



MOUNTAINS RECREATION & CONSERVATION AUTHORITY
Ramirez Canyon Park
5810 Ramirez Canyon Road
Malibu, California 90265
Phone (310) 589-3230 Fax (310) 589-3237

March 18, 2015

3923 – 3941 NORTH HOPEVALE DRIVE

Appeal To: The Los Angeles City Council

Appeal From: The decision of the Board of Building and Safety Commissioners, March 10, 2015 (Decision Letter dated March 12, 2015)

Regarding Case No.: Board File Number 140090, ENV-2014-3285-MND

Project Address: 3923 – 3941 North Hopevale Drive (Tract 6984)

Final Date to Appeal: March 20, 2015

Type of Appeal: Appeal of the entire decision of the Board of Building and Safety Commissioners, by an organization other than the project applicant/property owner, claiming to be aggrieved by the Board's decision.

Appellant Information

The Mountains Recreation and Conservation Authority (MRCA), filing for itself.

Represented by: Paul Edelman, Chief of Natural Resources and Planning

Address: 5810 Ramirez Canyon Road
Malibu, California 90265

Telephone: 310-589-3230, ext. 128 / 323-221-9944

E-mail: paul.edelman@mrca.ca.gov (Chief of Natural Resources and Planning for Appellant)
garrett.weinstein@mrca.ca.gov (Staff, Alternate Contact)

Purpose of Appeal

This appeal seeks to reverse the entire decision of the Board of Building and Safety Commissioners (Board) regarding the proposed Haul Route (Board File No. 140090) and Mitigated Negative Declaration (ENV-2014-3285-MND) for the proposed project at 3923-3941 North Hopevale Drive (Agenda Item A2, March 10, 2015). This appeal

Office of the City Clerk
City of Los Angeles
Appeal of BF No. 140090, ENV-2014-3285-MND, 3923 - 3941 North Hopevale Drive
March 18, 2015
Page 2

pertains to the entire decision of the Board, without limitation to Board File No. 140090 and ENV-201-3285-MND. This appeal is based on the Board's improper approval of a deficient and incomplete Mitigated Negative Declaration (MND) and incomplete development plans to base its haul route analysis. These deficiencies fail both to disclose and to mitigate the subject project's potentially significant adverse environmental impacts to public parkland and other public resources. The MND fails to describe the entire project and its associated significant adverse impacts, which constitutes "project piecemealing" under the California Environmental Quality Act (CEQA).

Reasons for Appeal and Denial of Subject Project

Where, as here, the Appellant, and independent citizens, presented multiple "fair arguments" that the subject project would result in significant adverse environmental impacts, and significant adverse impacts to public resources, and presented "substantial evidence" in support of those "fair arguments", both in writing prior to, and at the subject hearing. These "fair arguments" and "substantial evidence" have not been refuted by any City agency to date. The Board had no factual basis and thus no discretion to approve or adopt the MND for the subject project.

The Department of City Planning erroneously asserts that the subject proposed single-family residence is categorically exempt from CEQA, and that only the Haul Route requires an MND. The Planning Department's conclusion is flawed because the hillside grading, dirt export, house construction, and City street construction are all part of a single project. The afore-mentioned "fair arguments" and "substantial evidence" further show that therefore the subject proposed single-family residence and its required grading on the subject property cannot lawfully qualify for a Categorical Exemption from CEQA.

Please refer to Attachments A through D.

- A – MRCA Letter to Planning Department, January 23, 2015
- B - Two Aerial Photo Maps of Subject Property
- C – Geological Investigation report by Van Beveren and Butelo, dated September 29, 2009
- D – Map to Accompany Geologist's Report

In addition to evidence already presented, said MND is deficient and incomplete in the following respects:

Office of the City Clerk

City of Los Angeles

Appeal of BF No. 140090, ENV-2014-3285-MND, 3923 - 3941 North Hopevale Drive

March 18, 2015

Page 3

- The total amount of grading described in the MND for the subject project, 1,638 cubic yards, is false. Per the haul route hearing testimony of City staff, this number of affected yards of earth had not been verified by any City agency at the time of the hearing. A substantially greater amount of hillside cut is required to develop the proposed single-family home. It is probable that the minimum amount of required cut is 10,000 cubic yards. At least 2,000 cubic yards of fill is necessary to construct the proposed City street to the proposed residence. These calculations were derived from a Grading/Drainage Plan provided to the City by the applicant. Total export from the site is a minimum of 7,500 cubic yards – not 1,638 claimed by the applicant and analyzed in the MND and Haul Route findings. Under no circumstances had City staff been presented with accurate and complete figures showing the full extent of the project prior to the haul route hearing.
- The public road extension proposed as part of the subject project is physically impossible to construct without permission from down slope property owners. As proposed, the proposed paved road surface is suspended in midair. The MRCA, as the dominant downslope property owner, hereby puts the City and the applicant on notice that it will not allow any temporary construction entry or damage to its public parkland.
- The proposed creation of a public road in thin air on slopes exceeding a 3:1 grade was neither described or analyzed in the MND. Potential road impacts to protected trees were not analyzed.
- The MND fails to acknowledge the presence of public MRCA parkland adjacent to the subject property, and fails to analyze either direct or indirect potential impacts to said public parkland.
- The MND fails to acknowledge the historic prescriptive public trail (mostly located on the Hopevale Drive right-of-way) that lies both on and adjacent to the subject property, and fails to analyze the impacts to said public trail from grading, dirt export activities, and proposed structures on the subject property.
- The proposed public road required to access the proposed new residence and its proposed fire department hammerhead turnaround would require grading and permanent retaining walls on MRCA public parkland. The MRCA will not permit this.

CITY OF LOS ANGELES

CALIFORNIA



ERIC GARCETTI
MAYOR

BOARD OF
BUILDING AND SAFETY
COMMISSIONERS

VAN AMBATIELOS
PRESIDENT

E. FELICIA BRANNON
VICE PRESIDENT

JOSELYN GEAGA-ROSENTHAL
GEORGE HOVAGUIMIAN
JAVIER NUNEZ

DEPARTMENT OF
BUILDING AND SAFETY
201 NORTH FIGUEROA STREET
LOS ANGELES, CA 90012

RAYMOND S. CHAN, C.E., S.E.
GENERAL MANAGER

FRANK BUSH
EXECUTIVE OFFICER

March 12, 2015

BOARD FILE: 140090
C.D.: 4

Svetlana Molchanov
1411 Tower Grove Drive
Beverly Hills, CA 90210

JOB ADDRESS: 3923 – 3941 NORTH HOPEVALE DRIVE
TRACT: TR 6984

The Board of Building and Safety Commissioners, at its meeting of March 10, 2015, gave consideration to the application by Pedram Kazemi, to export 1,638 cubic yards of earth from the above-referenced property.

The Board took the following action:

1. FIND that with the imposition of the mitigation measures described in the Mitigated Negative Declaration (MND), and incorporated herein as project conditions, there is no substantial evidence that the proposed project will have a significant effect on the environment, pursuant to the City's Environmental Guidelines and is in compliance with the California Environmental Quality Act.
2. ADOPT the Mitigated Negative Declaration ENV-2014-3285-MND.
3. APPROVE the application subject to all conditions specified in the Department's report dated March 9, 2015, with the following exceptions:
 - a. Item C.1 shall be modified as follows:

The hauling operations are restricted to the hours between **10:30** a.m. and 3:00 p.m. on Mondays through Fridays. No hauling allowed on Saturdays, Sundays or City Holidays. Haul vehicles may not arrive at the site before the designated start time.

(Continued on Page 2)

Page 2

Job Address: 3923 – 3941 NORTH HOPEVALE DRIVE

Board File: 140090

b. Item C.2 shall be modified as follows:

Hauling of earth shall be completed within the maximum time limit of 22 hauling days.

This action becomes effective and final when ten calendar days have elapsed from the date of the Board's action, unless an appeal is filed to the City Council pursuant to Section 91.7006.7.4 of the Los Angeles Municipal Code.

When a proposed Negative or Mitigated Negative Declaration has been approved, Public Resources Code Section 21152(a) requires that a Notice of Determination ("NOD") be filed within five working days after the effective date of the decision. The filing of the NOD with the County Clerk starts a 30-day statute of limitations on court challenges to the approval of the project pursuant to Public Resources Code Section 21167. Failure to file the notice results in the statute of limitations being extended to 180 days.



Van Ambatielos, President

BOARD OF BUILDING AND SAFETY COMMISSIONERS

CJ:mct

140090.fal

c: Sr. Grading Inspector J. Velasquez
Pedram Kazemi
Paul Edelman
Tom Henry, City Planner
Alexander Shvartsman
Brendt Butler
Irena Shut
Jacky Surber
Jonathan Brand

March 10, 2015

BOARD OF
BUILDING AND SAFETY
COMMISSIONERS

VAN AMBATIELOS
PRESIDENT

E. FELICIA BRANNON
VICE PRESIDENT

JOSELYN GEAGA-ROSENTHAL
GEORGE HOVAGUIMIAN
JAVIER NUNEZ

CITY OF LOS ANGELES

CALIFORNIA



ERIC GARCETTI
MAYOR

DEPARTMENT OF
BUILDING AND SAFETY
201 NORTH FIGUEROA STREET
LOS ANGELES, CA 90012

RAYMOND S. CHAN, C.E., S.E.
GENERAL MANAGER

FRANK BUSH
EXECUTIVE OFFICER

March 9, 2015

BOARD FILE NO. 140090
C.D.:4 (Councilmember T. LaBonge)

Board of Building and Safety Commissioners
Room 1080, 201 North Figueroa Street

APPLICATION TO EXPORT 1,638 CUBIC YARDS OF EARTH

PROJECT LOCATION: 3923 - 3941 NORTH HOPEVALE DRIVE

TRACT: TR 6984

BLOCK: NONE

LOT: 62, 63, 64, & 65

OWNER:

Svetlana Molchanov
1411 Tower Grove Drive
Beverly Hills, CA 90210

APPLICANT:

Pedram Kazemi
4966 Topanga Canyon Blvd.
Woodland Hills, CA 91364

The Department of Transportation (DOT) and the Department of Public Works (DPW) have reviewed the subject haul route application and have forwarded the following recommendations to be considered by the Board of Building and Safety Commissioners (Board) in order to protect the public health, safety and welfare.

CONDITIONS OF APPROVAL

Additions or modifications to the following conditions may be made on-site at the discretion of the Grading Inspector, if deemed necessary to protect the health, safety, and welfare of the general public along the haul route.

Failure to comply with any conditions specified in this report may void the Board's action. If the hauling operations are not in accordance with the Board's approval, The Department of Building and Safety (DBS) shall list the specific conditions in violation and shall notify the applicant that immediate compliance is required. If the violations are not corrected or if a second notice is issued by DBS for violations of any of the conditions upon which the approval was granted, said approval shall be void. Inasmuch as Board approval of the import-export operations is a condition precedent to issuing a grading permit in a "hillside" designated area, violation of this condition may result in the revocation of the grading permit issued in reliance of this approval.

A. PERMITS AND BONDS REQUIRED BY THE DEPARTMENT OF PUBLIC WORKS:

PERMIT FEE MUST BE PAID BEFORE THE DEPARTMENT OF BUILDING AND SAFETY WILL ISSUE A GRADING PERMIT.

1. Under the provisions of Section 62.201 of the Los Angeles Municipal Code, the following permit fee shall be required:
 - a) A total of 1,638 cubic yards of material moved 1.3 miles within the hillside area at a rate of \$0.29 per cubic yard per mile results in a fee of \$617.52.
2. The required permit fee shall be paid at the Street Services Investigation and Enforcement Division office, 1149 South Broadway, Suite 350, Los Angeles, California, 90015, telephone (213) 847-6000.
3. Under the provisions of Section 62.202 of the Los Angeles Municipal Code, a cash bond or surety bond in the amount of \$50,000.00 shall be required from the property owner to cover any road damage and any street cleaning costs resulting from the hauling activity.
4. Forms for the bond will be issued by Susan Sugay, Bond Processor, Bureau of Engineering Valley District Office, 6262 Van Nuys Boulevard, Suite 351, Van Nuys, CA 91401; telephone (818) 374-5082.

B. GENERAL CONDITIONS:

1. The owner or contractor shall keep the construction area sufficiently dampened to control dust caused by grading and hauling, and at all times shall provide reasonable control of dust caused by wind, at the sole discretion of the grading inspector.

2. Hauling and grading equipment shall be kept in good operating condition and muffled as required by law.
3. The Traffic Coordinating Section of the Los Angeles Police Department shall be notified at least 24 hours prior to the start of hauling, (213) 486-0688/486-0690.
4. Loads shall be secured by trimming or watering or may be covered to prevent the spilling or blowing of the earth material. If the load, where it contacts the sides, front, and back of the truck cargo container area, remains six inches from the upper edge of the container area, and if the load does not extend, at its peak, above any part of the upper edge of the cargo container area, the load is not required to be covered, pursuant to California Vehicle Code Section 23114 (e) (4).
5. Trucks and loads are to be watered at the export site to prevent blowing dirt and are to be cleaned of loose earth at the export site to prevent spilling.
6. Streets shall be cleaned of spilled materials during grading and hauling, and at the termination of each workday.
7. The owner/contractor shall be in conformance with the State of California, Department of Transportation policy regarding movements of reducible loads.
8. The owner/contractor shall comply with all regulations set forth by the State of California Department of Motor Vehicles pertaining to the hauling of earth.
9. A copy of the approval letter from the City, the approved haul route and the approved grading plans shall be available on the job site at all times.
10. The owner/contractor shall notify the Street Services Investigation and Enforcement Division, (213) 847-6000, at least 72 hours prior to the beginning of hauling operations and shall also notify the Division immediately upon completion of hauling operations. Any change to the prescribed routes, staging and/or hours of operation must be approved by the concerned governmental agencies. Contact the Street Services Investigation and Enforcement Division prior to effecting any change.
11. No person shall perform any grading within areas designated "hillside" unless a copy of the permit is in the possession of a responsible person and available at the site for display upon request.
12. A copy of this report, the approval letter from the Board and the approved grading plans shall be available on the job site at all times. A request to modify or change the approved routes must be approved by the Board of Building and Safety Commissioners before the change takes place.
13. The grading permit for the project shall be obtained within twelve months from the date of action of the Board. If the grading permit is not obtained within the specified time, re-application for a public hearing through the Grading Division will be required.

14. A log noting the dates of hauling and the number of trips (i.e. trucks) per day shall be available on the job site at all times.
15. All hauling vehicles must prominently display a unique placard identifying the project address on the vehicle or in the front windshield.
16. No staging of hauling trucks on any streets adjacent to the project, unless specifically approved as a condition of an approved haul route.
17. Trucks shall be spaced so as to discourage a convoy affect.
18. Only one hauling truck at any time shall be allowed on portions of the hauling route that are classified as substandard hillside streets.
19. This approval pertains only to the City of Los Angeles streets. Those segments of the haul route outside the jurisdiction of the City of Los Angeles may be subject to permit requirements and to the approval of other municipal or governmental agencies and appropriate clearances or permits is the responsibility of the contractor.
20. **The applicant shall defend, indemnify and hold harmless the City of Los Angeles (City), its agents, officers, or employees, from any claim, action, or proceeding against the City to attack, set aside, void or annul this approval, which action is brought within the applicable limitation period. The City shall promptly notify the applicant of any claim, action, or proceeding and the City shall cooperate fully in the defense. If the City fails to promptly notify the applicant of any claim action or proceeding, or if the City fails to cooperate fully in the defense, the applicant shall not thereafter be responsible to defend, indemnify, or hold harmless the City.**
21. **A copy of the first page of this approval and all Conditions and/or any subsequent appeal of this approval and its resultant Conditions and/or letters of clarification shall be printed on the building plans submitted to the City's Development Services Center and the Department of Building and Safety for purposes of having a building permit issued.**

C. SPECIFIC CONDITIONS

An authorized Public Officer may make additions to, or modifications of, the following conditions if necessary to protect the health, safety, and welfare of the general public.

1. The hauling operations are restricted to the hours between 9:00 a.m. and 3:00 p.m. on Mondays through Fridays. No hauling allowed on Saturdays, Sundays or City Holidays. Haul vehicles may not arrive at the site before the designated start time.

2. Hauling of earth shall be completed within the maximum time limit of 20 hauling days.
3. Staging is allowed on site only.
4. The approved haul vehicles are 10 wheeler dump trucks.
5. Total amount of dirt to be hauled shall not exceed 1,638 cubic yards.
6. "Truck Crossing" warning signs shall be placed 300 feet in advance of the exit in each direction. Five additional signs will be placed at the following locations:
 - A. Two on Rayneta Drive in advance of Hopevale Drive.
 - B. One on Cody Road in advance of Rayneta Drive.
 - C. Two on Sepulveda Boulevard in advance of Sherman Oaks Avenue.
7. Five flag attendants, each with two-way radios, will be required during hauling hours to assist with staging and getting trucks in and out of the project area. One flag attendant will be placed at the following locations:
 - A. The entrance of the project site.
 - B. Midway between the project site and the intersection of Hopevale Drive and Rayneta Drive.
 - C. The intersection of Hopevale Drive and Rayneta Drive.
 - D. The intersection of Rayneta Drive and Cody Road.
 - E. The intersection of Rayneta Drive and Saugus Avenue.

Additional flag attendants may be required by the LADBS Inspector, LADOT, or BOSS to mitigate a hazardous situation (e.g. blind curves, uncontrolled intersections, narrow portions of roads or where obstacles are present). Flag attendants and warning signs shall be in compliance with Part II of the latest Edition of "Work Area Traffic Control Handbook."

8. The City of Los Angeles, Department of Transportation, telephone (213) 485-2298, shall be notified 72 hours prior to beginning operations in order to have temporary "No Parking" signs posted along streets in haul route.
9. The City of Los Angeles, Department of Transportation, telephone (213) 485-2298, shall be contacted four days prior to beginning operations to obtain fee requirements, applicable restrictions, and to have "Temporary Tow Away No Stopping Anytime" signs posted on both sides of Hopevale Drive adjacent to the project site.

10. Prior to hauling, the applicant shall provide the following information to Los Angeles Fire Department Station #88 located at 5101 N. Sepulveda Blvd., Los Angeles, CA 91403; telephone (818) 756-8688:
 - A. Contact information for the construction superintendent or contractor.
 - B. A copy of this approved staff report.
 - C. A map clearly illustrating the approved hauling route and involved street names.
 - D. The approved hauling hours.
 - E. The estimated completion date of hauling.

11. The recommended route is as follows:

LOADED TRUCKS:

Exit project site northbound on Hopevale Drive, turn west (left) on Rayneta Drive, north (right) on Saugus Avenue, west (left) on Valley Vista Boulevard, north (right) on Sepulveda Boulevard, enter northbound I-405 Freeway, and continue to the disposal site outside of the city limits.

EMPTY TRUCKS:

From the disposal site, travel southbound on I-405 Freeway, exit onto Valley Vista Boulevard/Sepulveda Boulevard off-ramp, turn north (right) on Flume Walk, west (left) on Sherman Oaks Avenue, north (left) on Sepulveda Boulevard, east (right) on Valley Vista Boulevard, south (right) on Woodcliff Road, east (left) on Rayneta Drive, south (right) on Hopevale Drive, and continue to the project site.

12. Only one hauling truck, associated with this project address, shall be allowed on the following substandard hillside streets, at any time: Hopevale Drive, Rayneta Drive, and Woodcliff Road.
13. The applicant shall provide a staked sign at the site containing the contact information for the Senior Street Services Investigator (Department of Public Works), the Senior Grading Inspector (LADBS) and the hauling or general contractor. The letters shall be a minimum of 3 inches in height.

D. ENVIRONMENTAL CONDITIONS

A Mitigated Negative Declaration (MND) was prepared for this project by the Department of City Planning (ENV-2014-3285-MND). Each mitigation measure identified in the MND is incorporated herein by reference as though fully set forth, and compliance with each is expressly made a condition of this project approval

E. MANDATORY FINDINGS AND RECOMMENDED ACTIONS

1. On January 25, 2015, the Department of City Planning issued the above described MND No. (ENV-2014-3285-MND).
2. FIND that this project will not have a significant effect on the environment under the above described MND No. (ENV-2014-3285-MND) because on the basis of the whole of the record before the Lead Agency, including any comments received, the Lead Agency FINDS that with the imposition of the mitigation measures described in the MND, and incorporated herein as project conditions, there is no substantial evidence that the proposed project will have a significant effect on the environment, pursuant to the City's Environmental Guidelines and is in compliance with the California Environmental quality Act; that the MND reflects the independent judgment of the lead agency, the City of Los Angeles; that the documents constituting the record of proceedings in this matter are located in the files of the Los Angeles Department of Building and Safety Commission Office.
3. ADOPT the Mitigated Negative Declaration (ENV-2014-3285-MND).

CODE:

SEC. 91.7006. CONDITIONS PRECEDENT TO ISSUING A GRADING PERMIT.

Section 91.7006.7. Limitation of Export and Import

5. At the public hearing, the Board of Building and Safety Commissioners shall consider the views of the applicant and all other affected persons. The board shall then grant or conditionally grant approval of export and import operations or, in the event it determines that the grading activity, including the hauling operation, will endanger the public health, safety and welfare, it shall deny the request. Where conditions of the permit are recommended by the Department of Public Works, including the condition that a bond be posted pursuant to Section 62.202 of the Los Angeles Municipal Code, such conditions shall be made a part of any permit which may be issued. The decision of the board shall not be effective until 10 calendar days have elapsed from the date of the board's decision.

6. Any affected person, including the applicant, who is dissatisfied with the decision of the board, may appeal the board decision within 10 days to the City Council by filing an appeal with the city clerk on forms which the city clerk provides. The City Council shall hear and make its determination on the appeal not later than the 30th day after the appeal has been filed. The decision of the City Council on the matter shall be final. If the City Council fails to act on any appeal within the time limit specified in this section, the action of the board on the matter shall be final.

RAYMOND S. CHAN, C.E., S.E.
General Manager

march 10, 2015


Jason Healey, P.E.
Staff Engineer, Commission Office

CITY OF LOS ANGELES
 OFFICE OF THE CITY CLERK
 ROOM 395, CITY HALL
 LOS ANGELES, CALIFORNIA 90012
 CALIFORNIA ENVIRONMENTAL QUALITY ACT
 PROPOSED MITIGATED NEGATIVE DECLARATION

LEAD CITY AGENCY City of Los Angeles	COUNCIL DISTRICT 4
PROJECT TITLE ENV-2014-3285-MND	CASE NO.
PROJECT LOCATION 3941 N HOPEVALE DR	
PROJECT DESCRIPTION The proposed project includes a request for a Haul Route for the export of 1,680 cubic yards of dirt from the site, for the construction of a two-story single-family dwelling on an approximately 18,000 square-foot vacant site. Approximately 1,680 cubic yards of grading will occur on-site.	
NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY Svetlana Molchanov 1411 Tower Grove Drive, Beverly Hills, CA 90210	
FINDING: The City Planning Department of the City of Los Angeles has Proposed that a mitigated negative declaration be adopted for this project because the mitigation measure(s) outlined on the attached page(s) will reduce any potential significant adverse effects to a level of insignificance (CONTINUED ON PAGE 2)	
SEE ATTACHED SHEET(S) FOR ANY MITIGATION MEASURES IMPOSED.	
Any written comments received during the public review period are attached together with the response of the Lead City Agency. The project decision-maker may adopt the mitigated negative declaration, amend it, or require preparation of an EIR. Any changes made should be supported by substantial evidence in the record and appropriate findings made.	
THE INITIAL STUDY PREPARED FOR THIS PROJECT IS ATTACHED.	
NAME OF PERSON PREPARING THIS FORM Tom Henry	TITLE City Planning Associate
	TELEPHONE NUMBER (818) 374-5061
ADDRESS 200 N. SPRING STREET, 7th FLOOR LOS ANGELES, CA. 90012	SIGNATURE (Official) 
	DATE JANUARY 25, 2015

III-10. Air Pollution (Demolition, Grading, and Construction Activities)

-
- All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD District Rule 403. Wetting could reduce fugitive dust by as much as 50 percent.
- The construction area shall be kept sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind.
- All clearing, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 mph), so as to prevent excessive amounts of dust.
- All dirt/soil loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.
- All dirt/soil materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust.
- General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.
- Trucks having no current hauling activity shall not idle but be turned off.

IV-70. Tree Removal (Non-Protected Trees)

- Environmental impacts from project implementation may result due to the loss of significant trees on the site. However, the potential impacts will be mitigated to a less than significant level by the following measures:
- Prior to the issuance of any permit, a plot plan shall be prepared indicating the location, size, type, and general condition of all existing trees on the site and within the adjacent public right(s)-of-way.
- All significant (8-inch or greater trunk diameter, or cumulative trunk diameter if multi-trunked, as measured 54 inches above the ground) non-protected trees on the site proposed for removal shall be replaced at a 1:1 ratio with a minimum 24-inch box tree. Net, new trees, located within the parkway of the adjacent public right(s)-of-way, may be counted toward replacement tree requirements.
- Removal or planting of any tree in the public right-of-way requires approval of the Board of Public Works. Contact Urban Forestry Division at: 213-847-3077. All trees in the public right-of-way shall be provided per the current standards of the Urban Forestry Division the Department of Public Works, Bureau of Street Services.

IV-80. Tree Removal (Locally Protected Species)

- Environmental impacts may result due to the loss of protected trees on the site. However, these potential impacts will be mitigated to less than significant level by the following measures:
- All protected tree removals require approval from the Board of Public Works.
- A Tree Report shall be submitted to the Urban Forestry Division of the Bureau of Street Services, Department of Public Works, for review and approval (213-847-3077), prior to implementation of the Report's recommended measures.
- A minimum of two trees (a minimum of 48-inch box in size if available) shall be planted for each protected tree that is removed. The canopy of the replacement trees, at the time they are planted, shall be in proportion to the canopies of the protected tree(s) removed and shall be to the satisfaction of the Urban Forestry Division.
- The location of trees planted for the purposes of replacing a removed protected tree shall be clearly indicated on the required landscape plan, which shall also indicate the replacement tree species and further contain the phrase "Replacement Tree" in its description.
- Bonding (Tree Survival):
 - a. The applicant shall post a cash bond or other assurances acceptable to the Bureau of Engineering in consultation with the Urban Forestry Division and the decision maker guaranteeing the survival of trees required to be maintained, replaced or relocated in such a fashion as to assure the existence of continuously living trees for a minimum of three years from the date that the bond is posted or from the date such trees are replaced or relocated, whichever is longer. Any change of ownership shall require that the new owner post a new oak tree bond to the satisfaction of the Bureau of Engineering. Subsequently, the original owner's oak tree bond may be exonerated.
 - b. The City Engineer shall use the provisions of Section 17.08 as its procedural guide in satisfaction of said bond requirements and processing. Prior to exoneration of the bond, the owner of the property shall provide evidence satisfactory to the City Engineer and Urban Forestry Division that the oak trees were properly replaced, the date of the replacement and the survival of the replacement trees for a period of three years.

VI-50. Geotechnical Report

-

- The project shall comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the proposed project, and as it may be subsequently amended or modified.

VIII-40. Hillside Construction Staging and Parking Plan

-
- Prior to the issuance of a grading or building permit, the applicant shall submit a Construction Staging and Parking Plan to the Department of Building and Safety and the Fire Department for review and approval. The plan shall identify where all construction materials, equipment, and vehicles will be stored through the construction phase of the project, as well as where contractor, subcontractor, and laborers will park their vehicles so as to prevent blockage of two-way traffic on streets in the vicinity of the construction site. The Construction Staging and Parking Plan shall include, but not be limited to, the following:
 - No construction equipment or material shall be permitted to be stored within the public right-of-way.
 - During the Excavation and Grading phases, only one truck hauler shall be allowed on the site at any one time. The drivers shall be required to follow the designated travel plan or approved Haul Route.
 - Truck traffic directed to the project site for the purpose of delivering materials, construction-machinery, or removal of graded soil shall be limited to off-peak traffic hours, Monday through Friday only. No truck deliveries shall be permitted on Saturdays or Sundays.
 - All deliveries during construction shall be coordinated so that only one vendor/delivery vehicle is at the site at one time, and that a construction supervisor is present at such time.
 - During all phases of construction, all construction vehicle parking and queuing related to the project shall be as required to the satisfaction of the Department of Building and Safety, and in substantial compliance with the Construction Staging and Parking Plan, except as may be modified by the Department of Building and Safety or the Fire Department.
 - As appropriate, a radio operator shall be on-site to coordinate the movement of material and personnel, in order to keep the roads open for emergency vehicles, their apparatus, and neighbors.

XVI-30. Transportation (Haul Route)

-
- The developer shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety.
- **(Hillside and Subdivisions):** Projects involving the import/export of 1,000 cubic yards or more of dirt shall obtain haul route approval by the Department of Building and Safety.
- **(Hillside Projects):**
- All haul route hours shall be limited to off-peak hours as determined by Board of Building and Safety Commissioners.
- The Department of Transportation shall recommend to the Building and Safety Commission Office the appropriate size of trucks allowed for hauling, best route of travel, the appropriate number of flag people.
- The Department of Building and Safety shall stagger haul trucks based upon a specific area's capacity, as determined by the Department of Transportation, and the amount of soil proposed to be hauled to minimize cumulative traffic and congestion impacts.
- The applicant shall be limited to no more than two trucks at any given time within the site's staging area.

Attachment A

MRCA Letter to Planning Department, January 23, 2015



MOUNTAINS RECREATION & CONSERVATION AUTHORITY

Ramirez Canyon Park
5810 Ramirez Canyon Road
Malibu, California 90265
Phone (310) 589-3230 Fax (310) 589-3237

January 23, 2015

Mr. Tom Henry
Department of City Planning
City of Los Angeles
6262 Van Nuys Boulevard, Suite 351
Los Angeles, California 91401

ENV-2014-3285-MND, 3941 (formerly 3935) Hopevale Drive

Dear Mr. Henry:

The staff of Mountains Recreation and Conservation Authority (MRCA) offers the following comments and recommendations on the Mitigated Negative Declaration (MND) and Initial Study for above-referenced proposed project. The subject proposed project has a high potential to result in unavoidable significant adverse impacts to adjacent public open space. Neither the subject project or subject property are adequately described in the MND or Initial Study. The MND is deficient for these omissions and must be amended, and recirculated for public comment.

Inadequate Site Context, Adjacent Public Land and Trail

The MND fails to acknowledge the Hopevale Open Space, managed by the MRCA, that is located adjacent to the subject property on the south and across dirt Hopevale Drive. Our agency owns the fee-simple title to many of the lots comprising this public open space, and holds conservation easements over the remainder. These conservation easements are noted on the Los Angeles County Assessor maps (Book 2277, Page 18). For the purposes of analyzing impacts to public resources under the California Environmental Quality Act (CEQA), these open space lots must be considered a single public park. The attached aerial photo map shows this parkland in relation to the subject property.

Dirt Hopevale Drive, which diverges from the Hopevale Drive paper street on the subject property, is a commonly used trail over which the public has historic prescriptive access. This trail is the primary access to the above-described Hopevale Open Space. The construction of a single-family home on the subject property, in conjunction with the grading required to develop the site, must preserve this public trail. The MND is deficient for not addressing either the existence of the trail, or potential impacts to its quality and use.

Mr. Tom Henry
Department of City Planning
ENV-2014-3285-MND, 3941 Hopevale Drive
January 23, 2015
Page 2

Unpermitted Removal of Protected Trees

Aerial photos of the subject property from 2012 show four California black walnut trees (*Juglans californica*) located on the subject property. In August of 2014, the applicant was cited for the unpermitted removal of several protected trees in association with the subject project. The MND is deficient for failing to address this recent past unpermitted tree removal, and for not addressing specific related mitigation measures.

Geological Instability of Subject Property

The subject hillside property is a collective part of the same slope as the adjacent MRCA-managed public parkland. Before acquiring the Hopevale Open Space, the MRCA commissioned a Geological Investigation of the properties on the subject slope due to liability concerns. The sources of these concerns were items in the title reports for these properties which indicated that the Los Angeles City Bureau of Engineering had red-flagged these lots as being geologically unstable.

The MRCA commissioned a Geological Investigation report by Van Beveren and Butelo dated September 29, 2009, which confirmed those lots on the subject hillside as geologically unstable. When asked for clarification of the landslide risk in simple terms, geologist Jim Van Beveren assigned these hillside lots a grade of 'F' out of an A through F scale. This 2009 Geologist's Report is attached.

The subject property sits immediately adjacent to, and on the same hillside as these geologically unstable parcels. The MND is deficient for failing to adequately address the instability of this slope relative to impacting the adjacent lots, and the Bureau of Engineering's prior red-flagging.

Offsite Grading Impacts Not Addressed

Due to the geological instability of the subject proposed project site, the proposed construction would potentially require grading on the adjacent public parkland, grading on the Hopevale Drive public trail, grading on adjacent private property not owned by the applicant, and off-site deposits of soil. These potential significant adverse grading impacts must be addressed in the MND to avoid project piecemealing under CEQA.

The MRCA will not allow grading or deposits of soil on either its fee-simple owned parkland or easements in connection with the subject proposed project.

Street Improvements and Fire Department Turnaround Not Addressed

Hopevale Drive, the only street which touches the subject property, is a public, unpaved dirt road that currently does not fully align with the paper street on the County Assessor

Mr. Tom Henry
Department of City Planning
ENV-2014-3285-MND, 3941 Hopevale Drive
January 23, 2015
Page 3

map. The MND does not address required street improvements as part of the subject proposed project. The MND also does not mention a request for a Zoning Administrator's Determination to waive the required street improvements. Either the MND is deficient for omitting public street improvements and the significant adverse impacts to the public trail that would result, or the MND is deficient for omitting a request for a Zoning Administrator's Determination. In either case, one or the other must be included in the MND to avoid project piecemealing under CEQA.

The MND similarly fails to address the legal requirement for a Fire Department turnaround at the southern terminus of the cul-de-sac that would be created by the public street improvements associated with the subject proposed project. The MND is deficient for this admission alone.

Other Impacts to Public Parkland Not Addressed

The construction of a residence on the subject property would potentially necessitate additional Fire Department-required fuel modification on the adjacent Hopevale Open Space, which would further significantly degrade the habitat quality of this public land. Adverse impacts from associated outdoor lighting would also have the potential to drive wildlife away from this sub-area of the Stone Canyon habitat block. The MND is deficient for omitting any discussion of these potential adverse impacts.

The MND for the subject proposed project will remain deficient until it not only fully describe the project's potential significant impacts, but also describe how such impacts will be avoided, and details site-specific mitigation measures for each significant impact that cannot be avoided.

If you have any questions, please feel free to contact me at 310-589-3230, ext. 128. Alternately, Garrett Weinstein of our staff can be contacted at 310-589-3230, ext. 124. The applicant should feel encouraged to contact our agency. Thank you for your time and consideration.

Sincerely,



Paul Edelman
Chief of Natural Resources and Planning



Mr. Tom Henry
Department of City Planning
ENV-2014-3285-MND, 3941 Hopevale Drive
January 23, 2015
Page 4

- Attachments:
- A – Two Aerial Photo Maps
 - B – Geologist's Report, dated September 29, 2009
 - C – Map to Accompany Geologist's Report

Attachment B

Two Aerial Photo Maps of Subject Property

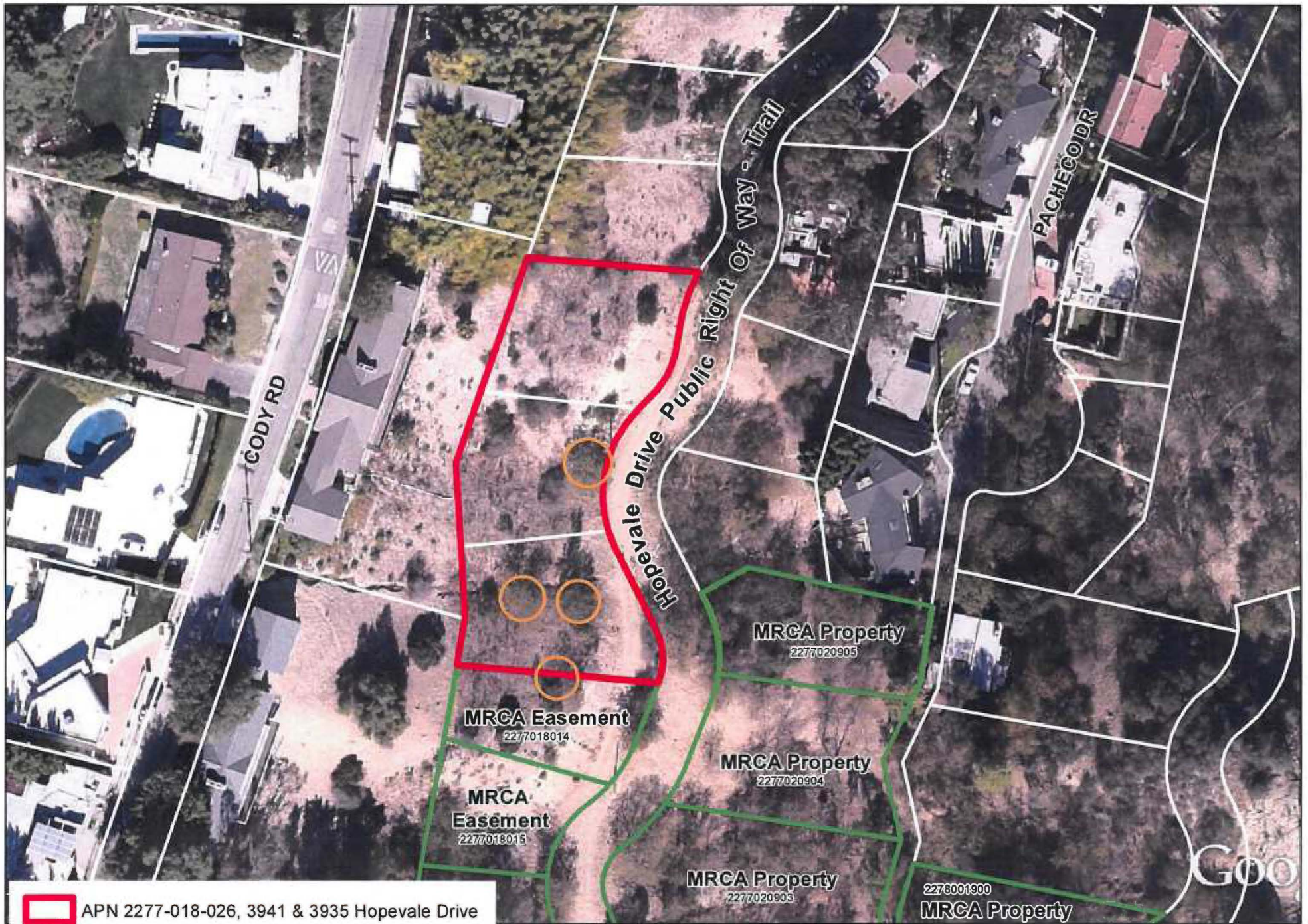


 APN 2277-018-026, 3941 & 3935 Hopevale Drive
 MRCA Property/Easements

ENV-2014-3285-MND

0 50 100 Feet
NAIP aerial photo taken 2010



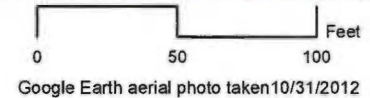


APN 2277-018-026, 3941 & 3935 Hopevale Drive

MRCA Property/Easements

California walnut

ENV-2014-3285-MND



Attachments C and D

**Geological Investigation report by Van Beveren and Butelo, dated
September 29, 2009**

Map to Accompany Geologist's Report



**REPORT OF GEOTECHNICAL INVESTIGATION
PROPOSED PROPERTY ACQUISITION**

**HOPEVALE DRIVE
SHERMAN OAKS DISTRICT, LOS ANGELES, CALIFORNIA**

Prepared for:

**MOUNTAINS RECREATION
AND CONSERVATION AUTHORITY**

Los Angeles, California

September 29, 2009

Van Beveren & Butelo Project 09015-001



September 29, 2009

ALASKA
CALIFORNIA
COLORADO
FLORIDA
MISSOURI
OREGON
WASHINGTON

Mr. Jeffrey K. Maloney, Staff Counsel
Mountains Recreation and Conservation Authority
570 West Avenue 26, Suite 100
Los Angeles, California 90065

**Subject: Geotechnical Slope Stability Review
Acquisition of 20 Lot Parcel Along Hopevale Drive
Sherman Oaks District, Los Angeles, California
for Mountains Recreation and Conservation Authority
Van Beveren & Butelo Project 09015-001**

Dear Mr. Maloney:

SCOPE

This report presents the results of our limited geotechnical slope stability review of the site of the proposed property acquisition. You furnished us with a description of the project site and with copies of prior reports for our review. A list of the prior reports is presented at the end of this report. The initial investigation was performed by Kovacs-Byer and Associates in 1989. More recent investigations were performed by MTC Engineering and Environmental Geotechnology Laboratory. We have not seen any acceptance letters of these prior studies by the City of Los Angeles, Grading Division.

You are considering the acquisition of the subject property. Prior geotechnical investigations have been performed on the property. The purpose of this investigation was to provide an opinion on the stability of the slopes on the subject property, addressing the history of landslides, the risk of future landslides and the impact of landslides on upslope homes. This opinion was to be developed by reviewing available geotechnical information, including prior geotechnical reports, published maps in our office and by making a site reconnaissance. Physical explorations (borings or pits) were not a part of this study.

PROJECT DESCRIPTION

You are considering the acquisition of an approximately 20-lot parcel located along the southern portion of Hopevale Drive in the Sherman Oaks District of the City of Los Angeles. The site is within the bottom of an undeveloped canyon with homes on the adjacent ridges and in the canyon bottom. The slopes adjacent to the lots appear to be up to about 200 feet in height.

SITE CONDITIONS

The site is located at the southern terminus of a bowl-shaped north-south trending canyon. Access to the site is by Hopevale Drive, a relatively narrow paved road from the north. The property is undeveloped, except for an unpaved southern extension of Hopevale Drive. This portion of the road is narrow and could be described as more of a trail than a road.

The canyon slopes are generally steep with overall inclinations ranging from about 1½:1 (horizontal to vertical) to 3:1. There are numerous cut slopes generally on the upslope portion of the road ranging from near vertical to as flat as 1½:1, with bedrock exposed in the slopes. There are large accumulations of eroded soil and rock debris at the toes of the slopes. The slopes are covered with grasses, various trees and shrubs. Scattered debris and an abandoned trailer and shed were present on the southern portion of the site adjacent to the access road at the time of our reconnaissance.

Residences have been constructed on the adjacent ridge tops above the subject property. In some areas we observed drainage from these residences directed down the slopes onto the subject property.

EARTH MATERIALS

FILL

Deposits of existing fill are reportedly present on the site. Most of this fill is related to construction of the access road and occurs on the road's downslope side. The fill reportedly varies from one foot to 22 feet in

thickness. These fills are not uniformly well compacted. Other fills, created during construction of the up slope properties may also be present.

The lots on the tops of the adjacent ridges appear to have been developed as early as the 1950s. Prior reports indicate that the adjacent, off-site, properties, at the head of the canyon south of the site, were developed by placing up to 80 feet of compacted fill.

SOIL/COLLUVIUM

The slopes are covered with residual soil and colluvium. The residual soil is a result of in-place weathering of the bedrock. The colluvium is a result of downslope movement of the soil and is generally thickest in swales and shallow ravines. The soil and colluvium consist of silt and clay with bedrock fragments.

LANDSLIDE DEBRIS

Landslide debris was observed and mapped during the prior investigations. The landslide debris is present on the southern and westerly side of the canyon and was mapped at depths ranging from 4 to 20 feet. We are not certain if the landslide debris is a result of one large landslide or numerous slides over different time periods. The landslides were not mapped as extending beneath the homes on the adjacent ridge top. We believe that the landslides are recent, having occurred within historic time. It is likely that there have been multiple slides on the property. We did not observe any evidence of active landslides on the property, although such evidence may be present and would be revealed by a comprehensive mapping of the property.

The landslides could occur in a natural, undisturbed setting where the bedding is roughly parallel to the slope face, or wherever excavations are made into the bedrock resulting in exposed, unsupported bedding. The presence of water increases the landslide risk.

The approximate limits of the landslides are shown on plans accompanying the documents provided to us. However, interpretation of the plans is difficult and there may be significant variations in the identified limits. We made an effort to interpret the limits and have identified those limits on a copy of a plan, which

we believe accompanied the Environmental Geotechnology Laboratory August 26, 2005 report. The plan used is, however, dated August 29, 2005. We have not performed any independent mapping to confirm these landslide limits. A copy of the plan is attached to this report.

BEDROCK

The bedrock on the site is Modelo Formation consisting primarily of shale with sandstone, siltstone and mudstone. The shale is highly diatomaceous. The bedrock is bedded with the bedding dipping in a northerly direction at angles ranging from 16 to 26 degrees below the horizontal. The bedrock has a consistent near-vertical joint set. The bedrock and its structure are typical of the area.

The bedrock is mapped as being unsupported, that is dipping out of existing slopes, at some locations on the site. At least some of these locations appear to have been created by recent excavations for drill rig access roads created as part of the prior geotechnical investigations. The areas of unsupported bedding have a greater risk of ground movement along the bedding planes. We have also shown these locations on the attached map. There may be other locations of unsupported bedding elsewhere on the property. We have not performed any mapping to confirm the limits of unsupported bedding planes.

GEOTECHNICAL HAZARDS

The primary geotechnical hazards are related to slope stability as a result of the bedding in the bedrock. The landslides appear to be a result of bedding plane failures in the bedrock, with the west and south sides of the site most vulnerable in their current condition. The presence of landslides on this property is consistent with the area. Excavations made into the bedrock could result in new landslides anywhere on the property, including the east flank of the canyon. Although the landslides are not mapped as extending beneath the homes on the adjacent ridge top, renewed movement of the landslides could initiate movement on these adjacent properties.

Other hazards could include erosion and mudflows during periods of rainfall or if uncontrolled water flows over the slopes. The Kovacs-Byer, July 25, 1989 report makes reference to a residence on Pacheco Drive at

the bottom of the canyon being destroyed by a mudflow following a heavy rainstorm; we do not know the date of this event.

FINDINGS, AND CONCLUSIONS

The primary hazards on the property are related to the existing landslides, the potential for new landslides and for erosion and mudflows following periods of heavy rain or uncontrolled water flows on the property. Current building code standards by the City of Los Angeles and other nearby communities require a minimum factor of safety of 1.5 for landslide movement and for slope stability under static loading. It is our opinion that the landslides are active and have a factor of safety against further movement of less than 1.5, approaching 1.0. The presence of water, new grading or seismic activity could cause renewed landslide movement.

The landslides have been mapped as extending off of the property and on to the adjacent upslope properties. Although the prior mapping does not indicate that the landslides extend beneath the existing residences, the landslides could be buried beneath fill or soil and not observable. Furthermore, the bedding planes on the slopes, particularly the slope on the west side of the canyon pass are believed to extend beneath the residences on the ridge top. This factor of safety against failure on these slope beneath the residences may be less than 1.5, creating a potential for movement in areas where movement has not occurred.

You have advised us that you have the opportunity to acquire individual lots within the tract and wish to rate the level of risk of all the lots. Although we believe that all of the lots possess a greater than normal level of risk of future ground movement, we have shown the previous mapping of the landslides and the areas of unsupported bedding on the attached plan. In our opinion, those areas of the existing landslides are areas of recent movement and present the greatest risk of future movement. The areas of unsupported bedding also present a relatively high level of risk of future movement.

Stabilization of the landslides could be accomplished by removal of the landslides or the construction of buttress fills, where an engineered compacted fill is constructed in front of the landslide. Any grading to

remove the landslides or to construct a buttress fill would need to be performed in accordance with current standards, which would require 2:1 fill slopes with drainage benches and terraces and proper control of all water runoff. The resulting graded slope would be significantly flatter than the existing slope.

BASIS FOR RECOMMENDATIONS


The recommendations provided in this report are based upon our understanding of the project and on our data interpretation. We have made our findings and conclusions based upon experience with similar subsurface conditions under similar loading conditions. The findings and conclusions apply to the specific project discussed in this report.

Our professional services have been performed using that degree of care and skill ordinarily exercised, under similar circumstances, by reputable geotechnical consultants practicing in this or similar localities. No other warranty, expressed or implied, is made as to the professional advice included in this report. This report has been prepared for Mountains Recreation and Conservation Authority to be used solely in consideration of the property acquisition. The report has not been prepared for use by other parties, and may not contain sufficient information for purposes of other parties or other uses.



Sincerely,

Van Beveren & Butelo
A Shannon & Wilson Company


James L. Van Beveren
Geotechnical Engineer
Senior Vice-President



09015-001 r01b/VB:ay
(4 copies submitted)
Attachments: Site Plan

LIST OF PRIOR REPORTS

- Environmental Geotechnology Laboratory, Inc.**, 2005, Geotechnical and Engineering Geological Report Update, Preliminary Phase 1: Lots 13 to 20, 61 to 71, and 73 to 77 of Tract 6984, 3820 – 3920 Hopevale Drive, Sherman Oaks, California, for the Richmond Development Co., report dated August 26, 2005.
- City of Los Angeles**, 2005, Geology and Soils Report Correction Letter, Draft Letter, Tract: 6984, Lots: 66 through 71 / 73 through 77 / 13 through 20, 3889-3919 / 3881 – 3861 / 3828 – 3906 Hopevale Drive, for the Rinascente, LLC, letter dated April 8, 2005.
- GeoDesigns**, 2001, Memo, Project Review, Tract 6984, Lots: 12-22 and 66-77, 3820-3920 Hopevale Drive, for the R&Y Corp., letter dated June 19, 2001.
- MTC Engineering, Inc.**, 2001, Geotechnical Engineering Investigation and Laboratory Testing, Results for Proposed Residential Development, 3820-3920 Hopevale Drive, Lot: 12 through 22 and 66 through 71 and 73 through 77, Tract: 6984, Sherman Oaks, California, for the Rinascente LLC, letter dated June 19, 2001.
- MTC Engineering, Inc.**, 2001, Geotechnical Engineering Investigation and Laboratory Testing Results, Proposed Residential Development, 3820-3920 Hopevale Drive, Lots 12-22 and 66-77, Tract 6984, Sherman Oaks, California, for the Hopevale Estates, letter dated June 19, 2001.
- MTC Engineering, Inc.**, 2001, Change of Geotechnical Engineering Consultant and Addendum Report (Update) of Geologic and Soils Engineering Investigation, Proposed Residential Buildings and Retaining Walls, 3820-3920 Hopevale Drive, Sherman Oaks, California, for the Rinascente, report dated March 27, 2001.
- MTC Engineering, Inc.**, 2001, Change of Geotechnical Engineering Consultant and Addendum Report (Update) of Geologic and Soils Engineering Investigation, Proposed Residential Buildings and Retaining Walls, 3820-3920 Hopevale Drive, Sherman Oaks, California, for the Rinascente, report dated March 6, 2001.
- MTC Engineering, Inc.**, 2000, Proposal for Preliminary Soils and Geologic Engineering Investigation, Response to Comments of City of Los Angeles, Proposed Tract Homes, 3820 to 3920 Hopevale Drive, Los Angeles, California, for the Rinascente, letter dated October 23, 2000.
- MTC Engineering, Inc.**, 2000, Proposal for Preliminary Soils and Geologic Engineering Investigation, Response to Comments of City of Los Angeles, Proposed Tract Homes, 9820-3920 Hopevale Drive, Los Angeles, California, for the Ruby Investment Company, letter dated October 2, 2000.
- MTC Engineering, Inc.**, 2000, Proposal for Preliminary Soils and Geologic Engineering Investigation, Response to Comments of City of Los Angeles, Proposed Tract Homes, 3820 to 3920 Hopevale Drive, Los Angeles, California, for the Ruby Investment Company, letter dated September 20, 2000.

Kovacs-Byer and Associates Inc., 1990, Additional Calculations and Recommendations regarding Gross Stability of Lots 70-77, Proposed continuation of Hopevale Drive and Construction of 15 Hillside Residences, Lots: 12-22, 66-71, 73-77, Tract 6984, 3820-3920 Hopevale Drive, Sherman Oaks, California, for the CTC Management, report dated July 18, 1990.

City of Los Angeles, 1990, Tract: 6984, Lot: 16-22 and 66-77, 3820-3920 Hopevale Drive, for the CTC Management, letter dated January 10, 1990.

City of Los Angeles, 1989, Tract: 6984, Lot: 16-22 and 66-77, 3820-3920 Hopevale Drive, for the CTC Management, letter dated October 17, 1989.

Kovacs-Byer and Associates Inc., 1989, Preliminary Geologic and Soils Engineering Exploration, Proposed Continuation of Hopevale Drive and Construction of 23 Hillside Residences, Lots: 12-22 and 66-77, Tract: 6984, Terminus of Hopevale Drive, Sherman Oaks, California, for the CTC Management, report dated July 25, 1989.



Hopevale Dr. - Pacheco Dr. Properties

Rated according to Van Beveren & Butelo Geology Report dated 9-29-2009.

Mountains Recreation & Conservation Authority staff, 12-3-2009.