the CNEL, consistent with the noise element of the local general plan.

*(b) City of Los Angeles General Plan Noise Element*

The Noise Element of the City's General Plan policies include the CNEL guidelines for land use compatibility as shown in Table 6 and includes a number of goals, objectives, and policies for land use planning purposes. The overall purpose of the Noise Element is to guide policymakers in making land use determinations and in preparing noise ordinances that would limit exposure of citizens to excessive noise levels.<sup>24</sup> The following policies and objectives from the Noise Element apply to the Project.

- **Objective 2** (Non-airport): Reduce or eliminate non-airport related intrusive noise, especially relative to noise sensitive uses.
  - **Policy 2.2:** Enforce and/or implement applicable city, state, and federal regulations intended to mitigate proposed noise producing activities, reduce intrusive noise and alleviate noise that is deemed a public nuisance.
- **Objective 3** (Land Use Development): Reduce or eliminate noise impact associated with proposed development of land and changes in land use.
  - **Policy 3.1:** Develop land use policies and programs that will reduce or eliminate potential and existing noise impacts.

Exhibit I of the Noise Element also contains guidelines for noise compatible land uses.<sup>25</sup> Table 4, City of Los Angeles Land Use Compatibility for Community Noise, summarizes these guidelines, which are based on OPR guidelines from 1990.

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<sup>24</sup> City of Los Angeles, General Plan, Noise Element, Pages 1.1-2.4, 1999.

<sup>25</sup> City of Los Angeles, General Plan, Noise Element, Page I-1, 1999.

**Table 4**  
**CITY OF LOS ANGELES LAND USE COMPATIBILITY FOR COMMUNITY NOISE**

Land Use	Community Noise Exposure CNEL (dBA)			
	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Single-Family, Duplex, Mobile Homes	50 to 60	55 to 70	70 to 75	Above 70
Multi-Family Homes	50 to 65	60 to 70	70 to 75	Above 70
Schools, Libraries, Churches, Hospitals, Nursing Homes	50 to 70	60 to 70	70 to 80	Above 80
Transient Lodging—Motels, Hotels	50 to 65	60 to 70	70 to 80	Above 80
Auditoriums, Concert Halls, Amphitheaters	—	50 to 70	—	Above 65
Sports Arena, Outdoor Spectator Sports	—	50 to 75	—	Above 70
Playgrounds, Neighborhood Parks	50 to 70	—	67 to 75	Above 72
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50 to 75	—	70 to 80	Above 80
Office Buildings, Business and Professional Commercial	50 to 70	67 to 77	Above 75	—
Industrial, Manufacturing, Utilities, Agriculture	50 to 75	70 to 80	Above 75	—

**Normally Acceptable:** Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.

**Conditionally Acceptable:** New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

**Normally Unacceptable:** New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

**Clearly Unacceptable:** New construction or development should generally not be undertaken.

SOURCE: City of Los Angeles, 2006 L.A. CEQA Thresholds Guide, 2006.



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### **3. EXISTING CONDITIONS**

#### **(a) Project Site**

The Proposed Project is located at 148 Chautauqua Boulevard in the City of Los Angeles. The Project Site is located in the Brentwood - Pacific Palisades Community Plan Area of the City of Los Angeles. The Project is located in the [Q]C2-1XL zone and has a General Plan land use designation of Neighborhood Commercial. The location of the Project Site is depicted in Figure 1, Project Location Map.

The Project Site is improved with unpermitted structures and unpermitted retaining walls. The approximately 4,626 square foot Project Site is situated on a downward sloping, hillside lot in the Pacific Palisades Commercial Village and Neighborhoods Specific Plan, Neighborhood Area A. The Site is in the Single Permit Jurisdiction of the Coastal Zone.

The Project Site is developed with numerous unpermitted structures that have been used sporadically over the last several decades as a hair salon, office, storage, and a chicken coop. The Project Site is laced with numerous unpermitted retaining walls. The Project Site fronts Chautauqua Boulevard but has never been developed with automobile access onto Chautauqua. Currently, the frontage on Chautauqua Boulevard is overgrown with vegetation and a chain link fence; there is no pedestrian access to Chautauqua. The Project Site is accessible from the neighboring parcel fronting West Channel Road.

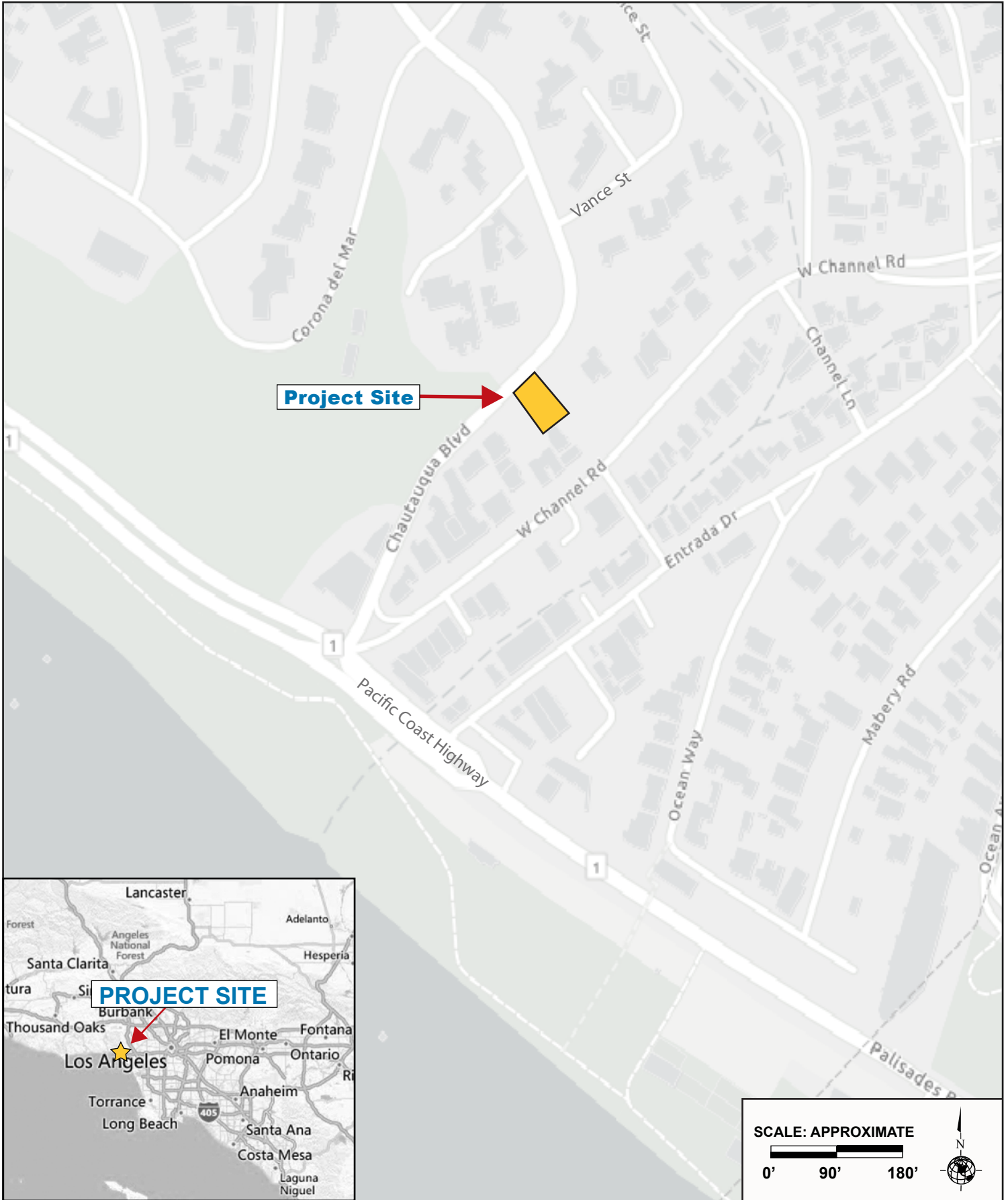
#### **(b) Surrounding Properties**

The surrounding area is developed with a mix of commercial business and single- and multi-family residential land uses. The area is served by existing utilities and infrastructure, including public transit options through the Santa Monica Big Blue Bus, which serve the project area.

The Project Site is the most northeasterly parcel zoned C2 on Chautauqua Boulevard; the parcel immediately adjacent and all those uphill along Chautauqua are zoned R1-1. The property immediately adjacent to the Project Site to the east is a vacant lot. This vacant lot is bordered to the east by a single-family dwelling, which is 60 feet away from the Project Site.

Moving downhill on Chautauqua (south and west) parcels are zoned [Q]C2-1XL and are single- and multi-family residential developments. The lot immediately to the west of the Project Site is vacant. Closer to the intersection with the Pacific Coast Highway are commercial structures.

To the rear of the Project Site, along West Channel Road, are more lots zoned [Q]C2-1XL and are similarly improved with various commercial structures, as well as residential and mixed-use developments.



Source: ArcGIS, 2023.

Figure 1  
Project Location Map

## (c) Ambient Noise Levels

To establish baseline noise conditions, existing daytime noise levels were monitored at two locations in the vicinity of the Project Site. The approximate locations of where the noise measurements were taken are depicted in Figure 2, Noise Monitoring and Sensitive Receptor Location Map. The noise measurements were conducted on Wednesday, December 13, 2023 between approximately 12:00 P.M. and 1:00 P.M. using a Larson-Davis 831 precision sound level meter (SLM), which meets the industry standard performance requirements for “Type 1” standard instruments as defined in the American National Standard Institute (ANSI) S1.4. This noise meter complies with the requirements specified in LAMC Section 111.01(l) that the instruments be “Type S2A” standard instruments or better and was calibrated and operated according to the manufacturer’s written specifications. The SLM recording measurements are provided in Appendix A.

At both measurement locations, the microphone was placed at a height of approximately five feet above grade level, which is consistent with standard protocol for conducting community noise measurements. The sound level meter was programmed to record the average sound level ( $L_{eq}$ ) over a continuous period of 15 minutes in accordance with LAMC Section 111.01(a). The results of the measurements are summarized in Table 5, Existing Ambient Daytime Noise Levels in the Project Site Vicinity.

**Table 5  
Existing Ambient Daytime Noise Levels in Project Site Vicinity**

No.	Location	Primary Noise Sources	Noise Level Statistics <sup>a</sup>		
			$L_{eq}$	$L_{min}$	$L_{max}$
A	On the south side of Chautauqua Boulevard, adjacent to the Project Site	Vehicle traffic (259 vehicles), trucks, one bicyclist, minimal construction noise from 202 Vance Street construction site	71.5	49.6	86.4
B	On the north side of W. Channel Road	Vehicle traffic (193 vehicles), pedestrians, buses, trucks	66.9	52.7	77.8
<p>Notes:</p> <p><sup>a</sup> Noise measurements were taken on Wednesday, December 13, 2023 at each location for a duration of 15 minutes. See Appendix A for noise monitoring data sheets.</p>					

As shown in Table 5, above, the recorded noise levels in the vicinity of the Project Site ranged from 71.5 dBA  $L_{eq}$  at Location A (south side of Chautauqua Boulevard) and 66.9 dBA  $L_{eq}$  at Location B (north side of Channel Road). The primary noise sources that contributed most to the measured ambient noise levels was from vehicle traffic, including cars and trucks. Based on the land use compatibility standards identified in Table 4, the existing ambient noise levels for the single- and multi-family land uses fronting Chautauqua Boulevard is considered “Normally Unacceptable”. For the single-family, multi-family, and commercial land uses fronting Channel Road, the existing noise environment falls within the “Conditionally Acceptable” category.



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The measured ambient noise levels in the vicinity of the Project Site exceed the City’s presumed daytime ambient noise levels identified in LAMC Chapter XI, Section 111.03 (shown in Table 5, above). Therefore, the measured daytime ambient noise levels recorded in this analysis represent the daytime baseline ambient noise levels for purposes of evaluating project impacts. For evening noise levels, this analysis utilizes the presumed nighttime ambient noise levels identified in Table 5, as applicable to the analysis.

## **(d) Sensitive Receptors**

For purposes of assessing the Project development program’s noise and vibration impacts, existing land uses in the Project area vicinity were surveyed and assessed to determine their sensitivity to noise and vibration impacts. Some land uses are considered more sensitive to noise than others due to the types of activities typically involved at the receptor location, and the effect that noise can have on those activities and the persons engaged in them. The L.A. CEQA Thresholds Guide states that residences, schools, transient lodging, libraries, churches, hospitals, nursing homes, auditoriums, concert halls, amphitheatres, playgrounds, and parks can be considered sensitive receptors for noise analysis. Similarly, the Noise Element of the City of Los Angeles General Plan (General Plan) defines noise sensitive land uses as: single-family and multi-unit dwellings, long-term care facilities (including convalescent and retirement facilities), dormitories, motels, hotels, transient lodging, and other residential uses; houses of worship; hospitals; libraries; schools; auditoriums; concert halls; outdoor theaters; nature and wildlife preserves; and parks.<sup>26</sup> These uses are generally considered more sensitive to noise than commercial and industrial land uses.

Sensitive receptors identified within 500 feet of the Project Site are depicted in Figure 2, Noise Monitoring and Sensitive Receptor Location Map. As shown in Figure 2, noise sensitive receptors include single-family residences and multi-family residential buildings.

## **4. PROJECT IMPACTS**

### **a) Thresholds of Significance**

In accordance with Appendix G of the State CEQA Guidelines, the Project would have a significant impact on noise if it would result in:

- a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies; or***

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<sup>26</sup> City of Los Angeles, Noise Element of the General Plan, Chapter IV, p. 4-1.

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For this analysis, the Appendix G Thresholds listed above are relied upon for addressing operational noise impacts.<sup>27</sup> The analysis utilizes factors and considerations identified in the City's 2006 L.A. CEQA Thresholds Guide (Thresholds Guide), as appropriate, to inform certain impact analyses. The factors listed below are not thresholds of significance. However, the L.A. CEQA Thresholds Guide identifies the following factors to evaluate noise impacts on a case-by-case basis:

## (1) Operational Noise

A project would normally have a significant impact on noise levels from operation if:

- a) The proposed development causes the ambient noise level measured at the property line of affected uses to increase by 3 dBA in CNEL to or within the "normally unacceptable" or "clearly unacceptable" category (as specified in Table 6, City of Los Angeles Land Use Compatibility for Community Noise), or
- b) The Project causes the ambient noise levels measured at the property line of affected noise-sensitive uses to increase by 5 dBA CNEL or greater; or
- c) Project-related operational on-site (i.e., non-roadway) noise sources, such as outdoor building mechanical/electrical equipment, outdoor activities, loading, trash compactor, or parking facilities, increase the ambient noise level (hourly  $L_{eq}$ ) at noise-sensitive uses by 5 dBA.

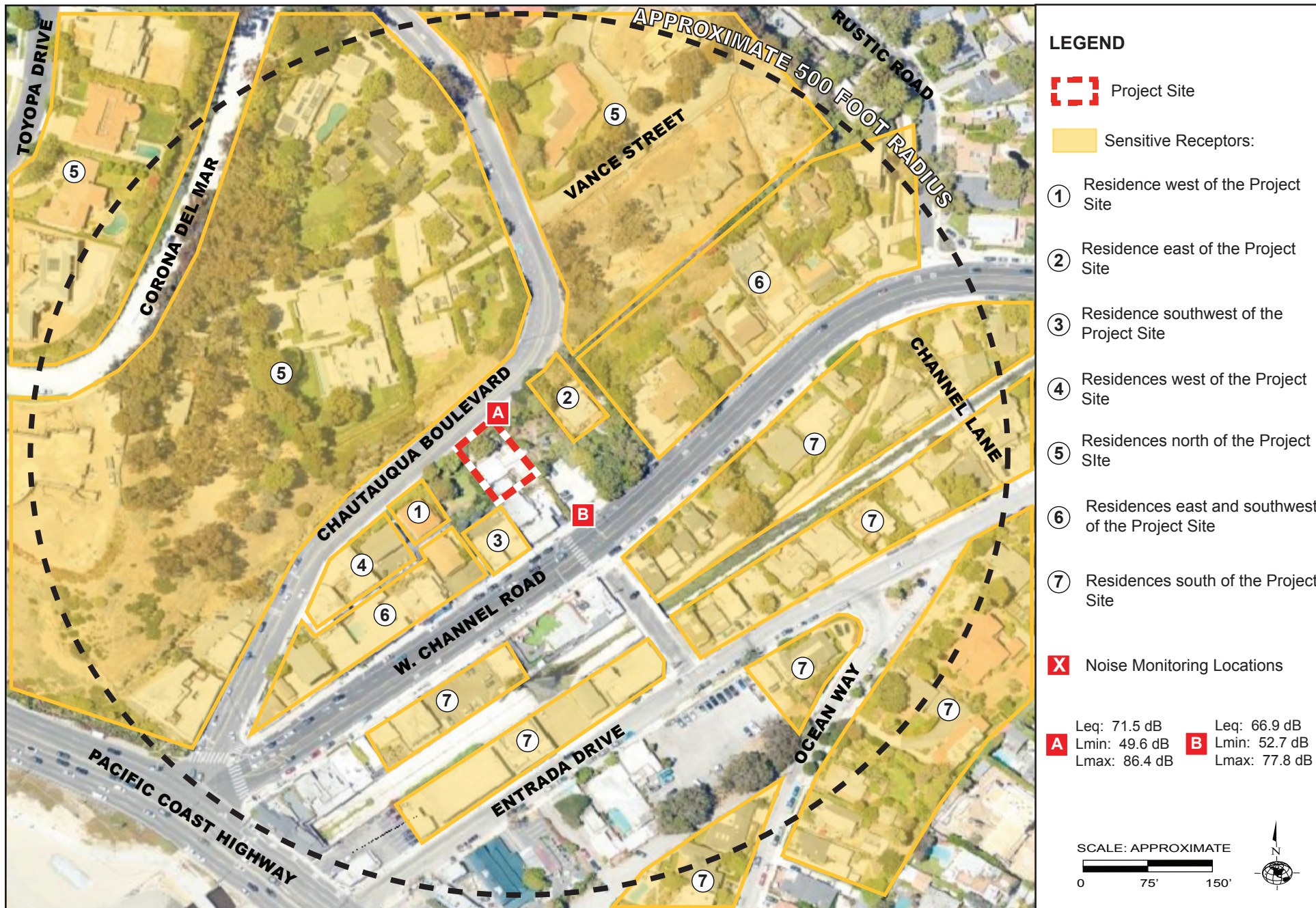
For operational noise, the significance criteria used in the noise analysis for on-site operations is an increase to the ambient noise level of 5 dBA (hourly  $L_{eq}$ ) at the noise-sensitive uses, in accordance with the LAMC. The LAMC does not apply to off-site traffic (i.e., vehicles traveling on public roadways). Therefore, based on the L.A. CEQA Thresholds Guide, the significance criteria for off-site noise associated with Project development operations is an increase in the ambient noise level by 3 dBA or 5 dBA in CNEL (depending on the applicable land use category identified in Table 6, above) at any noise-sensitive uses.

The significance for composite noise levels (on-site and off-site sources) is also based on the L.A. CEQA Thresholds Guide, which is an increase in the ambient noise level of 3 dBA or 5 dBA (depending on the applicable land use category as identified in Table 6, above) for the Proposed Project's composite noise at noise-sensitive uses.

For operational noise impacts, the significance criteria used in the noise analysis applies to operational noise generated by on-site operations (i.e., private outdoor porches, parking deck, and HVAC systems), as well as at off-site locations (i.e., roadway noise impacts).

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<sup>27</sup> The focus of this report is to address operational noise compatibility. Thus, only Threshold A is addressed in this report. Thresholds B (Groundborne Vibration) and C (Airport Noise Exposure) are not applicable to this analysis.



Source: Google Earth, Aerial View, 2022.

Figure 2  
Noise Monitoring and Sensitive Receptors



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## b) Analysis of Project Impacts

***Threshold (a): Would the Project result in the generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project area in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?***

### (1) Project Impacts

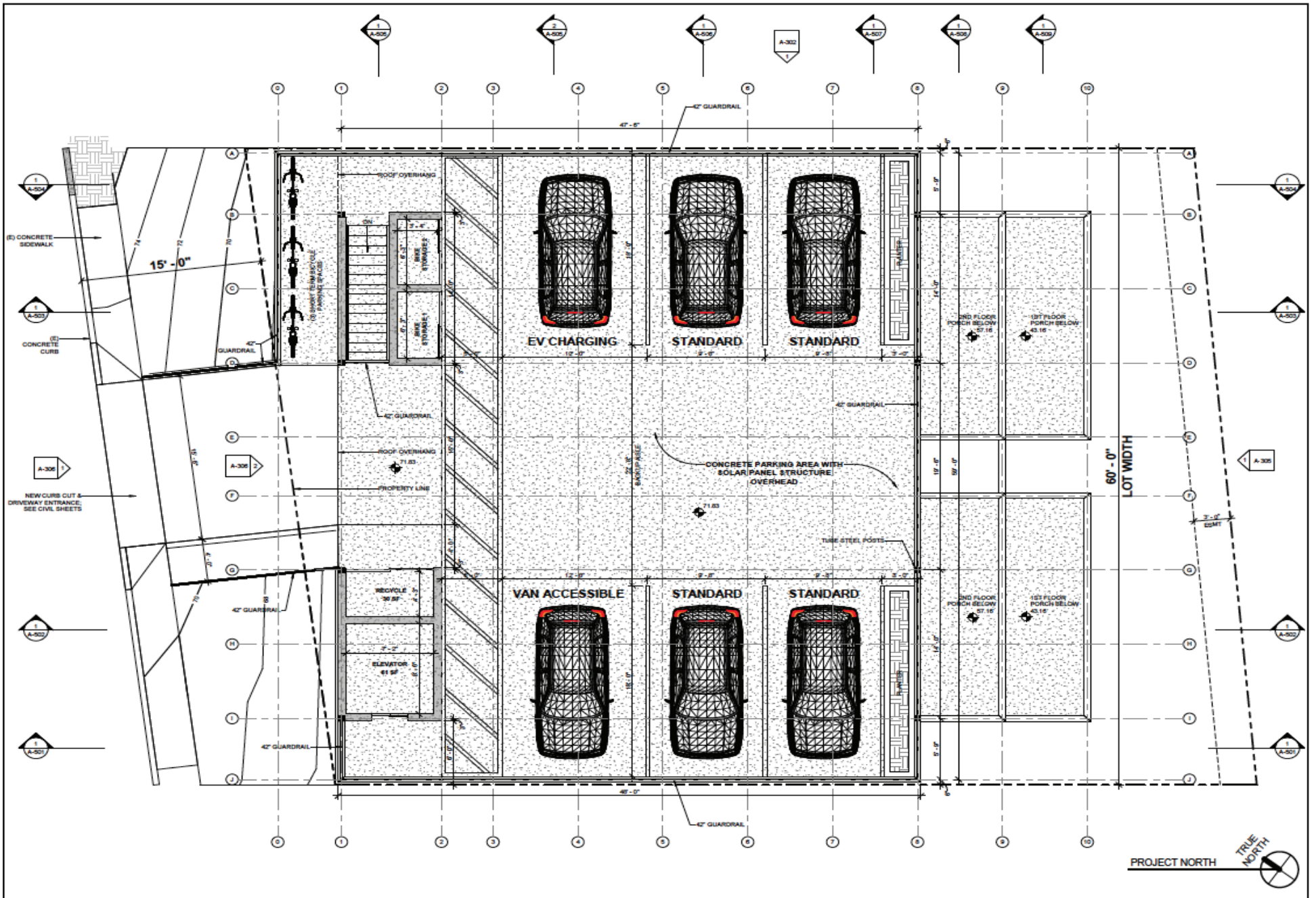
The Applicant is proposing to demolish all unpermitted structures on the Project Site and construct a two-story mixed use project with two, one-bedroom apartments and two commercial units, for a total floor area of 3,470 square feet with a building height of 12'-6". The mixed-use project includes six parking spaces that will be accessible from Chautauqua Boulevard and roofed with solar panels. The proposed structure will reflect the downslope topography, with the ground level providing the parking, the next lower level providing the commercial office units, and lowest level the two residential units.

The parking level, covered by solar panels, is adjacent to Chautauqua and will only reach a height of 12'-6". This parking level will be largely open-sided, with low, open railings and minimal walled-areas to house the elevator, recycling room and interior bicycle storage. The open railings are proposed to be fitted with a mesh fabric to reduce the glare from vehicle headlights onto nearby properties. The openness of the parking deck will allow motorists driving along Chautauqua to enjoy a canyon and ocean view. In fact, due to the existing vegetation now obscuring the view, the new building will improve the public's panorama.

The access from Chautauqua Boulevard will be via an approximately 19' wide bridge from the roadway to the parking level; the driveway bridge will require a revokable permit to grant conditional encroachment of the public right-of-way. Currently, the Project Site does not have automobile access to any street.

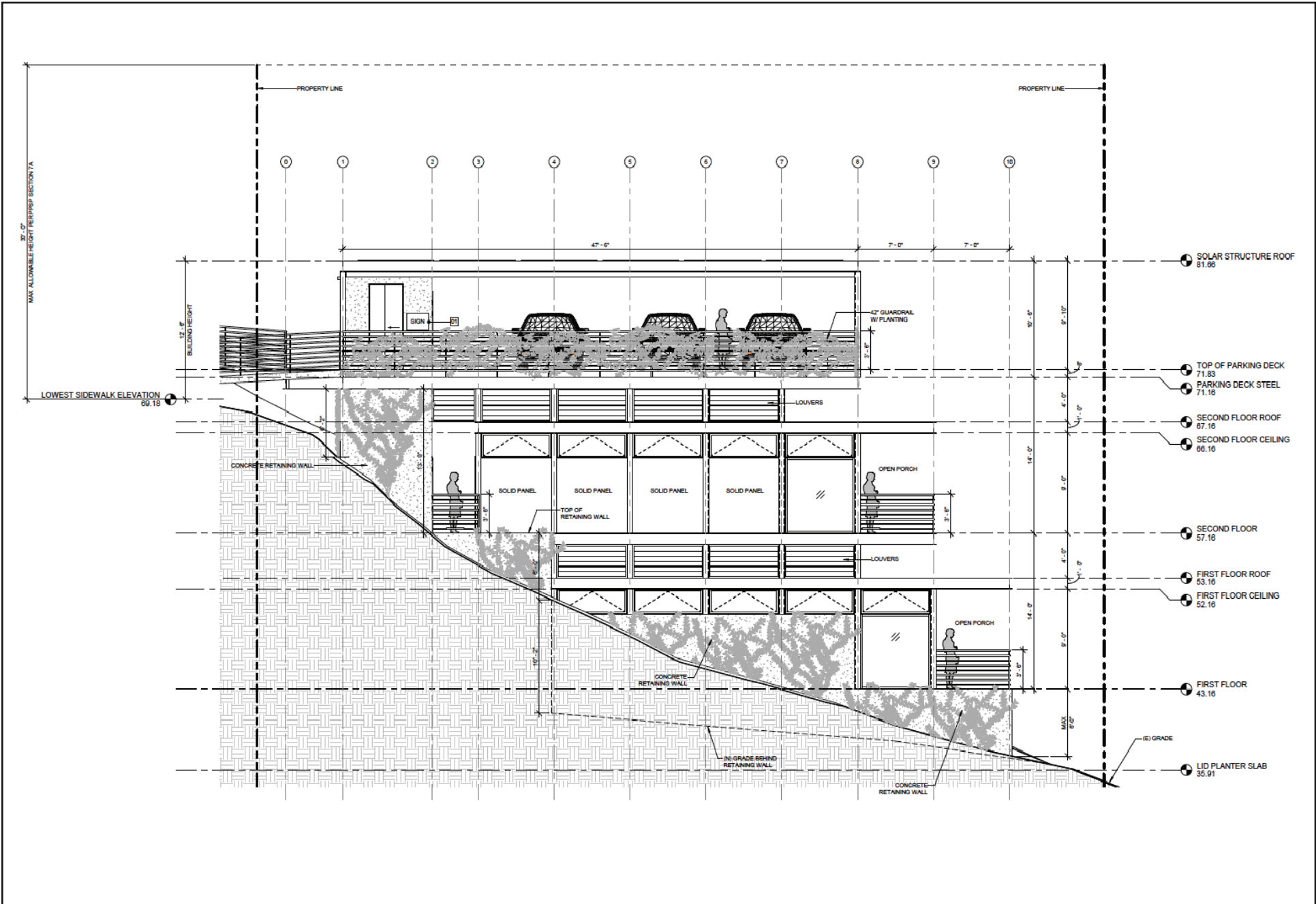
Each of the two residential and two commercial units will open to their own private, uncovered porches. The porches for the residential units on the lowest level and the porches from the commercial units, one level above, are each approximately 147 square feet. The porches will look south, over the canyon, and will provide ocean views.

For illustrative purposes the proposed Site Plan is depicted in Figure 3, Parking Deck Floor Plan. A cross sectional exhibit depicting the proposed mixed use building relative to the site's topography is presented in Figure 4, West Elevation.



Source: BAM Construction / Design, Inc., June 13, 2023.

Figure 3  
Parking Deck Floor Plan



Source: BAM Construction / Design, Inc., June 13, 2023.

Figure 4  
West Elevation



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(a) *Outdoor Parking Deck Noise Levels*

On-site parking would be provided within an open air parking deck accessed from Chautauqua Boulevard. The proposed parking deck would accommodate a maximum of six (6) vehicle parking spaces. The proposed exterior parking deck would have the potential to increase ambient noise levels in the area, particularly due to cars entering and leaving the driveway, engines starting, car doors opening and closing, intermittent car alarm chirps, and people conversing within the parking areas while accessing vehicles. Noise levels within the parking deck would fluctuate based on the types of simultaneous noise sources and the overall level of automobile activity within the parking deck. Noise levels are anticipated to be highest during the A.M. and P.M. peak traffic hours. Consistent with the residential use of the property, parking activities between 11 P.M. and 6 A.M. would be less frequent.

To simulate noise levels of the proposed parking deck, a representative noise monitoring event was conducted in a quiet vacant parking lot to record the noise level intensity of vehicle and parking activities in a relatively quiet setting. For purposes of this sampling event, the location was an empty parking lot at College of the Canyons in Valencia CA without any vehicles or human activities generating noticeable sound. The ambient noise level without any vehicle activity was 48.5 dBA  $L_{eq}$  to 50.2 dBA  $L_{eq}$  prior to the noise event. A noise monitor was placed 50 feet from a vehicle in a parking space to establish a reference distance, and a 15 minute noise measurement was conducted to establish a reference noise measurement to record typical vehicle noise. At the beginning of the recorded measurement a car engine was turned on and off, all four doors and truck were opened and closed, and the car alarm was activated with a single chirp. Following this initial simulated parking event, five additional vehicles entered the parking lot over the entire 15 minute time period. All five of the vehicles parked within less than 50 feet of the monitor. The 15 minute ambient noise level was 50.8 dBA  $L_{eq}$ . The highest noise level during this period reached 63.0 dBA  $L_{max}$ . As the predominant source of noise during this measurement period was the vehicles entering and parking within the lot, the noise measurement is highly representative of the noise levels that can be expected from the Canyon Place Project.

Based on the sample noise measurements above, the ambient noise levels recorded in the project vicinity, and the relative distance between the proposed parking deck and nearby sensitive receptors, the noise levels for the proposed parking deck were estimated using the recommended methodology for calculating parking structure noise as published by the FTA.<sup>28</sup> The parking deck noise levels were based on the nearest point of the Proposed Project driveway in relation to sensitive land uses and the general location of the proposed parking deck as shown in Figure 3, Parking Deck Floor Plan. As shown in Table 6, Estimated Noise Levels from Parking Deck, below, the estimated noise levels from the parking deck would not exceed the applicable threshold levels at all seven sensitive receptor locations. As such, noise impacts from the parking deck would be less than significant.

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<sup>28</sup> U.S. Department of Transportation, Federal Transit Administration, *Transit Noise and Vibration Impact Assessment, May 2006.*

**Table 6**  
**Estimated Noise Levels from Parking Deck**

Sensitive Receptor <sup>a</sup>	Distance to Project Site (feet)	Existing Ambient Noise Levels (dBA L <sub>eq</sub> )	Parking Deck Noise (dBA L <sub>eq</sub> ) <sup>b</sup>	Ambient + Project Noise (dBA L <sub>eq</sub> )	Significance Threshold dBA L <sub>eq</sub> <sup>c</sup>	Significant Impact?
1	60	71.5	49.2	71.5	74.5	No
2	60	71.5	49.2	71.5	74.5	No
3	30	66.9	55.2	67.7	69.9	No
4	120	71.5	43.2	71.5	74.5	No
5	80	71.5	46.7	71.5	74.5	No
6	60	66.9	49.2	67.0	69.9	No
7	150	66.9	41.3	66.9	69.9	No

*Notes:*  
<sup>a</sup> See Figure 1, Noise Monitoring and Sensitive Receptor Location Map.  
<sup>b</sup> Calculation worksheets are provided in Appendix A.  
<sup>c</sup> The significance criteria are based on the ambient noise levels plus 5 dBA L<sub>eq</sub>.  
Source: Parker Environmental Consultants, 2023.

## 5. MITIGATION MEASURES

No mitigation measures are required.

## 6. CONCLUSION

Based on the analysis above, noise associated with the use of the proposed exterior parking deck would generate noise levels that are well below the ambient noise levels in the project vicinity. The Project Site is located in a developed area between two well utilized roadways, Chautauqua Boulevard and Channel Road, which contribute to the relatively high ambient noise environment. The proposed use of the exterior parking deck would be compatible with the surrounding land uses, which include exterior surface parking lots, street parking and roadway traffic. The anticipated noise impacts from the use of the parking deck would be indistinguishable from other noises that are common to the project area. As summarized in Table 6, above, the estimated noise levels with the proposed parking deck would be well below the ambient noise levels without the project and would thus result in a less than significant impact. Therefore, the addition of design features to block the line of sight between the receptor and the noise source would have no beneficial impact upon the ambient noise levels at the nearby sensitive receptors. As such, no design features or mitigation measures are recommended to address exterior noise levels.

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## **APPENDIX A**

### **NOISE MONITORING DATA AND CALCULATIONS WORKSHEETS**

# O gcuwtgo gpv'Tgr qtv

## Report Summary

O gvgt j' Hkg' P co g : 53aF cve07; 0u Eqo r wgt j' Hkg' P co g : 53Ea32526/42453435'346879/: 53aF cve07; 0f dlp

O gvgt : 53E 32526

Hko y ctg : 2600T2

Wigt : Cftkleppe'I lqpel Nqecvklp' C' Qp' j' g' lqwj ' lbf g' qh' E' j' ewcws w' Dqwxctf . 'cf lcegp' lq' j' g' Rtlqgev' Ukg

Iqd' F' gnetr vklp Ecp{ qp' Rrceg

P qlkg' Uqwtegu- <\*\*\*\*\*Xgj kerg' wclHe %47; 'xgj kergu+ 'dwugu' t'wemu' tle{ erkuv

Uctv' Vlo g : 4245/34/35'34-68-79 F wcvklp : 2-37-220

Cpf' Vlo g : 4245/34/35'35-23-79 Tvp' Vlo g : 2-37-220 Rcvug' Vlo g : 2-22-220

## Results

### Qxgtcmi' O gvklu

NC <sub>gs</sub>	9307TD		
NCG	3230TD	UGC	///TD
GC	306'o Rc j	NCHVO 7	9906TD
N <sub>r</sub> gcm	32806TD	4245/34/35'35-23-6:	
NCU <sub>o</sub> cz	: 806TD	4245/34/35'34-77-3;	
NCU <sub>o</sub> lp	6; 08TD	4245/34/35'34-74-74	
NC <sub>gs</sub>	9307TD		
NE <sub>gs</sub>	9907TD	NE <sub>gs</sub> ' /' NC <sub>gs</sub>	80TD
NCK <sub>gs</sub>	9608TD	NCK <sub>gs</sub> ' /' NC <sub>gs</sub>	40TD

### Gzeggf cpegu

NCU'@ 870TD 54

NCU'@ : 70TD 4

N<sub>r</sub>gcmi'@ 3570TD 2

N<sub>r</sub>gcmi'@ 3590TD 2

N<sub>r</sub>gcmi'@ 3620TD 2

### Eqwvpv

54

4

2

2

2

### F wcvklp

2-32-4: 04

2-22-250

2-22-220

2-22-220

2-22-220

### Eqo o wpkf ' P qlkg

### NFP

9307TD

### NF c{

9307TD

### NP ki j v

20TD

### NFGP

9307TD

### NF c{

9307TD

### NGxg

///TD

### NP ki j v

///TD

### Cpf' Fcvc

### C

### E

	Ngxgn	Vlo g' Uco r	Ngxgn	Vlo g' Uco r	Ngxgn	Vlo g' Uco r
N <sub>gs</sub>	9307TD		9907TD		9; 0 TD	
N <sub>o</sub> cz+	: 806TD	4245/34/35'34-77-3;	: 405TD	4245/34/35'34-7: -78	: 40 TD	4245/34/35'34-7: -78
NH <sub>o</sub> cz+	: ; 0TD	4245/34/35'35-23-6:	: 606TD	4245/34/35'34-79-78	: 805TD	4245/34/35'34-69-59
NK <sub>o</sub> cz+	: 306TD	4245/34/35'35-23-6:	: 706TD	4245/34/35'34-79-78	: ; 05TD	4245/34/35'34-69-59
NU <sub>o</sub> lp+	6; 08TD	4245/34/35'34-74-74	7: 0 TD	4245/34/35'34-6: -79	840TD	4245/34/35'34-6: -79
NH <sub>o</sub> lp+	6: 06TD	4245/34/35'34-74-72	790TD	4245/34/35'34-6: -77	7: 0 TD	4245/34/35'34-6: -78
NK <sub>o</sub> lp+	6: 07TD	4245/34/35'34-74-72	7: 08TD	4245/34/35'34-6: -79	8406TD	4245/34/35'34-6: -79
N <sub>R</sub> gcmfo cz+	32406TD	4245/34/35'34-76-63	32708TD	4245/34/35'35-23-6:	32806TD	4245/34/35'35-23-6:

### Qxgtmqf u

### Eqwvpv

2

### F wcvklp

2-22-220

### Ucvkrku

NCU70 9806TD

NCU320 960 TD

NCU550 9306TD

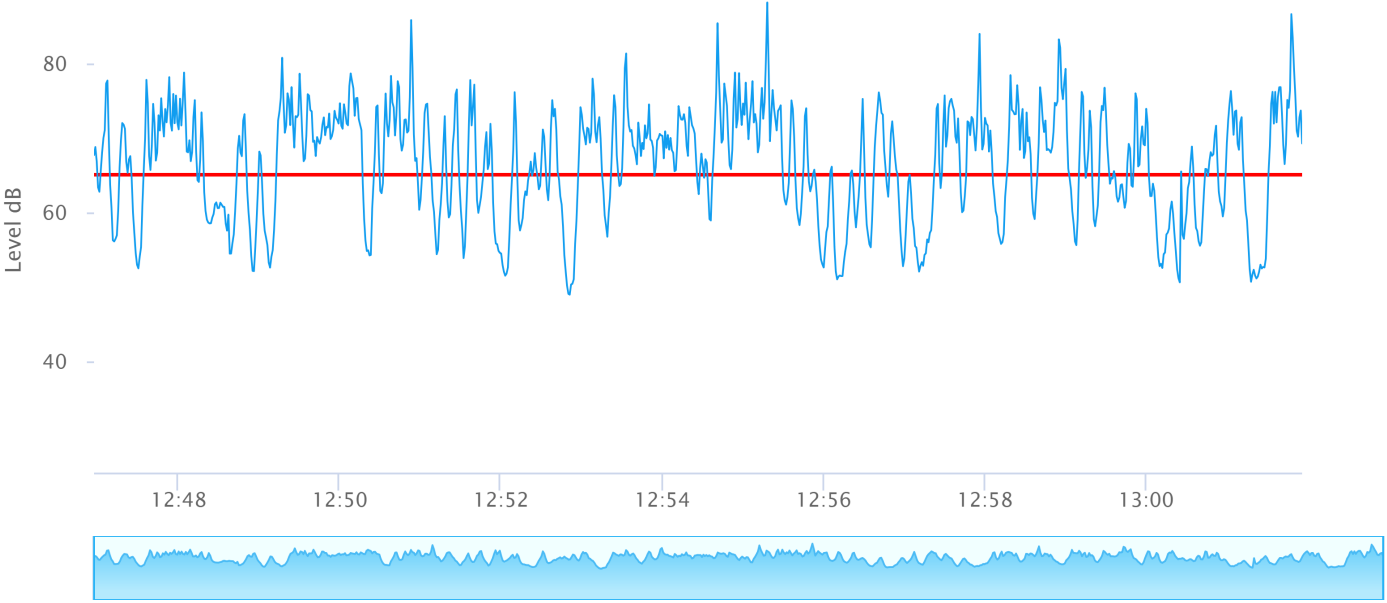
NCU720 8: 08TD

NCU880 8607TD

NCU; 20 780TD



# Time History





# Measurement Report

## Report Summary

Meter's File Name	831_Data.158.s	Computer's File Name	831C_10304-20231213 122612-831_Data.158.ldbin		
Meter	831C		10304		
Firmware	04.5.1R0				
User	Adrianna Gjonaj	Location B: On the north side of W. Channel Road			
Job Description	Canyon Place				
Noise Sources:	Vehicle traffic (193 vehicles), buses, trucks, pedestrians, bicyclists				
Start Time	2023-12-13 12:26:12	Duration	0:15:00.0		
End Time	2023-12-13 12:41:12	Run Time	0:15:00.0	Pause Time	0:00:00.0

## Results

### Overall Metrics

LA <sub>eq</sub>	66.9 dB		
LAE	96.4 dB	SEA	--- dB
EA	490.2 μPa²h	LAFTM5	71.1 dB
LZ <sub>peak</sub>	99.8 dB		2023-12-13 12:26:59
LAS <sub>max</sub>	77.8 dB		2023-12-13 12:36:12
LAS <sub>min</sub>	52.7 dB		2023-12-13 12:34:17
LA <sub>eq</sub>	66.9 dB		
LC <sub>eq</sub>	75.7 dB	LC <sub>eq</sub> - LA <sub>eq</sub>	8.8 dB
LAI <sub>eq</sub>	68.6 dB	LAI <sub>eq</sub> - LA <sub>eq</sub>	1.7 dB

### Exceedances

	Count	Duration
LAS > 65.0 dB	34	0:08:45.7
LAS > 85.0 dB	0	0:00:00.0
LZ <sub>peak</sub> > 135.0 dB	0	0:00:00.0
LZ <sub>peak</sub> > 137.0 dB	0	0:00:00.0
LZ <sub>peak</sub> > 140.0 dB	0	0:00:00.0

### Community Noise

LDN	LDay	LNight	
66.9 dB	66.9 dB	0.0 dB	
LDEN	LDay	LEve	LNight
66.9 dB	66.9 dB	--- dB	--- dB

### Any Data

	A	C	Z			
	Level	Time Stamp	Level	Time Stamp	Level	Time Stamp
L <sub>eq</sub>	66.9 dB		75.7 dB		77.0 dB	
LS <sub>(max)</sub>	77.8 dB	2023-12-13 12:36:12	87.1 dB	2023-12-13 12:37:52	87.9 dB	2023-12-13 12:40:11
LF <sub>(max)</sub>	81.0 dB	2023-12-13 12:36:12	89.9 dB	2023-12-13 12:37:51	92.0 dB	2023-12-13 12:30:19
LI <sub>(max)</sub>	82.3 dB	2023-12-13 12:36:12	92.0 dB	2023-12-13 12:26:59	95.3 dB	2023-12-13 12:30:19
LS <sub>(min)</sub>	52.7 dB	2023-12-13 12:34:17	64.6 dB	2023-12-13 12:34:24	66.2 dB	2023-12-13 12:34:25
LF <sub>(min)</sub>	50.5 dB	2023-12-13 12:34:52	62.8 dB	2023-12-13 12:34:15	64.4 dB	2023-12-13 12:34:24
LI <sub>(min)</sub>	52.7 dB	2023-12-13 12:34:17	65.0 dB	2023-12-13 12:34:23	67.0 dB	2023-12-13 12:34:16
L <sub>Peak(max)</sub>	93.2 dB	2023-12-13 12:36:55	100.0 dB	2023-12-13 12:26:59	99.8 dB	2023-12-13 12:26:59

### Overloads

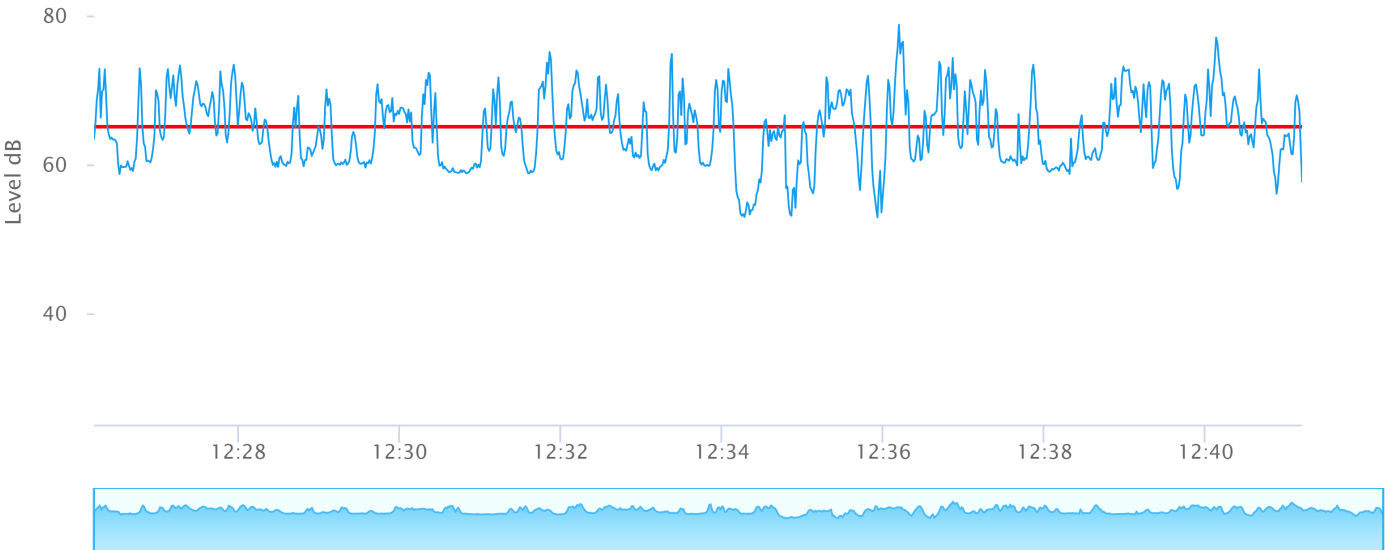
Count	Duration
0	0:00:00.0

### Statistics

LAS 5.0	71.6 dB
LAS 10.0	70.4 dB
LAS 33.3	67.1 dB
LAS 50.0	64.9 dB
LAS 66.6	62.4 dB
LAS 90.0	59.4 dB



# Time History



# Measurement Report

## Report Summary

Meter's File Name	831_Data.160.s	Computer's File Name	831C_10304-20231227 153809-831_Data.160.lbin
Meter	831C 10304		
Firmware	04.5.1R0		
User	Shane Parker	Location	COC Parking Lot 9
Job Description	Parking Lot Reference Measurement		
Note			
Start Time	2023-12-27 15:38:09	Duration	0:15:00.0
End Time	2023-12-27 15:53:09	Run Time	0:15:00.0
		Pause Time	0:00:00.0

## Results

### Overall Metrics

$L_{A_{eq}}$	50.8 dB		
LAE	80.3 dB	SEA	--- dB
EA	12.0 $\mu Pa^2h$	LAFTM5	55.2 dB
$LZ_{peak}$	97.3 dB	2023-12-27 15:40:52	
$LAS_{max}$	63.0 dB	2023-12-27 15:42:43	
$LAS_{min}$	45.8 dB	2023-12-27 15:52:55	
$L_{A_{eq}}$	50.8 dB		
$LC_{eq}$	63.5 dB	$LC_{eq} - LA_{eq}$	12.7 dB
$LAI_{eq}$	53.8 dB	$LAI_{eq} - LA_{eq}$	3.1 dB



### Exceedances

	Count	Duration
LAS > 65.0 dB	0	0:00:00.0
LAS > 85.0 dB	0	0:00:00.0
$LZ_{peak}$ > 135.0 dB	0	0:00:00.0
$LZ_{peak}$ > 137.0 dB	0	0:00:00.0
$LZ_{peak}$ > 140.0 dB	0	0:00:00.0

### Community Noise

LDN	LDay	LNight	
50.8 dB	50.8 dB	0.0 dB	
LDEN	LDay	LEve	LNight
50.8 dB	50.8 dB	--- dB	--- dB

### Any Data

	A	C	Z			
	Level	Time Stamp	Level	Time Stamp	Level	Time Stamp
$L_{eq}$	50.8 dB		63.5 dB		72.4 dB	
$L_{S(max)}$	63.0 dB	2023-12-27 15:42:43	74.9 dB	2023-12-27 15:43:55	85.5 dB	2023-12-27 15:50:13
$LF_{(max)}$	65.3 dB	2023-12-27 15:42:42	82.4 dB	2023-12-27 15:43:55	90.8 dB	2023-12-27 15:50:12
$LI_{(max)}$	69.1 dB	2023-12-27 15:40:52	86.0 dB	2023-12-27 15:43:55	92.4 dB	2023-12-27 15:50:12
$L_{S(min)}$	45.8 dB	2023-12-27 15:52:55	59.2 dB	2023-12-27 15:51:33	64.3 dB	2023-12-27 15:51:58
$LF_{(min)}$	45.1 dB	2023-12-27 15:48:34	56.4 dB	2023-12-27 15:51:58	60.1 dB	2023-12-27 15:51:58
$LI_{(min)}$	45.6 dB	2023-12-27 15:52:54	59.6 dB	2023-12-27 15:48:00	65.9 dB	2023-12-27 15:40:01
$L_{Peak(max)}$	87.0 dB	2023-12-27 15:43:53	94.6 dB	2023-12-27 15:40:52	97.3 dB	2023-12-27 15:40:52

### Overloads

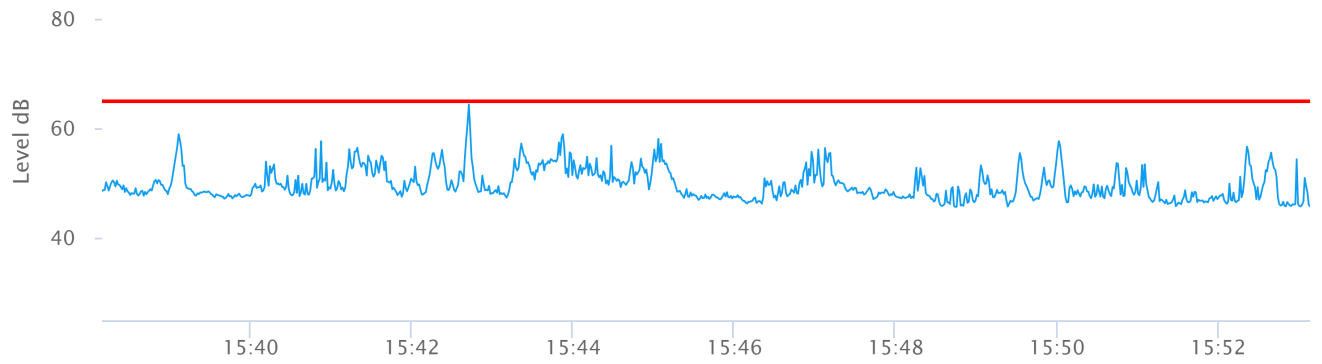
Count	Duration
0	0:00:00.0

### Statistics

LAS 5.0	54.9 dB
LAS 10.0	53.7 dB
LAS 33.3	50.3 dB
LAS 50.0	49.0 dB
LAS 66.6	48.1 dB
LAS 90.0	47.0 dB



# Time History



— LAeq: 0.0 dB	— LApeak: 0.0 dB	— LAS: 0.0 dB	— LASmax: 0.0 dB
— LASmin: 0.0 dB	— LCeq: 0.0 dB	— LCpeak: 0.0 dB	— LZpeak: 0.0 dB
— LAleq-LAeq: 0.0 dB	— RunningLeq: 0.0 dB		



**Parking Deck Noise Worksheets**

**Project:** Canyon Place  
**Location:** 149 Chatauqua Blvd.  
**Date:** 01/17/2024

Parking Deck Noise								
Sensitive Receptor	Distance to HVAC Equipment (feet)	Parking Deck Reference Level (dBA Leq)	Estimated Shielding (dBA)	Estimated Noise Level @ Reciever (dBA)	Ambient Noise Levels (dBA Leq)	Ambient Plus Project Noise Levels (dBA Leq)	Threshold of Significance (dBA Leq)	Impact (Yes/No)
		50.8						
1	60	49.2	0	47.6	71.5	71.5	74.5	No
2	60	49.2	0	47.6	71.5	71.5	74.5	No
3	30	55.2	0	59.7	66.9	67.7	69.9	No
4	120	43.2	0	35.6	71.5	71.5	74.5	No
5	80	46.7	0	42.6	71.5	71.5	74.5	No
6	60	49.2	0	47.6	66.9	67.0	69.9	No
7	150	41.3	0	31.7	66.9	66.9	69.9	No

Receptor	Ambient CNEL	Parking	Composite
1	69.5	47.6	69.5
2	69.5	47.6	69.5
3	64.9	59.7	66.1
4	69.5	35.6	69.5
5	69.5	42.6	69.5
6	64.9	47.6	65.0
7	66.3	31.7	66.3

Notes: 1) Formulas taken from FTA, Transit Noise and Vibration Impact Assessment Manual, September 2018, Table 4-12.

**Ambient CNEL at Sensitive Receptors**

**Receptor 1 Noise @ Source**

<b>L<sub>eq</sub>(Day):</b>	<b>dbA</b>	<b>L<sub>eq</sub>(Night):</b>	<b>dbA</b>
L <sub>eq</sub> (7am):	71.5	L <sub>eq</sub> (10pm):	40
L <sub>eq</sub> (8am):	71.5	L <sub>eq</sub> (11pm):	40
L <sub>eq</sub> (9am):	71.5	L <sub>eq</sub> (12am):	40
L <sub>eq</sub> (10am):	71.5	L <sub>eq</sub> (1am):	40
L <sub>eq</sub> (11am):	71.5	L <sub>eq</sub> (2am):	40
L <sub>eq</sub> (12pm):	71.5	L <sub>eq</sub> (3am):	40
L <sub>eq</sub> (1pm):	71.5	L <sub>eq</sub> (4am):	40
L <sub>eq</sub> (2pm):	71.5	L <sub>eq</sub> (5am):	40
L <sub>eq</sub> (3pm):	71.5	L <sub>eq</sub> (6am):	40
L <sub>eq</sub> (4pm):	71.5		
L <sub>eq</sub> (5pm):	71.5		
L <sub>eq</sub> (6pm):	71.5		
L <sub>eq</sub> (7pm):	71.5		
L <sub>eq</sub> (8pm):	71.5		
L <sub>eq</sub> (9pm):	71.5		
L <sub>d</sub> :	71.5		
L <sub>n</sub> :	40		
<b>L<sub>dn</sub> (CNEL):</b>	<b>69.48</b>		

**Receptor 2 Noise @ Source**

<b>L<sub>eq</sub>(Day):</b>	<b>dbA</b>	<b>L<sub>eq</sub>(Night):</b>	<b>dbA</b>
L <sub>eq</sub> (7am):	71.5	L <sub>eq</sub> (10pm):	40
L <sub>eq</sub> (8am):	71.5	L <sub>eq</sub> (11pm):	40
L <sub>eq</sub> (9am):	71.5	L <sub>eq</sub> (12am):	40
L <sub>eq</sub> (10am):	71.5	L <sub>eq</sub> (1am):	40
L <sub>eq</sub> (11am):	71.5	L <sub>eq</sub> (2am):	40
L <sub>eq</sub> (12pm):	71.5	L <sub>eq</sub> (3am):	40
L <sub>eq</sub> (1pm):	71.5	L <sub>eq</sub> (4am):	40
L <sub>eq</sub> (2pm):	71.5	L <sub>eq</sub> (5am):	40
L <sub>eq</sub> (3pm):	71.5	L <sub>eq</sub> (6am):	40
L <sub>eq</sub> (4pm):	71.5		
L <sub>eq</sub> (5pm):	71.5		
L <sub>eq</sub> (6pm):	71.5		
L <sub>eq</sub> (7pm):	71.5		
L <sub>eq</sub> (8pm):	71.5		
L <sub>eq</sub> (9pm):	71.5		
L <sub>d</sub> :	71.5		
L <sub>n</sub> :	40		
<b>L<sub>dn</sub> (CNEL):</b>	<b>69.48</b>		

**Receptor 3 Noise @ Source**

<b>L<sub>eq</sub>(Day):</b>	<b>dbA</b>	<b>L<sub>eq</sub>(Night):</b>	<b>dbA</b>
L <sub>eq</sub> (7am):	66.9	L <sub>eq</sub> (10pm):	40
L <sub>eq</sub> (8am):	66.9	L <sub>eq</sub> (11pm):	40
L <sub>eq</sub> (9am):	66.9	L <sub>eq</sub> (12am):	40
L <sub>eq</sub> (10am):	66.9	L <sub>eq</sub> (1am):	40
L <sub>eq</sub> (11am):	66.9	L <sub>eq</sub> (2am):	40
L <sub>eq</sub> (12pm):	66.9	L <sub>eq</sub> (3am):	40
L <sub>eq</sub> (1pm):	66.9	L <sub>eq</sub> (4am):	40
L <sub>eq</sub> (2pm):	66.9	L <sub>eq</sub> (5am):	40
L <sub>eq</sub> (3pm):	66.9	L <sub>eq</sub> (6am):	40
L <sub>eq</sub> (4pm):	66.9		
L <sub>eq</sub> (5pm):	66.9		
L <sub>eq</sub> (6pm):	66.9		
L <sub>eq</sub> (7pm):	66.9		
L <sub>eq</sub> (8pm):	66.9		
L <sub>eq</sub> (9pm):	66.9		
L <sub>d</sub> :	66.9		
L <sub>n</sub> :	40		
<b>L<sub>dn</sub> (CNEL):</b>	<b>64.91</b>		

**Receptor 4 Noise @ Source**

<b>L<sub>eq</sub>(Day):</b>	<b>dbA</b>	<b>L<sub>eq</sub>(Night):</b>	<b>dbA</b>
L <sub>eq</sub> (7am):	71.5	L <sub>eq</sub> (10pm):	40
L <sub>eq</sub> (8am):	71.5	L <sub>eq</sub> (11pm):	40
L <sub>eq</sub> (9am):	71.5	L <sub>eq</sub> (12am):	40
L <sub>eq</sub> (10am):	71.5	L <sub>eq</sub> (1am):	40
L <sub>eq</sub> (11am):	71.5	L <sub>eq</sub> (2am):	40
L <sub>eq</sub> (12pm):	71.5	L <sub>eq</sub> (3am):	40
L <sub>eq</sub> (1pm):	71.5	L <sub>eq</sub> (4am):	40
L <sub>eq</sub> (2pm):	71.5	L <sub>eq</sub> (5am):	40



L <sub>eq</sub> (3pm):	71.5	L <sub>eq</sub> (6am):	40
L <sub>eq</sub> (4pm):	71.5		
L <sub>eq</sub> (5pm):	71.5		
L <sub>eq</sub> (6pm):	71.5		
L <sub>eq</sub> (7pm):	71.5		
L <sub>eq</sub> (8pm):	71.5		
L <sub>eq</sub> (9pm):	71.5		

L <sub>d</sub> :	71.5
L <sub>n</sub> :	40
<b>L<sub>dn</sub> (CNEL):</b>	<b>69.48</b>

#### Receptor 5 Noise @ Source

L <sub>eq</sub> (Day):	dbA	L <sub>eq</sub> (Night):	dbA
L <sub>eq</sub> (7am):	71.5	L <sub>eq</sub> (10pm):	40
L <sub>eq</sub> (8am):	71.5	L <sub>eq</sub> (11pm):	40
L <sub>eq</sub> (9am):	71.5	L <sub>eq</sub> (12am):	40
L <sub>eq</sub> (10am):	71.5	L <sub>eq</sub> (1am):	40
L <sub>eq</sub> (11am):	71.5	L <sub>eq</sub> (2am):	40
L <sub>eq</sub> (12pm):	71.5	L <sub>eq</sub> (3am):	40
L <sub>eq</sub> (1pm):	71.5	L <sub>eq</sub> (4am):	40
L <sub>eq</sub> (2pm):	71.5	L <sub>eq</sub> (5am):	40
L <sub>eq</sub> (3pm):	71.5	L <sub>eq</sub> (6am):	40
L <sub>eq</sub> (4pm):	71.5		
L <sub>eq</sub> (5pm):	71.5		
L <sub>eq</sub> (6pm):	71.5		
L <sub>eq</sub> (7pm):	71.5		
L <sub>eq</sub> (8pm):	71.5		
L <sub>eq</sub> (9pm):	71.5		

L <sub>d</sub> :	71.5
L <sub>n</sub> :	40
<b>L<sub>dn</sub> (CNEL):</b>	<b>69.48</b>

#### Receptor 6 Noise @ Source

L <sub>eq</sub> (Day):	dbA	L <sub>eq</sub> (Night):	dbA
L <sub>eq</sub> (7am):	66.9	L <sub>eq</sub> (10pm):	40
L <sub>eq</sub> (8am):	66.9	L <sub>eq</sub> (11pm):	40
L <sub>eq</sub> (9am):	66.9	L <sub>eq</sub> (12am):	40
L <sub>eq</sub> (10am):	66.9	L <sub>eq</sub> (1am):	40
L <sub>eq</sub> (11am):	66.9	L <sub>eq</sub> (2am):	40
L <sub>eq</sub> (12pm):	66.9	L <sub>eq</sub> (3am):	40
L <sub>eq</sub> (1pm):	66.9	L <sub>eq</sub> (4am):	40
L <sub>eq</sub> (2pm):	66.9	L <sub>eq</sub> (5am):	40
L <sub>eq</sub> (3pm):	66.9	L <sub>eq</sub> (6am):	40
L <sub>eq</sub> (4pm):	66.9		
L <sub>eq</sub> (5pm):	66.9		
L <sub>eq</sub> (6pm):	66.9		
L <sub>eq</sub> (7pm):	66.9		
L <sub>eq</sub> (8pm):	66.9		
L <sub>eq</sub> (9pm):	66.9		

L <sub>d</sub> :	66.9
L <sub>n</sub> :	40
<b>L<sub>dn</sub> (CNEL):</b>	<b>64.91</b>

#### Receptor 7 Noise @ Source

L <sub>eq</sub> (Day):	dbA	L <sub>eq</sub> (Night):	dbA
L <sub>eq</sub> (7am):	66.9	L <sub>eq</sub> (10pm):	55
L <sub>eq</sub> (8am):	66.9	L <sub>eq</sub> (11pm):	55
L <sub>eq</sub> (9am):	66.9	L <sub>eq</sub> (12am):	55
L <sub>eq</sub> (10am):	66.9	L <sub>eq</sub> (1am):	55
L <sub>eq</sub> (11am):	66.9	L <sub>eq</sub> (2am):	55
L <sub>eq</sub> (12pm):	66.9	L <sub>eq</sub> (3am):	55
L <sub>eq</sub> (1pm):	66.9	L <sub>eq</sub> (4am):	55
L <sub>eq</sub> (2pm):	66.9	L <sub>eq</sub> (5am):	55
L <sub>eq</sub> (3pm):	66.9	L <sub>eq</sub> (6am):	55
L <sub>eq</sub> (4pm):	66.9		
L <sub>eq</sub> (5pm):	66.9		
L <sub>eq</sub> (6pm):	66.9		
L <sub>eq</sub> (7pm):	66.9		
L <sub>eq</sub> (8pm):	66.9		
L <sub>eq</sub> (9pm):	66.9		

L <sub>d</sub> :	66.9
L <sub>n</sub> :	55
<b>L<sub>dn</sub> (CNEL):</b>	<b>66.28</b>

APCW-2022-3115-DRB-SPP-SPE-CDP-MEL

# **EXHIBIT D**

Compatibility Study

**Visual Impact Analysis**  
**APCW-2022-3115-DRB-SPP-SPE-CDP-MEL**

*Site Address:* 148 N. Chautauqua Blvd.  
Pacific Palisades, CA 90402

*Specific Plan:* Pacific Palisades Commercial Village and Neighborhoods  
Neighborhood Area A

*Zoning:* [Q]C2-1XL

*Land Use:* Neighborhood Commercial



Rendering of project at right as seen in the broader context of Neighborhood Area A.

**Project Background**

The Applicant, Frank Langen, proposes to demolish the existing unpermitted structures located on site and construct a two-story, mixed-use project containing two (2) residential dwelling units and two (2) commercial units. The project site is a 4,626 sq. ft., downward sloping, hillside lot in the Pacific Palisades Commercial Village and Neighborhoods Specific Plan, Neighborhood Area A, as well as the Single Permit Jurisdiction of the California Coastal Zone. As such, the project is seeking approval of a Coastal Development Permit (CDP), among other entitlements.

In order to facilitate review of the requested CDP, the following Visual Impact Analysis has been prepared in order to demonstrate the project's compliance with Chapter 3 of the Coastal Act. Namely, this report shows, with evidence, that the project's scale, mass, and character fit within the pattern of development for the area, known as Neighborhood Area A within the Specific Plan, and that the project will not have a negative visual impact on the community, nor protected public views.



Methodology

In order to assess the pattern of development within the surrounding context, a survey of all properties along Chautauqua Blvd. and West Channel Rd. within Neighborhood Area A was conducted. This survey gathered data regarding height, number of stories, floor area, floor area ratio (FAR), use, and residential density. This survey captured 24 existing developments within this area.

All information collected was gathered using publicly available sources, including NavigatELA, ZIMAS, and the Los Angeles Department of Building and Safety (LADBS) public records website. These sources have been chosen as they are available to all and is easily verifiable.

Additionally, in order to help demonstrate the project’s visual impact on both the Chautauqua Blvd. and West Channel Rd. streetscapes, renderings of the project as seen from both streets have been included with this report. The full rendering package has been included as **Exhibit 1**.

An aerial photo of the study area is provide below:



Visual Impact Analysis study area outlined in red. Source: Google Maps

Surrounding Context

The image below shows the project site, as it currently exists, and the surrounding neighborhood. The project site is visible at the center right of the image, including the existing, unpermitted structures to be demolished. The surrounding area is fully built out with a variety of commercial, residential, and mixed-use developments.



Project site visible at center right.

The area does not have a unified architectural design aesthetic. Indeed, the area has a unique mixture of architectural design and material choices that contribute to the eclectic character of the area, with modern structures interspersed with Spanish, mid-century, and other types of building designs. The proposed project will incorporate modern features with clean lines that allow for visual permeability and interest.

The following image is of the project site as seen from Chautauqua Blvd., which is blocked from view by overgrown plants. Further downhill nearby commercial and residential development is also visible. These structures are generally 2-story as seen from the pedestrian perspective along Chautauqua Boulevard.



Project site visible at center of image.



Additional images of the 2- and 3-story structures located along Chautauqua Blvd. are provided below:



2- and 3-story buildings located at 101-121 N. Chautauqua Blvd.



Chautauqua House apartments located at 134 N. Chautauqua Blvd.

With regard to the scale and character of the neighborhood, the following table shows the average height, number of stories, FAR, and residential density for the subject study area. A copy of the data collected for this analysis has been provided as **Exhibit 2**. The proposed project’s information is also provided.

**Table of Compatibility Data**

	<i>Area Average</i>	<i>Project</i>
<i>Height (ft.)</i>	25.36	12.5
<i>Stories</i>	2	2
<i>FAR</i>	0.82	0.75
<i>Density</i>	3	2



As demonstrable in the data, the proposed project’s height, number of stories, FAR, and density are all in line – or below – the average for the surrounding area. Indeed, although the Specific Plan limits FAR to no more than 0.5, the average FAR for the area is well above that limit. This is likely because the vast majority of structures were constructed well before the adoption of the Plan. Given the project site’s location within the Coastal Zone and its requirements for compatibility, the proposed FAR of 0.75 – while requiring a Specific Plan Exemption (SPE) – is nonetheless appropriate in relation to the scale, mass, and character of the area.

Proposed Project in Context

The following rendering shows the project within the broader area context. The red line shows the approximate location of Chautauqua Boulevard. The subject site and neighboring properties feature a steep slope from Chautauqua Blvd. that levels out towards the southeast, with properties fronting Channel Rd. relatively flat by comparison.



Subject project rendering visible at center right.

Please note that the Specific Plan allows for 30 ft. of height as measured from the adjacent sidewalk, which in this case is located along Chautauqua Boulevard. The subject project is 12.5 ft. in height, which includes the solar panel support structure located above the rooftop parking area.

The following rendering shows the project as seen from the Chautauqua Blvd. perspective:



Proposed project rendering, in context, as seen from Chautauqua Boulevard.

Of note in this rendering is the amount of ocean visible beyond the project. Currently, this area is overgrown with plants and shrubs which completely block out any view of the ocean for pedestrians and/or drivers. Indeed, visibility down into Neighborhood Area A itself is also blocked from view. As the project site will be redeveloped completely – including landscaping – this will allow for enhanced access to protected public views of the ocean, which is a positive visual impact and compliant with the Coastal Act.

The image below shows the existing streetscape along Chautauqua Boulevard:



Also, please note the location of nearby 2- and 3-story structures located further down Chautauqua Boulevard.

From the West Channel Rd. perspective, the project will fit neatly into the broader pattern of development and no protected public views will be impacted. Indeed, given the lack of setbacks along most of West Channel Rd. and the consistent 2-story street wall created by the existing



structures, it is unlikely that the project will be visible from the pedestrian perspective along the northerly side of the street, until 169 West Channel Road. As 169 West Channel Rd., as well as the two easterly properties (154 N. Chautauqua Blvd. and 201 West Channel Rd.) are also owned by the Applicant in this case, the proposed project does not result in any negative impacts on neighbors.

Indeed, the Applicant has taken extra care to ensure the project fits within the area, as he is a resident and neighbor. The project has been designed so as to reflect the scale and massing of the area, while working with the unique – and challenging – site conditions, including its steep slope. The project’s design takes cues from the commercial structure located on the Applicant’s adjacent property at 169 West Channel Road.

The following renderings shows the project, in context, as seen from the West Channel Road perspective. Both day and night renderings have been provided to show the project in different lighting conditions.



Rendering of the project during the daytime.



Rendering of the project at night.



The project is tucked into the hillside – working with the existing topography – and steps down with the slope of the property. The architectural style creates a visual link with the Applicant’s existing development at 169 West Channel Rd. with the use of similar materials, including metal and glass.

Please note that, although the properties fronting along West Channel Rd. are all relatively level parcels, the properties along Chautauqua Blvd. slope downward, with the subject site at the highest elevation of all lots within Neighborhood Area A. As such, although the project’s height is comparable to other developments in the area and is only 12.5 feet in height as measured from Chautauqua, the slope of the parcel results in the project appearing taller than adjacent developments. However, this is the case with all structures along Chautauqua Blvd., which similarly step down with the hillside. Furthermore, both parcels on either side of the subject site are vacant, including one owned by the Applicant. Given this context, the height of the structure resulting from the slope of the hillside will not result in any negative impacts on either protected public views, nor on any neighbors.

Conclusion

Based on an analysis of the development context of Neighborhood Area A, as well as its unique topography, the proposed project is compatible with the scale, mass, and character of the area and will not result in any negative visual impacts. Indeed, the proposed project will enhance the visual quality of the area by replacing a site developed with unpermitted, bootleg structures with a modern, visually interesting mixed-use structure.

As shown on the photo renderings, the project opens up new views of the ocean from Chautauqua Blvd. as the overgrown and unkempt plants are removed and replaced with well-maintained landscaping. The project provides a positive visual impact to motorists along Chautauqua Blvd and benefits visitors and residents of the area.

The scale and mass data provided with this report further support the conclusion of this analysis. The proposed project is 12.5 feet in height with a 0.75 FAR, where as the area average height is 25.36 feet in height and 0.82 FAR. feet. (See **Exhibit 2**) As such, the proposed project should be granted the Coastal Development Permit (CDP) and other entitlements requested in this case as it has demonstrated its compliance with all applicable aspects of Chapter 3 of the Coastal Act.

APCW-2022-3115-DRB-SPP-SPE-CDP-MEL

# **EXHIBIT E**

LADBS Geology and Soils Approval Letter

JAVIER NUNEZ  
PRESIDENT

ELVIN W. MOON  
VICE PRESIDENT

JOSELYN GEAGA-ROSENTHAL  
LAUREL GILLETTE  
GEORGE HOVAGUIMIAN



ERIC GARCETTI  
MAYOR

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

JOHN WEIGHT  
EXECUTIVE OFFICER

## GEOLOGY AND SOILS REPORT APPROVAL LETTER

March 14, 2022

LOG # 120704  
SOILS/GEOLOGY FILE - 2

Frank Langen  
36 Haldeman Road  
Santa Monica, CA 90402

TRACT: 1719  
LOT: 192  
LOCATION: 148 N. Chautauqua Blvd.

<u>CURRENT REFERENCE</u> <u>REPORT/LETTER(S)</u>	<u>REPORT</u> <u>No.</u>	<u>DATE OF</u> <u>DOCUMENT</u>	<u>PREPARED BY</u>
Geology/Soils Report	GH18746-G	11/29/2021	Grover Hollingsworth
Oversized Document	''	''	''

The Grading Division of the Department of Building and Safety has reviewed the referenced report dated November 29, 2021, that provides recommendations for the proposed pile supported 4 unit multi-level mixed use building, decks, up to 17 foot high retaining walls, elevators, proposed driveway as depicted on the oversized Geologic Map and Geologic Cross Sections A-A' and B-B' of the referenced November 29, 2021 report. The proposed development is situated on a descending slope that is approximately 70 feet high at a gradient of approximately 3(H):1(V) to 1.5(H):1(V). According to the consultants, the existing improvements should be demolished.

Four hand dug test pits were excavated to a maximum depth of 6.5 feet below the ground surface. The earth materials at the subsurface exploration locations consist of fill from 2 to 5 feet thick, underlain by natural soil from 0.5 to 2 feet thick underlain by massive older alluvium encountered at 3.5 to 5.5 feet below the ground surface. The massive nature of the older alluvium is favorable for the gross stability of the subject site and the proposed project. No groundwater was encountered in the subsurface exploratory excavations to 6.5 feet below the ground surface. The consultants note that the historic high groundwater is approximately at 10 feet below the ground surface at the toe of slope.

The consultants recommend to support the proposed structure(s) on conventional and/or drilled-pile foundations bearing in competent older alluvium and/or properly placed fill a minimum of 3 feet thick below the bottom of the slab/footing.

The referenced report dated November 29, 2021, is acceptable, provided the following conditions are complied with during site development:

(Note: Numbers in parenthesis ( ) refer to applicable sections of the 2020 City of LA Building Code. P/BC numbers refer the applicable Information Bulletin. Information Bulletins can be accessed on the internet at LADBS.ORG.)



1. The entire site shall be made to conform to the provisions of Chapters 18 and 70 of the Code (7005.9).
2. Approval shall be obtained from the Department of Public Works, Bureau of Engineering, Development Services and Permits Program where removal of support and/or retaining of slopes adjoining to a public way is proposed (3307.3.2).
3. Secure the notarized written consent from all owners upon whose property proposed grading/construction access is to extend, in the event off-site grading and/or access for construction purposes is required (7006.6). The consent shall be included as part of the final plans.
4. Conformance with the Zoning Code Section 12.21 C8, which limits the heights and number of retaining walls, will be determined during structural plan check.
5. The geologist and soils engineer shall review and approve the detailed plans prior to issuance of any permits. This approval shall be by signature on the plans that clearly indicates the geologist and soils engineer have reviewed the plans prepared by the design engineer; and, that the plans include the recommendations contained in their reports (7006.1).
6. All recommendations of the report(s) that are in addition to or more restrictive than the conditions contained herein shall be incorporated into the plans.
7. A copy of the subject and appropriate referenced reports and this approval letter shall be attached to the District Office and field set of plans (7006.1). Submit one copy of the above reports to the Building Department Plan Checker prior to issuance of the permit.
8. A grading permit shall be obtained for all structural fill and retaining wall backfill (106.1.2).
9. All new graded slopes shall be no steeper than 2H:1V (7010.2 & 7011.2).
10. Prior to the issuance of any permit, an accurate volume determination shall be made and included in the final plans, with regard to the amount of earth material to be exported from the site. For grading involving import or export of more than 1000 cubic yards of earth materials within the grading hillside area, approval is required by the Board of Building and Safety. Application for approval of the haul route must be filed with the Board of Building and Safety Commission Office. Processing time for application is approximately 8 weeks to hearing plus 10-day appeal period (7006.7.5).
11. All man-made fill shall be compacted to a minimum 90 percent of the maximum dry density of the fill material per the latest version of ASTM D 1557. Where cohesionless soil having less than 15 percent finer than 0.005 millimeters is used for fill, it shall be compacted to a minimum of 95 percent relative compaction based on maximum dry density. Placement of gravel in lieu of compacted fill is only allowed if complying with LAMC Section 91.7011.3.
12. If import soils are used, no footings shall be poured until the soils engineer has submitted a compaction report containing in-place shear test data and settlement data to the Grading Division of the Department; and, obtained approval (7008.2).
13. Compacted fill shall extend beyond the footings a minimum distance equal to the depth of the fill below the bottom of footings or a minimum of four feet, as recommended, whichever is greater, except at locations where lateral over excavation is not possible (i.e., foundations adjacent to property lines or structures), in which case the foundations may be deepened to bear in native older alluvium, as recommended (7011.3).

148 N. Chautauqua Blvd.

14. Existing uncertified fill shall not be used for support of footings, concrete slabs or new fill (1809.2, 7011.3).
15. Existing soil shall not be used for support of footings or concrete slabs, as recommended.
16. Drainage in conformance with the provisions of the Code shall be maintained during and subsequent to construction (7013.12).
17. Grading shall be scheduled for completion prior to the start of the rainy season, or detailed temporary erosion control plans shall be filed in a manner satisfactory to the Grading Division of the Department and the Department of Public Works, Bureau of Engineering, B-Permit Section, for any grading work in excess of 200 cubic yards (7007.1).

1828 Sawtelle Blvd., 3rd Floor, West LA (310) 575-8388

18. All loose foundation excavation material shall be removed prior to commencement of framing. Slopes disturbed by construction activities shall be restored (7005.3).
19. The applicant is advised that the approval of this report does not waive the requirements for excavations contained in the General Safety Orders of the California Department of Industrial Relations (3301.1).
20. Temporary excavations that remove lateral support to the public way, adjacent property, or adjacent structures shall be supported by shoring, as recommended. Note: Lateral support shall be considered to be removed when the excavation extends below a plane projected downward at an angle of 45 degrees from the bottom of a footing of an existing structure, from the edge of the public way or an adjacent property. (3307.3.1)
21. Prior to the issuance of any permit that authorizes an excavation where the excavation is to be of a greater depth than are the walls or foundation of any adjoining building or structure and located closer to the property line than the depth of the excavation, the owner of the subject site shall provide the Department with evidence that the adjacent property owner has been given a 30-day written notice of such intent to make an excavation (3307.1).
22. The soils engineer shall review and approve the shoring plans prior to issuance of the permit (3307.3.2).
23. Prior to the issuance of the permits, the soils engineer and/or the structural designer shall evaluate the surcharge loads used in the report calculations for the design of the retaining walls and shoring. If the surcharge loads used in the calculations do not conform to the actual surcharge loads, the soil engineer shall submit a supplementary report with revised recommendations to the Department for approval.
24. Unsurcharged temporary excavations over 5 feet exposing fill shall be trimmed back at a gradient not exceeding 1(H):1(V), as recommended.
25. Unsurcharged temporary excavations over 4 feet exposing older alluvium shall be trimmed back at a gradient not exceeding 1(H):1(V), as recommended.
26. Temporary shoring shall be designed for a minimum EFP of 24 PCF (supporting 12.5 ft. of older alluvium) and a minimum EFP of 29 PCF (supporting 16 feet of older alluvium) and a minimum EFP of 32.5 PCF (supporting 19 feet of older alluvium); all surcharge loads shall be included into the design, as recommended. Total lateral load on shoring piles shall be determined by multiplying the recommended EFP by the pile spacing.

27. Shoring shall be designed for a maximum lateral deflection of 1 inch, provided there are no structures within a 1(H):1(V) plane projected up from the base of the excavation. Where a structure is within a 1(H):1(V) plane projected up from the base of the excavation, shoring shall be designed for a maximum lateral deflection of ½ inch, or to a lower deflection determined by the consultant that does not present any potential hazard to the adjacent structure.
28. A shoring monitoring program shall be implemented to the satisfaction of the soils engineer.
29. All foundations shall derive entire support from competent older alluvium and/or properly placed fill a minimum of 3 feet thick, as recommended and approved by the geologist and soils engineer by inspection.
30. Proposed friction piles, a minimum of 24 inches in diameter, shall be founded a minimum of 8 feet into competent older alluvium, as recommended.
31. Proposed shoring piles, a minimum of 24 inches in diameter, shall be founded a minimum of 6 feet into competent older alluvium, as recommended.
32. Foundations adjacent to a descending slope steeper than 3:1 (horizontal to vertical) in gradient shall be a minimum distance of one-third the vertical height of the slope but need not exceed 40 feet measured horizontally from the footing bottom to the face of the slope (1808.7.2)
33. Buildings adjacent to ascending slopes steeper than 3H:1V in gradient shall be setback from the toe of the slope a level distance measured perpendicular to slope contours equal to one-half the vertical height of the slope, but need not exceed 15 feet (1808.7.1)
34. All continuous footings shall be reinforced with a minimum of four (4), ½-inch diameter (#4) deformed reinforcing bars. Two (2) bars shall be placed near the bottom and two (2) bars placed near the top of the footing, as recommended.
35. Pile caisson and/or isolated foundation ties are required by LAMC Sections 91.1809.13 and/or 91.1810.3.13. Exceptions and modification to this requirement are provided in Information Bulletin P/BC 2020-030.
36. Pile and/or caisson shafts shall be designed for a lateral load of 1000 pounds per linear foot of shaft exposed to fill and soil per P/BC 2020-050.
37. The design passive pressure shall be neglected for a portion of the pile with a horizontal setback distance less than five feet from fill and soil.
38. When water is present in drilled pile holes, the concrete shall be tremied from the bottom up to ensure minimum segregation of the mix and negligible turbulence of the water (1808.8.3).
39. Existing uncertified fill shall not be used for lateral support of deep foundations (1810.2.1).
40. Slabs on uncertified fill shall be designed as a structural slab (7011.3).
41. Slabs shall be at least 5 inches thick and shall be reinforced with ½-inch diameter (#4) reinforcing bars spaced a maximum of 16 inches on center each way, as recommended. Vapor barriers shall be utilized as recommended.
42. The seismic design shall be based on a Site Class D, as recommended. All other seismic design parameters shall be reviewed by LADBS building plan check. According to ASCE 7-16 Section 11.4.8, the long period coefficient ( $F_v$ ) may be selected per Table 11.4-2 in ASCE 7-16, provided that the value of the Seismic Response Coefficient ( $C_s$ ) is determined by Equation 12.8-2 for values

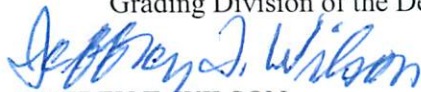


of the fundamental period of the building (T) less than or equal to 1.5Ts, and taken as 1.5 times the value computed in accordance with either Equation 12.8-3 for T greater than 1.5Ts and less than or equal to TL or Equation 12.8-4 for T greater than TL. Alternatively, a supplemental report containing a site-specific ground motion hazard analysis in accordance with ASCE 7-16 Section 21.2 shall be submitted for review and approval.

43. Retaining walls up to 17 feet in height shall be designed for a minimum equivalent fluid pressure (EFP) as specified on pages 21 and 22 of the November 29, 2021, referenced report. All surcharge loads shall be incorporated into the design.
44. Retaining walls higher than 6 feet shall be designed for lateral earth pressure due to earthquake motions as specified on pages 12 and 13 of the November 29, 2021, referenced report (1803.5.12).
45. Retaining walls at the base of ascending slopes shall be provided with a minimum freeboard of 12 inches, as recommended.
46. The recommended equivalent fluid pressure (EFP) for the proposed retaining wall shall apply from the top of the freeboard to the bottom of the wall footing.
47. All retaining walls shall be provided with a standard surface backdrain system and all drainage shall be conducted in a non-erosive device to the street in an acceptable manner (7013.11).
48. With the exception of retaining walls designed for hydrostatic pressure, all retaining walls shall be provided with a subdrain system to prevent possible hydrostatic pressure behind the wall. Prior to issuance of any permit, the retaining wall subdrain system recommended in the soils report shall be incorporated into the foundation plan which shall be reviewed and approved by the soils engineer of record (1805.4).
49. Installation of the subdrain system shall be inspected and approved by the soils engineer of record and the City grading/building inspector (108.9).
50. Basement walls and floors shall be waterproofed/damp-proofed with an LA City approved "Below-grade" waterproofing/damp-proofing material with a research report number (104.2.6).
51. Prefabricated drainage composites (Miradrain, Geotextiles) may be only used in addition to traditionally accepted methods of draining retained earth.
52. All deck drainage shall be collected and conducted to an approved location in a non-erosive device (7013.10).
53. The structure shall be connected to the public sewer system per P/BC 2020-027.
54. All roof, pad and deck drainage shall be conducted to the street in an acceptable manner in non-erosive devices or other approved location in a manner that is acceptable to the LADBS and the Department of Public Works; water shall not be dispersed on to descending slopes without specific approval from the Grading Division and the consulting geologist and soils engineer (7013.10).
55. An on-site storm water infiltration system at the subject site shall not be implemented, as recommended.
56. All concentrated drainage shall be conducted in an approved device and disposed of in a manner approved by the LADBS (7013.10).
57. Sprinkler plans for irrigation shall be submitted and approved by the Mechanical Plan Check Section (7012.3.1).

148 N. Chautauqua Blvd.

58. Any recommendations prepared by the geologist and/or the soils engineer for correction of geological hazards found during grading shall be submitted to the Grading Division of the Department for approval prior to use in the field (7008.2, 7008.3).
59. The geologist and soils engineer shall inspect all excavations to determine that conditions anticipated in the report have been encountered and to provide recommendations for the correction of hazards found during grading (7008, 1705.6 & 1705.8).
60. All friction pile or caisson drilling and excavations shall be performed under the inspection and approval of the geologist and soils engineer. The geologist shall indicate the distance that friction piles or caissons penetrate into competent older alluvium in a written field memorandum. (1803.5.5, 1705.1.2)
61. Prior to pouring concrete, a representative of the consulting soils engineer shall inspect and approve the footing excavations. The representative shall post a notice on the job site for the LADBS Inspector and the Contractor stating that the work inspected meets the conditions of the report. No concrete shall be poured until the LADBS Inspector has also inspected and approved the footing excavations. A written certification to this effect shall be filed with the Grading Division of the Department upon completion of the work. (108.9 & 7008.2)
62. Prior to excavation an initial inspection shall be called with the LADBS Inspector. During the initial inspection, the sequence of construction; shoring; pile installation; protection fences; and, dust and traffic control will be scheduled (108.9.1).
63. Installation of shoring and/or pile excavations shall be performed under the inspection and approval of the soils engineer and deputy grading inspector (1705.6, 1705.8).
64. Prior to the placing of compacted fill, a representative of the soils engineer shall inspect and approve the bottom excavations. The representative shall post a notice on the job site for the LADBS Inspector and the Contractor stating that the soil inspected meets the conditions of the report. No fill shall be placed until the LADBS Inspector has also inspected and approved the bottom excavations. A written certification to this effect shall be included in the final compaction report filed with the Grading Division of the Department. All fill shall be placed under the inspection and approval of the soils engineer. A compaction report together with the approved soil report and Department approval letter shall be submitted to the Grading Division of the Department upon completion of the compaction. In addition, an Engineer's Certificate of Compliance with the legal description as indicated in the grading permit and the permit number shall be included (7011.3).
65. No footing/slab shall be poured until the compaction report is submitted and approved by the Grading Division of the Department.



JEFFREY T. WILSON  
Engineering Geologist I



GLEN RAAD  
Geotechnical Engineer I

JTW/GR:jtw/gr  
Log No. 120704  
213-482-0480

cc: Keith Fallen, BAM Construction & Design, Applicant  
Grover Hollingsworth and Associates, Project Consultant  
WL District Office



APPLICATION FOR REVIEW OF TECHNICAL REPORTS

INSTRUCTIONS

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

1. LEGAL DESCRIPTION  
Tract: 1719  
Block: None Lots: 192

2. PROJECT ADDRESS:  
148 Chautauqua Blvd

3. OWNER: Frank Langen  
Address: 36 Haldeman Rd  
City: Santa Monica Zip: 90402  
Phone (Daytime): 310-963-3891

4. APPLICANT Keith Fallen with BAM Construction & Design  
Address: 150 W. Channel Rd.  
City: Santa Monica Zip: 90402  
Phone (Daytime): 310-699-5611  
E-mail address: keithf@bamcdi.com

5. Report(s) Prepared by: Grover Hollingworth and Associates, Inc  
6. Report Date(s): November 29, 2021

7. Status of project:  Proposed  Under Construction  Storm Damage  
8. Previous site reports?  YES if yes, give date(s) of report(s) and name of company who prepared report(s)

9. Previous Department actions?  YES if yes, provide dates and attach a copy to expedite processing.

Dates: \_\_\_\_\_  
10. Applicant Signature: \_\_\_\_\_ Position: PROJECT ARCHITECT

(DEPARTMENT USE ONLY)

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

Fee Due: 895.72  
Fee Verified By: Am Date: 2/24/22  
(Cashier Use Only)  
Los Angeles Department of Building and Safety  
Metro 4th Floor 02/25/2022 8:59:00 AM  
User ID: rrodriguez  
Receipt Ref Nbr: 2022056001-16  
Transaction ID: 2022056001-16-1  
GRADING REPORT \$726.00  
SYSTEMS DEV SURCH \$43.56  
GEN PLAN MAINT SURCH \$50.82  
DEV SERU CENTER SURCH \$21.78  
CITY PLAN SURCH \$43.56  
MISC OTHER \$10.00  
Amount Paid: \$895.72  
PCIS Number: NA  
Job Address: 148 Chautauqua Blvd.  
Owners Name: Frank Langen

ACTION BY: \_\_\_\_\_  
THE REPORT IS:  NOT APPROVED  APPROVED WITH CONDITIONS  BELOW  ATTACHED

For Geology \_\_\_\_\_ Date \_\_\_\_\_  
For Soils \_\_\_\_\_ Date \_\_\_\_\_



APCW-2022-3115-DRB-SPP-SPE-CDP-MEL

# **EXHIBIT F**

Correspondence



October 17, 2023

Brenden Lau, Planning Assistant  
200N Spring Street Room 721  
Los Angeles, CA 90012  
[Brenden.lau@lacity.org](mailto:Brenden.lau@lacity.org)

RE: Planning Application  
Case #APCW-2022-3115-DRB-SPP-SPE-CDP-MEL

Mr. Lau,

This letter is written on behalf of BOCA neighborhood Association in support of the project contemplated to be built at 148 N. Chautauqua Boulevard, Pacific Palisades, CA 90402.

BOCA has reviewed the project and lends their full support behind the design. We believe that design of the project is in keeping with the surrounding area and uses. The project's size at just over 3,400 SF is modest compared to many of the buildings planned or existing in the area. The addition of two dwellings is another step, small but accretive, towards the ongoing goal of creating enough housing in Los Angeles. The project will have sufficient parking onsite for the planned use.

As we looked at the design of the project, there is no doubt that the project was envisioned by a long term member of "The Canyon" who understands the sensibilities of those that reside there. Frank Langen has been a leader in our neighborhood for decades. Frank has created community with his Canyon Square project, a location that draws a wide range of people together people from all over the canyon to gather over food, art and design. It is hard to imagine that there is anyone, from ages 10-95, that lives in our community that do not know Frank, and even harder to believe that anyone who knows him does not think that any project he undertakes is for the benefit of all.

**Based on our review of the design and our faith in Frank, the board of BOCA is happy to unanimously support this planning application. If you have any questions or would like to discuss further, please contact either of us at the numbers below.**

**Sincerely,**

**Amy Hopper  
BOCA, Co-President  
310.678.2286**

**Joan Kramer  
BOCA, Co-President  
310.291.3922**





suisman urban design  
201 mabery road  
santa monica ca 90402 usa  
310.230.9997  
suisman.com

Date: October 7, 2023

To: West Los Angeles Area Planning Commission

From: Doug Suisman, FAIA

Re: **148 N. Chautauqua Boulevard**  
Pacific Palisades, CA 90402.  
Case Number: APCW-2022-3115-DRB-SPP-SPE-CDP-MEL  
Environmental Case Number: ENV-2022-3116-CE

To the Planning Commission:

I am writing in support of the proposed mixed-use development at 148. N. Chautauqua Blvd. in Santa Monica Canyon, part of the Pacific Palisades Planning Area.

I am a 30 year resident of the Canyon, and an architect and urban designer with 40 years of experience working in Los Angeles neighborhoods.

I wholeheartedly support Frank Langen's efforts to improve his property through the addition of housing units and commercial office space.

For decades, Mr. Langen has been a prime mover in the improvement of the physical, economic and social character of Santa Monica Canyon. He has brought new vitality to the West Channel Road commercial neighborhood with his very popular mixed-use Canyon Square project, which includes an art gallery, real estate office, grocer, clothing retailer, cafe, and an outdoor seating area. This has proved to be an important locus for community members, and has encouraged Canyon residents to walk and bike in the area, a key to sustainable development. Its proximity to the beach access tunnel to Will Rogers State Beach means the facility has served thousands of members of the general beach-going public.

This is exactly the kind sustainable, mixed-use project that the City should and does encourage. The addition of housing to this property will not only increases its sustainable attributes, but will contribute to the economic and social health of the community. Most importantly it will add desperately needed housing to a city wracked by a housing and homelessness crisis due to the shortage of housing units.

I urge you to approve this project unreservedly and with all possible speed. Please feel free to contact me if I can be of further assistance - mobile 310-403-3334. Please note that I would make this statement in person at the October 25 were I not traveling out of the country at that time.

Kind regards,

Doug Suisman, FAIA  
Principal, Suisman Urban Design  
[suisman@suisman.com](mailto:suisman@suisman.com)  
Mobile: 310-403-3334

October 9, 2023

Ben Birdsong  
220 West Channel Rd  
Santa Monica, CA 90402  
310 266 8618  
[Ben\\_birdsong@hotmail.com](mailto:Ben_birdsong@hotmail.com)

Re: 148 N. Chautauqua Blvd  
Pacific Palisades, CA 90402  
Case Number: APCW-2022-3115-DRB-SPP-SPE-CDP-MEL  
Environmental Case Number: ENV-2022-3116-CE

To whom it may concern:

I am writing to express my sincerest support for the proposed building at 148 N. Chautauqua Blvd. As a 20+ year resident of West Channel Rd and a homeowner across the street from the proposed development I fully support the intended mixed-use development as a continued step forward for the Canyon neighborhood that Frank Langen has been on the forefront of for over 30 years. Frank has been one of the most active members of the Santa Monica Canyon community and has always worked to maintain and improve the character of the community here. The intended building would be a continued step forward for our community and would add to the needed housing stock and limited commercial space available in the canyon. Frank's efforts to add to the existing services in the canyon at his current space have brought needed businesses to the community and this building will continue in that vein providing much needed space for local businesses and residents. The proposed building will be in line with the architecture of the area and will positively impact the neighbors, beachgoers and the greater community.

I am available to answer any questions you may have and I look forward to a quick approval process for this needed and beneficial improvement.

Best regards,

Ben Birdsong



Brenden Lau &lt;brenden.lau@lacity.org&gt;

**ENV-2022-3116-CE**

5 messages

**Jaimie Korody** <jaimiekorody@gmail.com>  
To: brenden.lau@lacity.org

Wed, Oct 11, 2023 at 1:12 PM

Hi Brenden,

As a Rustic Canyon resident, I received notice of the pending project at the base of the canyon. Would you please forward both the application and plans?

Thanks in advance,

Jaimie Korody  
(310) 488-7890

**Brenden Lau** <brenden.lau@lacity.org>  
To: Jaimie Korody <jaimiekorody@gmail.com>  
Cc: Kenton Trinh <kenton.trinh@lacity.org>

Wed, Oct 11, 2023 at 1:40 PM

Good Afternoon Jaime,

Please see the link to the [agenda](#) along with the [google drive link](#) to the plans for the hearing. The case number is APCW-2022-3115-DRB-SPP-SPE-CDP-MEL, ENV-2023-3116-CE.

Please let me know if you have any questions.

Thanks,

**Brenden Lau**

Pronouns: He, His, Him

Planning Assistant

**Los Angeles City Planning**

200 N. Spring St., Room 721

Los Angeles, CA 90012

T: (213) 978-1162 | Planning4LA.org



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**Jaimie Korody** <jaimiekorody@gmail.com>  
Reply-To: jkorody@eclip.com  
To: Brenden Lau <brenden.lau@lacity.org>  
Cc: Kenton Trinh <kenton.trinh@lacity.org>

Wed, Oct 11, 2023 at 9:15 PM

Thank you for the information.

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**Jaimie Korody** <jaimiekorody@gmail.com>  
Reply-To: jkorody@eclip.com  
To: Brenden Lau <brenden.lau@lacity.org>

Thu, Oct 12, 2023 at 2:45 PM

Hi Brenden - I reviewed the materials, but am not clear on both the construction staging and pedestrian access (once built). Can you let me know? Thanks, Jaimie



[Quoted text hidden]

**Brenden Lau** <brenden.lau@lacity.org>  
To: jkorody@eclip.com  
Cc: Kenton Trinh <kenton.trinh@lacity.org>

Mon, Oct 16, 2023 at 4:02 PM

Good Afternoon Jaimie,

Please see the attached General Construction Requirements for projects in Los Angeles.

[https://www.ladbs.org/docs/default-source/publications/misc-publications/good-neighbor-construction-practices.pdf?sfvrsn=aa56eb53\\_5](https://www.ladbs.org/docs/default-source/publications/misc-publications/good-neighbor-construction-practices.pdf?sfvrsn=aa56eb53_5)

Thanks,



LOS ANGELES  
CITY PLANNING

**Brenden Lau**

Pronouns: He, His, Him

Planning Assistant

**Los Angeles City Planning**

200 N. Spring St., Room 721

Los Angeles, CA 90012

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Brenden Lau &lt;brenden.lau@lacity.org&gt;

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**APCW-2022-3115-DRB-SPP-SPE-CDP-MEL- Hearing Notice for APCW Hearing**

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**Richard Waltzer** <richardwaltzer@gmail.com>

Fri, Feb 23, 2024 at 2:56 PM

To: Brenden Lau &lt;brenden.lau@lacity.org&gt;

Cc: Kenton Trinh &lt;kenton.trinh@lacity.org&gt;

hello,

this email is coming from richard and kathryn waltzer. we live at [201 chautauqua blvd](#), just north of where the 148 chautauqua project is located. we want to reaffirm our support for this appropriately sized, and architecturally sensitive project. additionally, as we reside on chautauqua and are quite familiar with the traffic patterns, it is our belief that this space will have little or no impact to anyone living near the site, or who used the street as a thoroughfare.

Best regards,

Richard Waltzer

[richard@ctqfilm.com](mailto:richard@ctqfilm.com)

T: 310.876.8100

+33 (0) 6.78.10.20.99

F: 310.866.841.5600

S: richardwaltzer

TW: @richardwaltzer

Sent from my iPhone, hence the brevity.

On Feb 22, 2024, at 12:03 PM, Brenden Lau &lt;brenden.lau@lacity.org&gt; wrote:

[Quoted text hidden]

**148 Chautauqua\_HO HearingNotice\_Final.pdf**

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