

June 16, 2008

VIA HAND DELIVERY

Doug Haines
P.O. Box 93596
Los Angeles, CA 90093-0596

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City of Los Angeles
200 N. Spring Street, Rm. 395
Los Angeles, CA 90012

RE: Council Files 08-454 and 08-0454-S1
CPC 2006-6519-ZC-ZV-HD-ZAA-SPR-2A
ENV 2006-6250-MND
VTT 66997-1A

Additional objections to proposed "CAMERFORD LOFTS".

Please enter these additional objections into the Administrative Record for the above referenced item:

- The motion approved by the Planning & Land Use Management Committee ("PLUM") at its 6/3/08 hearing was a conscience effort to subvert the procedural process. PLUM committee members voted to approve a motion submitted by Council District 13 after the close of public comment -- and which was not previously circulated for public review -- changing the Applicant's requested action as listed in the agenda from a zone change from C4-1D to (T)(Q)RAS4-1 to a zone change from C4-1D to RAS3-1 with a concurrent variance to permit one dwelling unit for every 615 square feet of lot area in lieu of the required 800 sq. ft. of lot area.

Enclosed please find a total of 33 pages of attachments of:

- 12/21/06 Order to Comply from the Department of Building and Safety to halt all demolition work at 5742-5750 W. Camerford Ave;
- 6/8/07 transmittal from the Los Angeles Bureau of Engineering from manager Edmond Yew of the Land Development Group not approving the merger of airspace of an alley within VTT 66997;

Office of the City Clerk
CF 08-0454 and 08-0454-S1
Page 2

- 6/3/08 transmittal from the Los Angeles Bureau of Engineering revising conditions for VTT 66997;
- 4/8/07 inter-departmental correspondence from the Los Angeles Department of Building and Safety for VTT 66997;
- 5/28/07 inter-departmental correspondence from the Los Angeles Department of Building and Safety for VTT 66997;
- 6/6/07 inter-departmental correspondence from the Los Angeles Bureau of Street Lighting for VTT 66997;
- 4/19/07 inter-departmental correspondence from the Los Angeles Fire Department for VTT 66997;
- 5/7/07 inter-departmental correspondence from the Los Angeles Department of Transportation for VTT 66997;
- Historic-Cultural Monument application for “Camerford Bungalow Village” located at 5742-5766 Camerford Ave (with attached photos).
- Three pages of photos showing existing one- and two-story height of all structures on 5700 block of Camerford Ave.

Thank you

A handwritten signature in black ink, appearing to be 'H. A.', followed by a long horizontal line extending to the right.

BOARD OF
BUILDING AND SAFETY
COMMISSIONERS

MARSHA L. BROWN
PRESIDENT

PEDRO BIRBA
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CITY OF LOS ANGELES
CALIFORNIA



ANTONIO R. VILLARAIGOSA
MAYOR

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

ANDREW A. ADELMAN, P.E.
GENERAL MANAGER

RAYMOND CHAN
EXECUTIVE OFFICER

December 21, 2006

Watt Genton Associates LP c/o Christopher Chase
2716 Ocean Park Blv. Suite 2025
Santa Monica, CA. 90405
PHONE #

ORDER TO COMPLY

VIOLATION ADDRESS:

5742-5750 West Camerford Ave

ORDER #122106

APN #5534035009

This order supercedes order #122006. Correction of addresses.

An inspection of the site referenced above, and a research of department records on **December 12, 2006** reveals that demolition permits were issued without the required City Planning clearances in reference to the Historical Plan Overlay Zone requirements. (HPOZ).

Therefore, you are hereby ordered to comply with the following requirements of the Los Angeles Municipal Code (LAMC) and other laws on or before January 15, 2006 unless otherwise noted.

- 1) Stop all demolition work by December 20, 2006 12pm. **LAMC Section 91.104.2.4**
- 2) Return to plan check to clarify HPOZ clearances. **LAMC Section 91.106.4.3.2**

Warning: A Citation requiring your appearance in court may be issued if compliance is not obtained within 1 day of this Order. This may result in a fine of up to \$1000.00 and/or six months in jail. L.A.M.C. 11.00 (m) & 98.0408 (a)

No person shall fail, refuse or neglect to comply with all orders issued by the Department pursuant to this division. Any person violating this subsection shall be guilty of a misdemeanor which shall be punishable by a fine of not more than \$1,000.00 or by imprisonment in the County Jail for a period of not more than six months, or by both. In addition, the Department shall collect investigative fees.

LAMC 11.00(m) & 91.103.3 & 91.107.5.1

Appeals to this order may be made pursuant to Section **98.0403.2** of the Los Angeles Municipal Code. Please inquire about procedures.

If you fail to comply with this Order within 15 days of the due date of compliance or of any extension of time granted by the Department, you then may be subject to a noncompliance fee. **LAMC 98.0411(a)**

INSPECTOR NAME
John Carpenter

INSPECTOR SIGNATURE

PHONE #
213-482-0364

Date: June 08, 2007

To: Ms. S. Gail Goldberg, Director
Department of City Planning
Attention: Deputy Advisory Agency

From: Edmond Yew, Manager
Land Development Group
Bureau of Engineering

Subject: Vesting Tentative Tract Map No. 66997 - Transmittal
of Map.

Transmitted is a print of vesting tentative map of Tract Map No. 66997 lying northerly of Melrose Avenue and easterly of El Centro Avenue in Council District No. 13.

This map has been filed for merger and a 96-unit new residential condominium and a 3,350 square feet of commercial subdivision purposes. The subdivision layout is unsatisfactory as submitted. The Bureau of Engineering does not recommend the merger of the airspace of the alley and creating a 20-foot high airspace alley dedication for a distance of 200 feet as shown on the tentative map in conjunction with the alley merger. Engineering has no objection to vacate/merger the existing alley if a determination is made by the Department of Transportation that the alley is not needed for access in this area. Engineering also has no objection to vacate/merge the existing alley below a depth of 10 feet below the alley surface if issues relating to underground utility are suitably addressed.

Removal of street trees is required in conjunction with the street widening for this project. Please include the street tree removal issue in your public hearing notice for this application.

There is an existing sewer available in the alley north of Melrose Avenue adjoining the subdivision. The construction of house connection sewers will be required to serve the tract. This tract will connect to the public sewer system and will not result in violation of the California Water Code. I therefore recommend that you make the necessary determination.

In the event of your approval of the vesting tentative map of Tract No. 66997 be approved, the following special conditions should be included in your action:

1. That a 15-foot wide strip of land be dedicated along Melrose Avenue adjoining the subdivision to complete a 45-foot wide half right-of-way dedication in accordance with Secondary Highway Standards, including a 20-foot radius property line return at the intersection with El Centro Avenue all satisfactory to the City Engineer.

2. That a 5-foot wide strips of land above a depth of 10-feet below the finished elevation of the alley be dedicated to complete a 20-foot wide alley.
3. That Board of Public Works approval be obtained, prior to the recordation of the final map, the removal of any tree in the existing or proposed right-of-way area associated with improvement requirements outlined herein. The Bureau of Street Services, Urban Forestry Division, is the lead agency for obtaining Board of Public Works approval for removal of such trees.
4. That the existing 10-foot alley below a depth of 10 feet below the surface of the alley be permitted to be merged with the remainder of the tract map pursuant to Section 66499.20-1/2 of the State Government Code, and in addition, the following conditions be executed by the applicant and administered by the City Engineer:
 - a. That consents to the alley being merged and waivers of any damages that may accrue as a result of such mergers be obtained from all property owners who might have certain rights in the area being merged.
 - b. That satisfactory arrangements be made with all public utility agencies maintaining existing facilities within the area being merged.

Note: The Advisory Agency hereby finds that the dedications to be merged are unnecessary for present or prospective public purposes and all owners of the interest in the real property within the subdivision have or will have consented to the merger prior to the recordation of the final map.

5. That any surcharge fee in conjunction with the alley merger request be paid.
6. That confirmation be obtained and submitted to the Central District Office of the Bureau of Engineering from all public utility agencies that might have certain rights in the area being merged below the alley that there are no planned uses in the area that will conflict with such merger. The proposed subsurface merger may not be approved if substandard utility needs are identified.

7. That a Covenant and Agreement be recorded satisfactory to the City Engineer binding the subdivider and all successors to the following:
 - a) That the owners shall be required to maintain all elements of the structure above the limited alley right-of-way of adjoining the subdivision in a safe and usable condition to the satisfaction of the City Engineer. The City shall be given reasonable access to the structure and adjacent to the limited alley right-of-way areas for any necessary inspection, upon request during normal business hours. The City may request the owners to repair or replace damaged, defective or unsafe structural elements or to correct unacceptable conditions at the owner's expense if owner elects not to do so. Owner shall grant reasonable access to City's contractor to make said repairs.
 - b) The owners shall be required to limit use and occupancy the structures below the limited alley right-of-way for parking use only. No combustible material shall be stored in the merger area.
 - c) The owners shall obtain a B-Permit from the City Engineer for any substantial structural modification below the alley right-of-way area and for any structural modification areas and for any structural element outside said areas which provides lateral or vertical support to structures within the areas.
8. That the subdivider execute and record an agreement satisfactory to the City Engineer to waive any right to make or prosecute any claims or demands against the City for any damage that may occur to the structures underneath the limited easements of public alley in connection with the use and maintenance operations within said alley easement. This waiver of damage shall also be shown on the final tract map.
9. That the following improvements be either constructed prior to recordation of the final map or that the construction be suitably guaranteed:
 - a. Improve Melrose Avenue being dedicated and adjoining the subdivision by the construction of the following:

- (1) A concrete curb, a concrete gutter, and a 10-foot full-width concrete sidewalk with tree wells.
 - (2) Suitable surfacing to join the existing pavement and to complete a 35-foot half roadway.
 - (3) Any necessary removal and reconstruction of existing improvements.
 - (4) The necessary transitions to join the existing improvements all satisfactory to the City Engineer.
- b. Improve El Centro Avenue adjoining the subdivision by the construction of the following:
- (1) A concrete curb, a concrete gutter, and a 5-foot concrete sidewalk adjacent to the property line and landscaping of parkway.
 - (2) Suitable surfacing to join the existing pavement and to complete a 20-foot half roadway.
 - (3) Any necessary removal and reconstruction of existing improvements.
 - (4) The necessary transitions to join the existing improvement.
- c. Improve Camerford Avenue adjoining the subdivision by the construction of the following:
- (1) A concrete curb, a concrete gutter, and a 5-foot concrete sidewalk adjacent to the property line and landscaping of parkway.
 - (2) Suitable surfacing to join the existing pavement and to complete a 20-foot half roadway.
 - (3) Any necessary removal and reconstruction of existing improvements.
 - (4) The necessary transitions to join the existing improvement.

- d. Improve the alley being dedicated and adjoining the subdivision by the construction of a 2-foot concrete longitudinal gutter and suitable surfacing to complete a 20-foot alley, together with any necessary removal and reconstruction of existing improvements including alley intersection with El Centro Avenue all satisfactory to the City Engineer.

Any questions regarding this report should be directed to Mr. Danny Ho of the Land Development Section, located at 201 North Figueroa Street, Suite 200, or by calling (213) 977-6983.

EY/DH/gt
H:\ldg4\gtWP620

Enc.

cc: Central Group Engineering District Office

Joseph Padilla
Fax: (818) 227-2797

Bureau of Engineering Recommended Conditions for Revised Vesting
Tentative Tract Map No. 66997-June 3, 2008 ~~Planning &~~ Land Use
Management Committee

Revise the following condition:

2. That 5-foot wide strips of land **from a depth of 10-feet below to a height of 17 feet above the finished elevation of the alley** be dedicated to complete a 20-foot wide alley.

Add the following condition:

4. That the existing 10-foot alley below a depth of 10 feet below and above a height of 17-feet above the surface of the alley be permitted to be merged with the remainder of the tract map pursuant to Section 66499.20-1/2 of the State Government Code, and in addition, the following conditions be executed by the applicant and administered by the City Engineer:
 - a. That consents to the alley being merged and waivers of any damages that may accrue as a result of such mergers be obtained from all property owners who might have certain rights in the area being merged.
 - b. That satisfactory arrangements be made with all public utility agencies maintaining existing facilities within the area being merged.

Note: The Advisory Agency hereby finds that the dedications to be merged are unnecessary for present or prospective public purposes and all owners of the interest in the real property within the subdivision have or will have consented to the merger prior to the recordation of the final map.

Restore previous conditions 5, 6, 7, and 8 from the Advisory Agency Decision Letter dated November 19, 2007 that were deleted by the Planning Commission except as modified in **bold**:

5. That any surcharge fee in conjunction with the alley merger request be paid.
6. That confirmation be obtained and submitted to the Central District Office of the Bureau of Engineering from all public utility agencies that might have certain rights in the area

being merged below the alley that there are no planned uses in the area that will conflict with such merger. The proposed subsurface merger may not be approved if **substantial** utility needs are identified.

7. That a Covenant and Agreement be recorded satisfactory to the City Engineer binding the subdivider and all successors to the following:
 - a) That the owners shall be required to maintain all elements of the structure **below** the limited alley right-of-way of adjoining the subdivision in a safe and usable condition to the satisfaction of the City Engineer. The City shall be given reasonable access to the structure and adjacent to the limited alley right-of-way areas for any necessary inspection, upon request during normal business hours. The City may request the owners to repair or replace damaged, defective or unsafe structural elements or to correct unacceptable conditions at the owner's expense if owner elects not to do so. Owner shall grant reasonable access to City's contractor to make said repairs.
 - b) The owners shall be required to limit use and occupancy the structures below the limited alley right-of-way for parking use only. No combustible material shall be stored in the merger area.
 - c) The owners shall obtain a B-Permit from the City Engineer for any substantial structural modification below the alley right-of-way area and for any structural modification areas and for any structural element outside said areas which provides lateral or vertical support to structures within the areas.
8. That the subdivider execute and record an agreement satisfactory to the City Engineer to waive any right to make or prosecute any claims or demands against the City for any damage that may occur to the structures underneath the limited easements of public alley in connection with the use and maintenance operations within said alley easement. This waiver of damage shall also be shown on the final tract map.

Add the following conditions:

9. That the petitioners record a covenant and agreement to run with the land pertaining to the development over the alley

being merged to include the following:

- a) That the owners be required to maintain and support all elements of the development within the proposed airspace merger area as well as structures in the private property for safety and usability to the satisfaction of the City Engineer. An annual fee of \$0.10 per plan square foot (with automatic annual escalation proportioned to the cost of Living index) shall be paid to the City Engineer for the purposes of City inspection of the facilities. The City shall be given reasonable access to the structure within and adjacent to the vacation area for this purpose upon request during normal business hours. The City may request the owners to repair or replace damaged, defective or unsafe structural elements or to correct unacceptable conditions at the owners' expense. The City may make such repairs at the owner's expense if the owner elects not to do so or does not respond within a reasonable time. Owners shall grant reasonable access to the City's contractor to make said repairs.
 - b) That a mechanical ventilation system be provided to ventilate the alley airspace under the alley merger area to meet the requirement of Section 91.1202.2.7 of the LAMC, unless the alley meets the criteria as described in Section 91.311.9.2.2 LAMC.
 - c) That appropriate levels of illumination for the alley under the alley merger area be provided satisfactory to the Bureau of Street Lighting.
 - d) That any necessary illumination and mechanical ventilation system to serve the alley under the merger area be maintained by the property owners.
 - e) No storage of combustibles will be allowed in the structure within the merged airspace area.
 - f) That minimum 4-hour rated exterior walls be used along the underside of the structure and along the side of the structure adjacent to the alley under the alley merger area. Any opening to the structure shall be treated in the same manner.
 - g) That a minimum 5-foot wide walk be available for pedestrian use adjacent to the alley under the merger area.
10. That the following conditions regarding the proposed structure within the merged airspace area above the alley be complied

with satisfactory to the City Engineer:

- a) That the owners obtain approval of the City Engineer for any substantial structural modification within the area and for any structural element outside the merged area which provides lateral or vertical support to the structures within the merged area.
- b) That plans of structural details shown on standard size City sheets and structural calculations of the structures within the alley merger area, both signed by a Civil or Structural Engineer registered in the State of California, be submitted to the City Engineer for review and approval.
- c) That a Class "B" permit be obtained from the Bureau of Engineering and that a deposit be made with said Bureau sufficient to cover the City's cost for plan checking, construction inspection, and incidental costs relative thereto.
- d) That a building permit from the Department of Building and Safety be obtained for the construction of the portion of the structure located within the alley merger area private property.
- e) That the owners provide and maintain a policy of general liability insurance in an amount not less than \$2,000,000.00 combined single limit per occurrence. Evidence of such insurance shall be on the City's General Liability Special Endorsement form or other form acceptable to the City Attorney and shall provide coverage for premises/operations and contractual liability for the structure over the limited alley.
- f) That a Waiver of Damages agreement and an Indemnification Agreement and Right of Ingress and Egress - Covenant to run with the land be executed by the owners and submitted to the Bureau of Engineering for approval, and subsequently be recorded relieving the City of any liability arising from the construction, maintenance and use of the limited alley under the proposed development structure above the alley merger area. The forms to be used for these agreements shall be obtained from the Bureau of Engineering, Central District office, 201 N. Figueroa Street, Revocable Permit Section, Los Angeles, California 90012. This Waiver of Damages and Indemnification Agreement shall also be shown on the final parcel map.

- g) That a minimum clearance of 17 feet under the structure to the roadway of the alley be provided at all points of the structure in the vehicular lanes.
- h) That architectural plans be submitted to and approved by the Cultural Affairs Department as to the aesthetics of the structure over the alley area.

S-3(i)(5) Perform a video inspection of the existing sewer in the alley and submit a copy to the Central District Office of the Bureau of Engineering for review and evaluation. Based on the results of the video evaluation, if necessary, repair or reconstruct the sewers satisfactory to the City Engineer.

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

DATE: April 8, 2007

TO: Emily Gabel-Luddy, Deputy Advisory Agency
200 N. Spring Street, Room 763-A (MS 395)
Department of City Planning

FROM: Ken Gill, Zoning Engineer
201 N. Figueroa Street, Room 1050 (MS 115)
Department of Building and Safety

SUBJECT: **TRACT MAP NO. 66997 - Vesting**

The Department of Building and Safety Zoning Section has reviewed the above subdivision map, date stamped on March 20, 2007 by the Department of City Planning. The site is designated as being in a R3-1XL / C4-1D Zone. A clearance letter will be issued stating that no Building or Zoning Code violations exist on the subject site once the following items have been satisfied.

- a. Obtain permits for the demolition or removal of all existing structures on the site. Accessory structures and uses are not permitted to remain on lots without a main structure or use. Provide copies of the demolition permits and signed inspection cards to show completion of the demolition work.
- b. Provide a copy of D condition(s). Show compliance with the above condition(s) as applicable or Department of City Planning approval is required.
- c. Provide a copy of CPC case CPC-2006-6519-ZC-ZV-HD-ZAA-SPR, CPC- - 2006-9735-HCM. Show compliance with all the conditions/requirements of the CPC case(s) as applicable.
- d. Provide a copy of the application or resolution for merging the alley. The merger of the alley shall be completed prior to or concurrently with the map recording.
- e. Show all street/alley dedication(s) as required by Bureau of Engineering and provide net lot area after all dedication. "Area" requirements shall be re-checked as per net lot area after street/alley dedication.
- f. Show zone boundaries on the map. No required yard or other open space around a building shall be located in a more restrictive zone than that of the property on which such building is located. Revise the map to show compliance with the above requirement or obtain approval from the Department of City Planning.

There is a 10 ft. Building Line along Melrose Ave.

The existing or proposed building plans have not been checked for and shall comply with Building and Zoning Code requirements. Any vested approvals for parking layouts, open space, required yards or building height, shall be "to the satisfaction of the Department of Building and Safety at the time of Plan Check."

If the proposed development does not comply with the current Zoning Code, all zoning violations shall be indicated on the map.

An appointment is required for the issuance of a clearance letter from the Department of Building and Safety. The applicant is asked to contact Del Reyes at (213) 482-6882 to schedule an appointment.

cc: Josephine Herrera, Joni Quinn, Rosa Mazon (Expedited Tracts/PM)

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

DATE: May 28, 2007

TO: Emily Gabel-Luddy, Deputy Advisory Agency
200 N. Spring Street, Room 763-A (MS 395)
Department of City Planning

FROM: Ken Gill, Zoning Engineer
201 N. Figueroa Street, Room 1050 (MS 115)
Department of Building and Safety

SUBJECT: **TRACT MAP NO. 66997 - Vesting - Revised**

The Department of Building and Safety Zoning Section has reviewed the above subdivision map, date stamped on May 16, 2007 by the Department of City Planning. The site is designated as being in a R3-1XL / C4-1D Zone. A clearance letter will be issued stating that no Building or Zoning Code violations exist on the subject site once the following items have been satisfied.

- a. Obtain permits for the demolition or removal of all existing structures on the site. Accessory structures and uses are not permitted to remain on lots without a main structure or use. Provide copies of the demolition permits and signed inspection cards to show completion of the demolition work.
- b. Provide a copy of D condition(s). Show compliance with the above condition(s) as applicable or Department of City Planning approval is required.
- c. Provide a copy of CPC case CPC-2006-6519-ZC-ZV-HD-ZAA-SPR, CPC- - 2006-9735-HCM. Show compliance with all the conditions/requirements of the CPC case(s) as applicable.
- d. Provide a copy of the application or resolution for merging the alley. The merger of the alley shall be completed prior to or concurrently with the map recording.
- e. Show all street/alley dedication(s) as required by Bureau of Engineering and provide net lot area after all dedication. "Area" requirements shall be re-checked as per net lot area after street/alley dedication.
- f. Show zone boundaries on the map. No required yard or other open space around a building shall be located in a more restrictive zone than that of the property on which such building is located. Revise the map to show compliance with the above requirement or obtain approval from the Department of City Planning.
- g. Approval of zone change is required prior to recordation of final map.

There is a 10 ft. Building Line along Melrose Ave.

The existing or proposed building plans have not been checked for and shall comply with Building and Zoning Code requirements. Any vested approvals for parking layouts, open space, required yards or building height, shall be "to the satisfaction of the Department of Building and Safety at the time of Plan Check."

If the proposed development does not comply with the current Zoning Code, all zoning violations shall be indicated on the map.

An appointment is required for the issuance of a clearance letter from the Department of Building and Safety. The applicant is asked to contact Del Reyes at (213) 482-6882 to schedule an appointment.

cc: Josephine Herrera, Joni Quinn, Rosa Mazon (Expedited Tracts/PM)

CITY OF LOS ANGELES
INTER-DEPARTMENTAL

Date: 6/6/2007

To: Ms. S. Gail Goldberg, Director
Department of City Planning
200 N. Spring St., Rm 750, MS 395
Attn: Deputy Advisory Agency

From: Lilia D. Fetalino, Manager
Private Development Division
Bureau of Street Lighting

SUBJECT: STREET LIGHTING REQUIREMENTS FOR DISCRETIONARY ACTIONS

CITY PLANNING CASE No.: TRACT 66997 EXP
5663 - 5647 W. Melrose Ave. & 5742 - 5766 W. Camerford Ave.

The Bureau of Street Lighting's recommended condition of approval for the subject city planning case is as follows: (Improvement condition added to S-3 (c) where

IMPROVEMENT CONDITION: No street lighting improvements if no street widening per S-3 (i). Otherwise relocate and upgrade street lights; two (2) on Camerford Ave., two (2) on El Centro Ave., and two (2) on Melrose Ave.

NOTES:

The quantity of street lights identified may be modified slightly during the plan check process based on illumination calculations and equipment selection.

Conditions set: 1) in compliance with a Specific Plan, 2) by LADOT, or 3) by other legal instrument excluding the Bureau of Engineering conditions, requiring an improvement that will change the geometrics of the public roadway or driveway apron may require additional or the reconstruction of street lighting improvements as part of that condition.

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

April 19, 2007

TO: Emily Gabel-Luddy, Supervisor
Department of City Planning *Attention: Josephine Herrera / Joni Quinn*

FROM: Fire Department

SUBJECT: Tract Map No. 66997 (5663-5647 W Melrose Ave)

Subject Property has been investigated by members of the Fire Department.

RECOMMENDATIONS:

Submit plot plans for Fire Department approval and review prior to recordation of tract map action.

The entrance or exit of all ground dwelling units shall not be more than 150 feet from the edge of a roadway of an improved street, access road or designated fire lane.

No building or portion of a building shall be constructed more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.

Adequate public and private fire hydrants shall be required.

Access for Fire Department apparatus and personnel to and into all structures shall be required.

The Fire Department may require additional vehicular access where buildings exceed 28 feet in height.

No framing shall be allowed until the roadway is installed to the satisfaction of the Fire Department.

Any required fire hydrants to be installed shall be fully operational and accepted by the Fire Department prior to any building construction.

No building or portion of a building shall be constructed more than 300 feet from an approved fire hydrant. Distance shall be computed along path of travel. Exception: Dwelling unit travel distance shall be computed to front door of unit.

DOUGLAS L. BARRY
Interim Fire Chief

Ronald D. Jackson
Acting Assistant Fire Marshal

Map No. 142-189

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

5663-5647 W. Melrose Av.

Date: May 7, 2007

To : Deputy Advisory Agency
Department of City Planning

From: Mike Bagheri, Transportation Engineer
Department of Transportation

Subject: **VESTING TRACT MAP NO. 66997**

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 40-foot reservoir space be provided between any security gate(s) and the property line.
2. Parking stalls shall be designed so that a vehicle is not required to back into or out of any public street or sidewalk.
3. Driveways and vehicular access to projects shall be provided from El Centro Ave and/or Camerford Ave.
4. A parking area and driveway plan be submitted to the Citywide Planning Coordination Section of the Department of Transportation for approval prior to submittal of building permit plans for plan check by the Department of Building and Safety. Transportation approvals are conducted at 201 N. Figueroa Street Suite 400, Station 3.

Please contact this section at (213) 482-7024 for any questions regarding the above.

Council District No. 13
Hollywood-Wilshire District

Map indicate some original buildings were replaced and added in 1939 to increase the number of housing units on the property. Dwellings vary in size from 336 feet to 1,144 square feet.

The Craftsman style bungalows are in good condition with few exterior alterations. Entrances to several of the bungalows face either Camerford or El Centro Avenues, engaging the streetscape with a front porch and providing a single-family home quality that disguises the more densely built site. Mature trees are located throughout the site, giving the village of bungalows an intimate, natural and protected atmosphere. Generous setbacks from the street (approx. 25 feet) along Camerford also provide an opportunity for lush landscaping in a neighborhood with little open space and an increasing loss of planted streetscape due to large developments.

10. Construction Date: 1916-20 – 16 bungalow structures built (factual)
1939 – Additional structures added (factual)

11. Architect, Designer or Engineer: John A. Heyman

12. Contractor or Builder: John A. Heyman

13. Dates of Submitted Photographs: October 2006

14. Condition: Good

15. Alterations: Few exterior alterations

16. Threats to Site: Imminent Demolition for Private Development

17. Structure is on: Original Site

Significance

10. State historical and/or architectural importance: include dates, events and persons associated with the site.

The Camerford Bungalow Village is an unusual variant of a residential building type for which Southern California and, in particular, Hollywood, is known. The bungalow court is one of the most emblematic housing types in the region and the Camerford village represent a fascinating example of what is generally perceived as one of early-20th century Los Angeles' most successful – as well as charming - responses to its skyrocketing population. This group of related structures meets the criteria for designation as a Historic-Cultural Monument because of the unique configuration of its structures and the quality and integrity of their Craftsman-style design. Specifically, the site is a significant – and perhaps unique – example of how a building typology developed over time to meet the needs of the burgeoning city. It also embodies the

distinguishing characteristics of the Craftsman style, displayed here in the form of a small “village” rather than in the more traditional layout of courtyard complexes (of whatever style) found at other sites in the city. The fact that the current layout developed over time suggests a solution for today’s perceived need to increase housing densities can be accomplished in ways that respect and enhance historic character instead of erasing it.

Bungalow courts have historically provided low- and moderate- income renters with many of the amenities associated with single-family homes. These include private (or semi-private) outdoor areas and the sense of privacy – real or imagined – that derives from even a minimal physical separation between adjacent neighbors. Courtyard housing was developed to combine the advantages of compact, easily maintained living quarters with a central courtyard that usually served as a year round meeting and recreation area for residents. The Camerford Bungalow Village was built when Hollywood’s growth was exploding. Located adjacent to major film studios, the high-density site joined other courts in the area that undoubtedly served the influx of professionals and dreamers lured to the city by the film industry. The Bungalow Village is one of the most extensive, intact, and unusual examples of the housing type that helped the city flourish in the 1920s and 30s.

Most of the bungalows on this two-parcel property were built from 1916-20, making it one of the earliest bungalow groupings in the area. During this time, the emerging motion picture industry spurred the need for what we now call workforce housing. In 1917, the Peralta Production Company began producing films on what is now the site occupied by Paramount Pictures. The studio is one block to the east of the Camerford bungalows. Nearby, at Gower and Melrose, the British production company of Robertson, Cole also began serious film production in 1921. The bungalow village was built by contractor John C. Heyman, who is listed in the 1917 City Directory as living on the property, which once contained a bungalow church according to an earlier 1916 building permit. The original configuration of the bungalows produced an unusual L-shaped courtyard. Courtyard groupings like this were accepted in single-family dwelling neighborhoods due to the conscious attempt to duplicate the amenities of detached single-family housing. As noted by Polyzoides, et al. in *Courtyard Housing in Los Angeles*, “Because of the unobtrusive manner in which courts merged with smaller and less intensively used buildings, they were utilized extensively for spot development without violating the physical and social context of given neighborhoods.” More than most other courtyard complexes, though, the Camerford village addressed the street as though it were a row of similar, but not identical, homes rather than a planned grouping in which all front doors traditionally face the court.

In 1939, additional structures were added to the property, seamlessly matching the style of the original structures. Due to the size of its four parcels, the site was easily able to retain its character and identity even though some open space was eliminated in favor of additional dwelling units. In addition, the new configuration, which is in place today, created a more complex and dynamic relationship between the individual structures than is typical of courtyard complexes. Anecdotal evidence suggests that the buildings’ arrangement helped produce a cohesive sense of community among residents. This may reflect a possibly inadvertent incorporation of the social design goals of the Garden City

movement as transposed to a denser, more urban-feeling site. Today, the surprise that comes from entering the site through a streetwall of what appear to be simple single-family homes and finding more and more small bungalows, most of one story, others of two, is palpable.

Heyman's choice of the Craftsman style was not unusual at the time and it is found at numerous other bungalow groupings throughout the city. It is unusual, however, to find a grouping of so many buildings in this style that remains so unaltered. The vernacular quality of the bungalows' designs are offset by the textural expression of their wood clapboard siding. The visual rhythm of the walls, created by alternating courses of wide and narrow clapboards, both unifies and energizes the site. Other rhythms established by the buildings' various orientations, porches, and heights make for an unusually complex composition. There is little, if anything, like it in Los Angeles.

For more than 90 years, the Camerford Bungalow Village has served residents as the original builder envisioned. Recent conversations with tenants who are moving out under a mass eviction order, reveal that the village of 24 households was a diverse, tight-knit community. The bungalows were home to several multi-generational Latino families, a few musicians, couples and single residents. The village provided a safe, open space environment to many children who live in a neighborhood where there is no access to a park within walking distance. The mature trees and plantings create a charming and intimate community environment which residents said they enjoyed greatly. The bungalow village also provided affordable housing for many families who could live in an environment where their children could safely play and neighbors could build community in a historic, natural setting. The fact that these qualities converge at a site of cultural and architectural importance reminds us that solid vernacular design is truly the backbone of our historic building stock. Ninety years after it was built, Camerford Bungalow Village continues to offer us lessons in how to design for the city - it would be a terrible waste if it were lost.

11. References:

Polyzoides, Stephanos & Roger Sherwood & James Tice. *Courtyard Hosing in Los Angeles*. Princeton Architectural Press, New York, NY 1992

Los Angeles City Directory, 1917

City of Los Angeles. Department of Building and Safety
Building Permits

City of Los Angeles, Department of City Planning
Parcel Profile Report

Report prepared by: Watt Genton Associats: Administrative Draft EAF/Initial Study/Mitigated Negative Declaration – Camerford Lofts. (Report contains 1919 and 1950 Sanborn Maps)

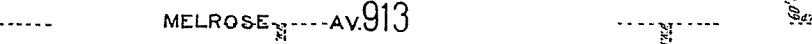
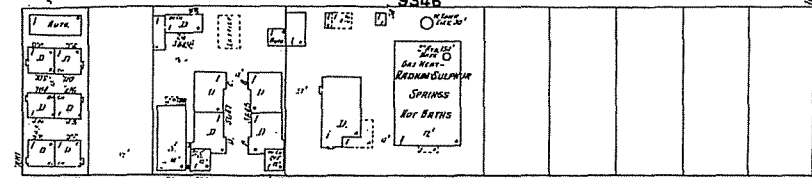
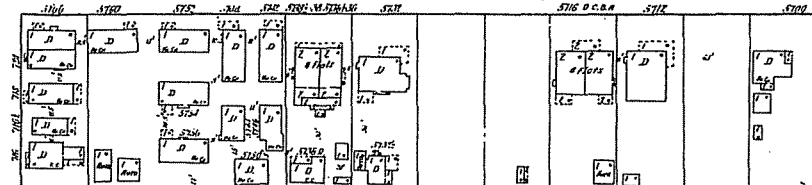
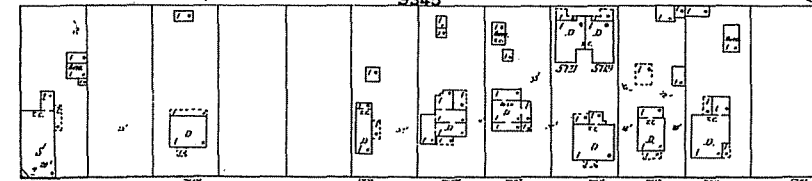
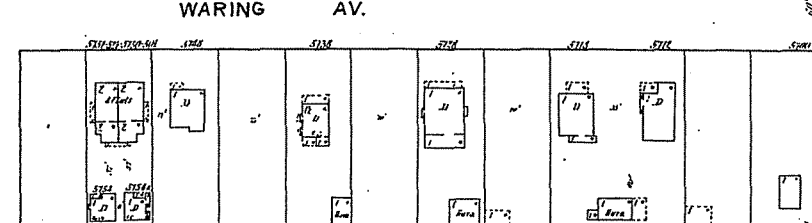
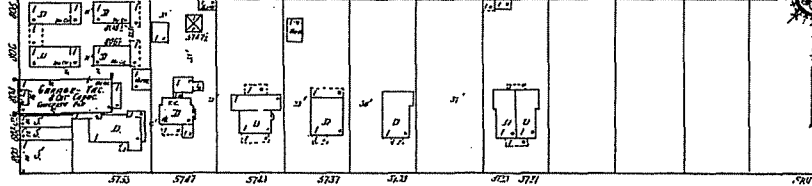
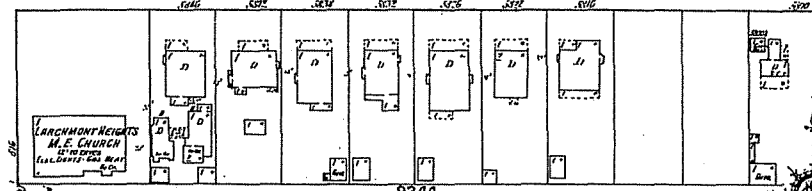
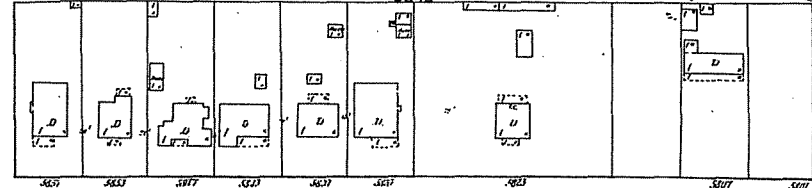
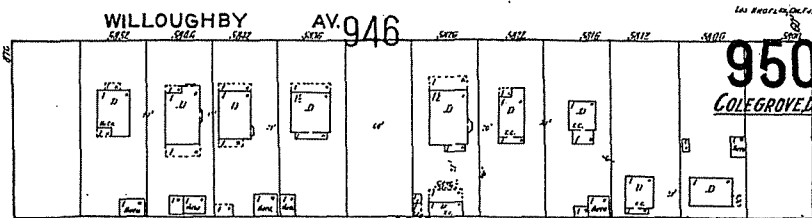
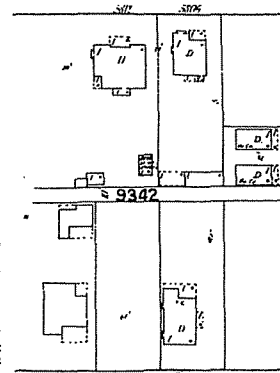
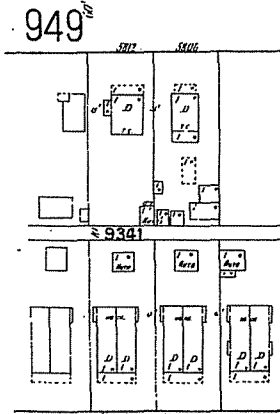
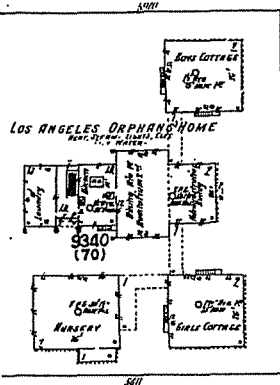
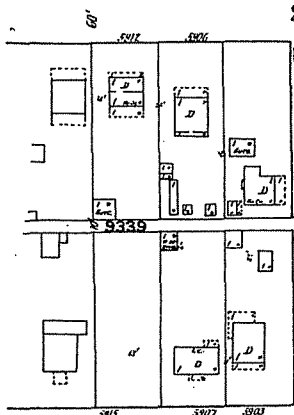
Interview with Marc Wanamaker, Hollywood Historian, Bison Archives re: Early Hollywood Studio History

12. Date Form Prepared: November 20, 2006 **Preparer's Name:** Robert Nudelman
Doug Haines

Organization: Hollywood Heritage

Address: P O Box 2586
Hollywood, CA 90078

Phone: 323-463-6418



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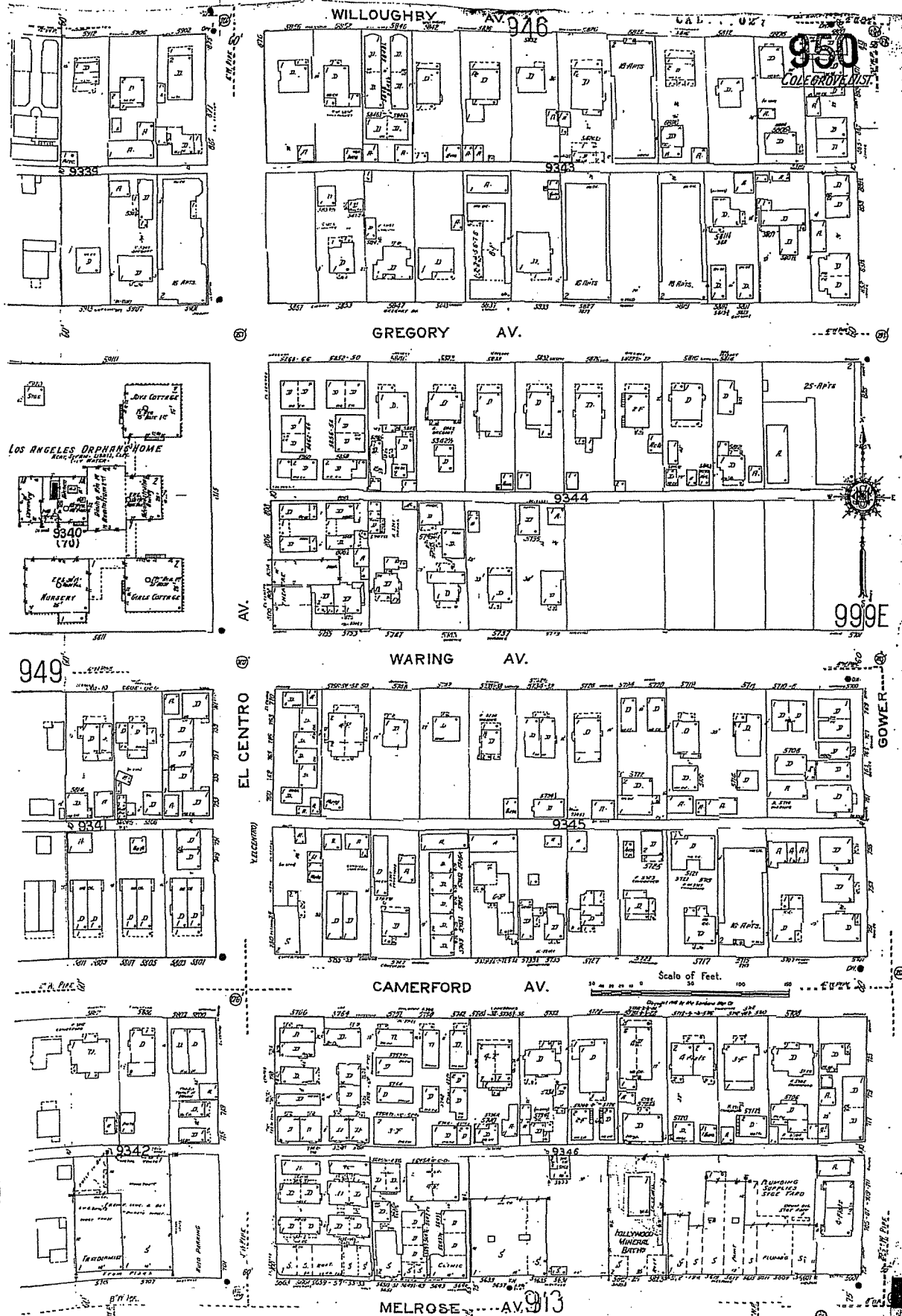
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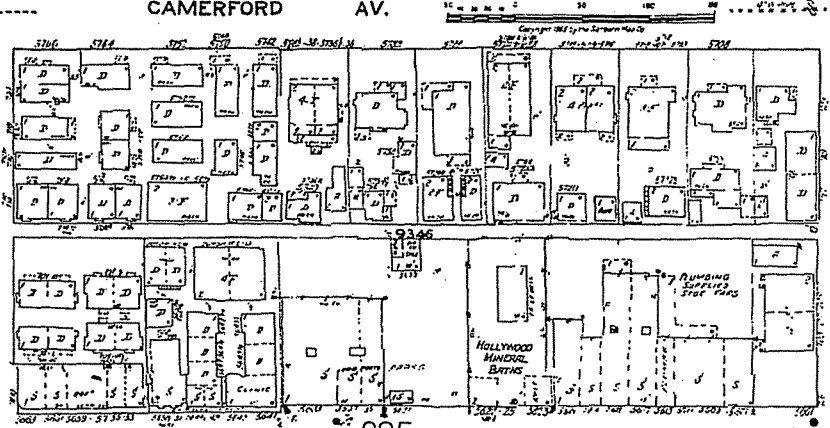
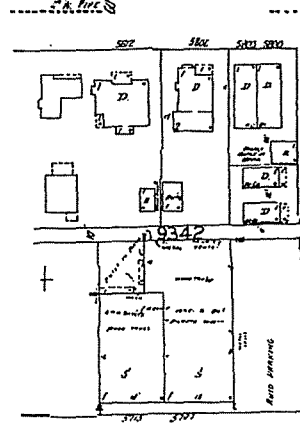
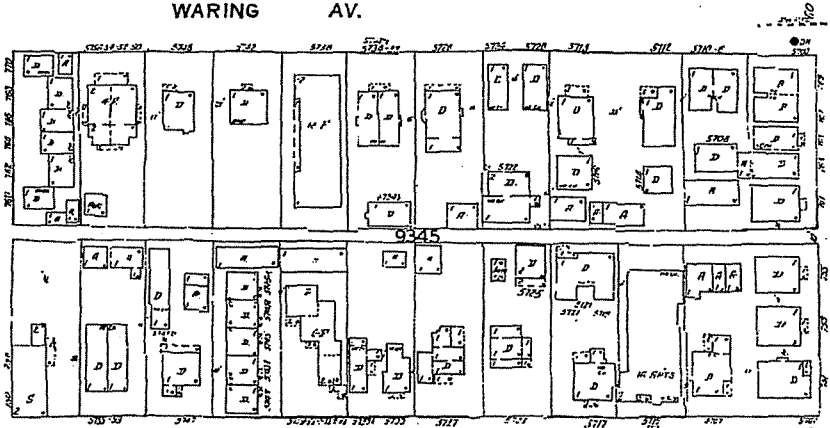
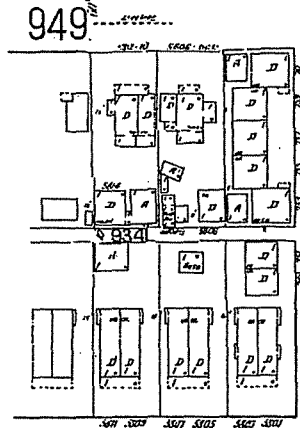
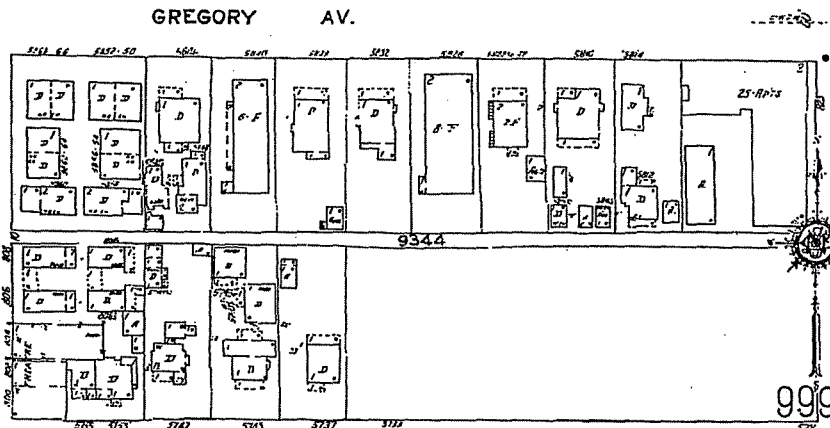
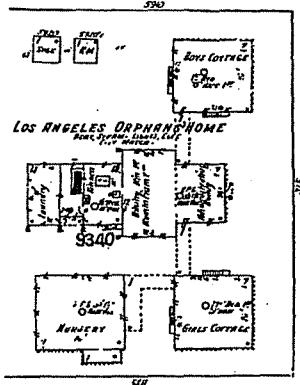
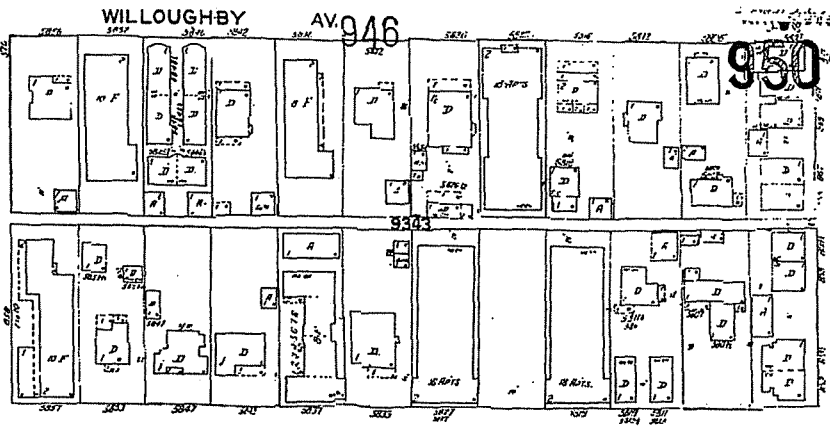
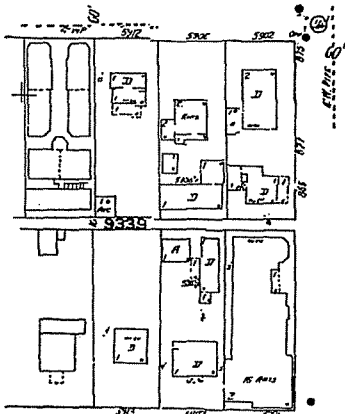
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CAMERFORD AV.

MELROSE AV. 913

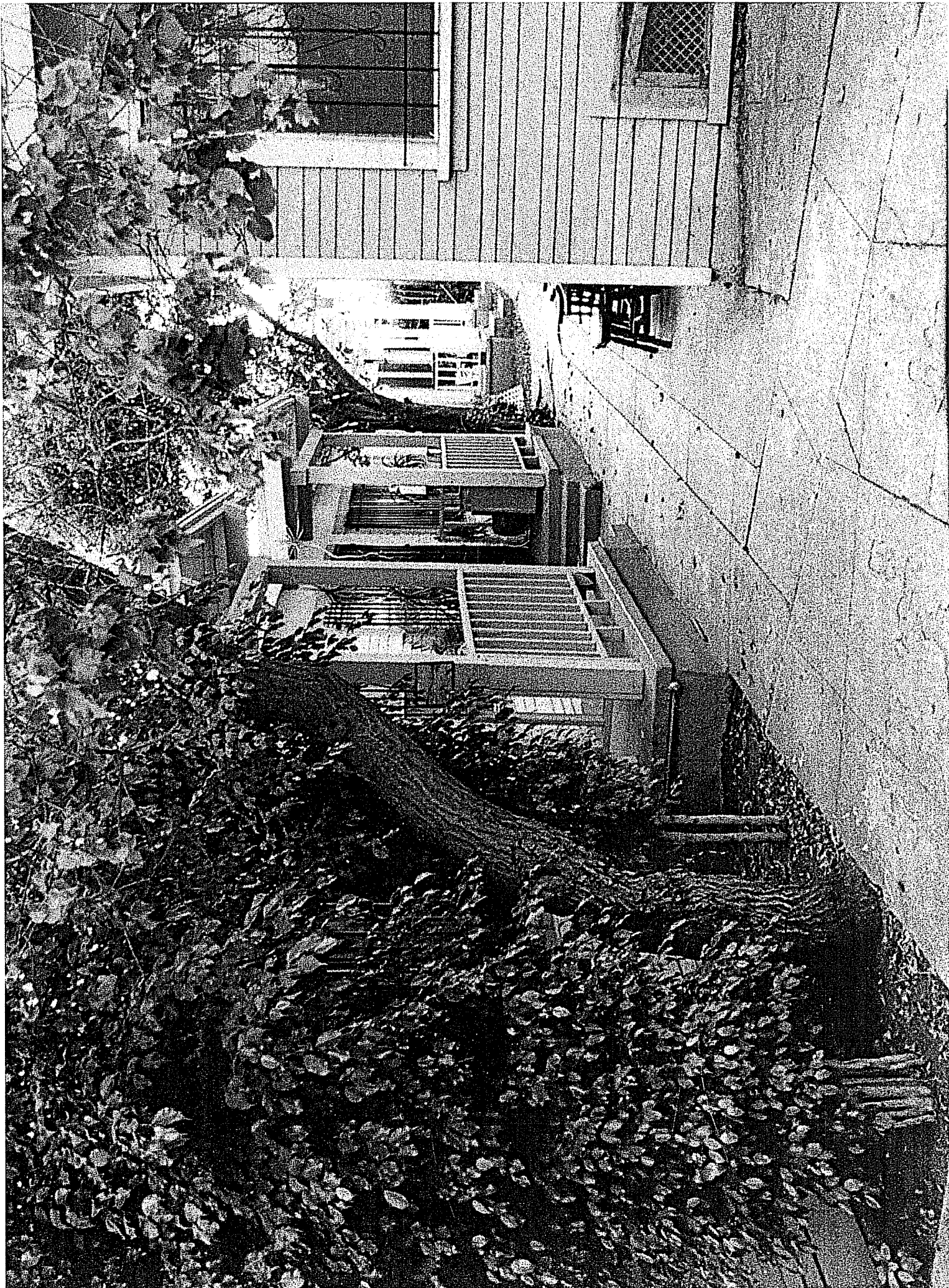
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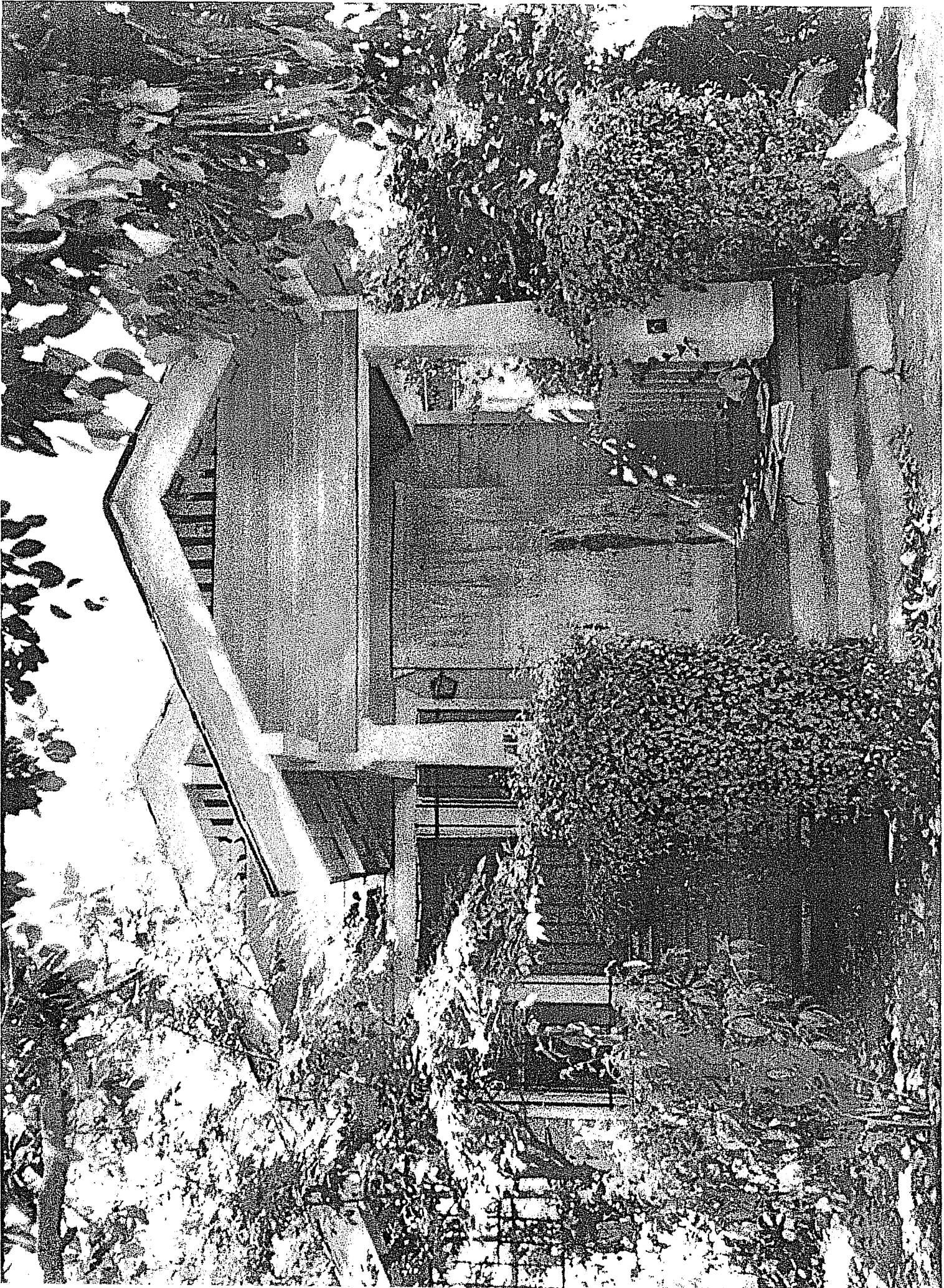


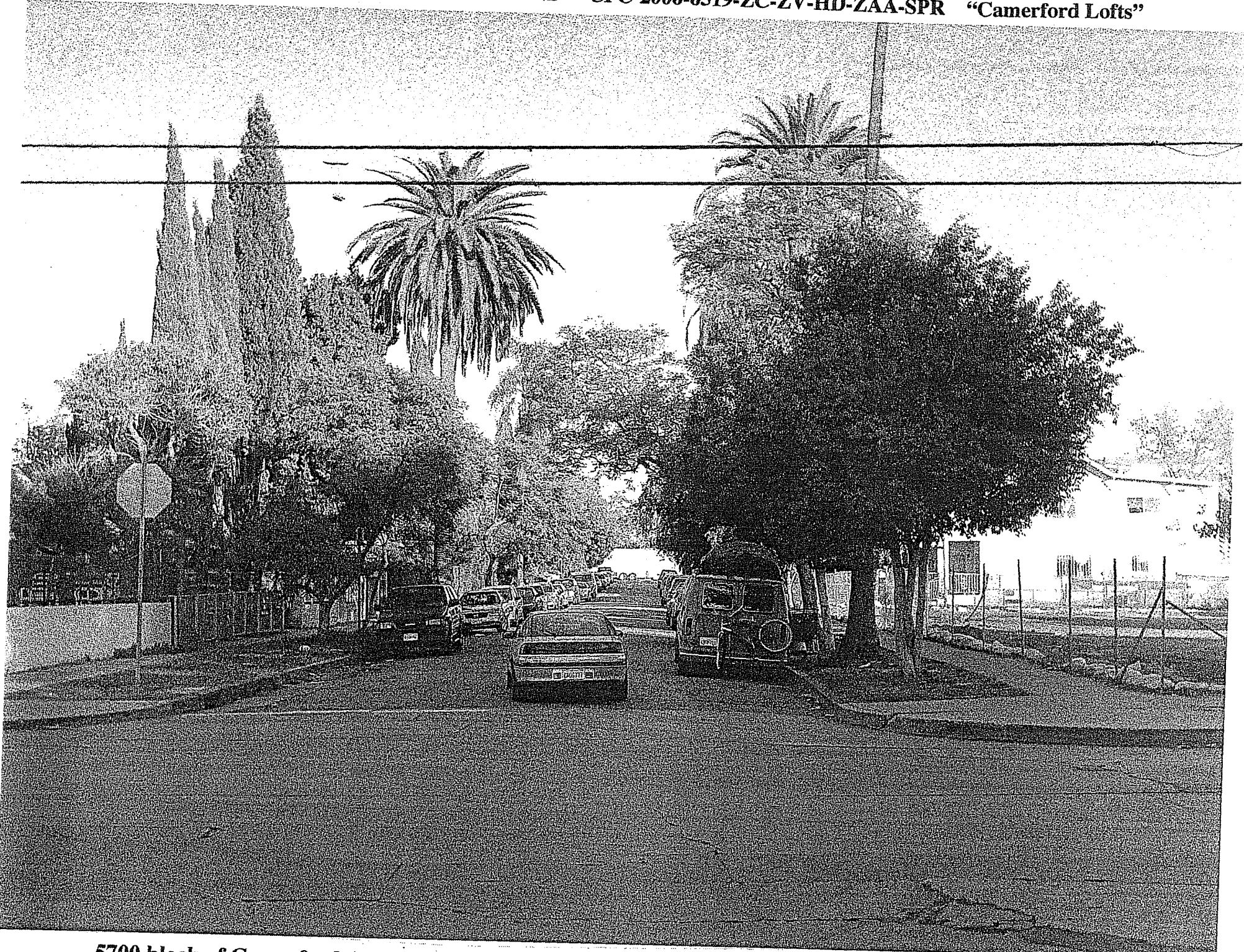






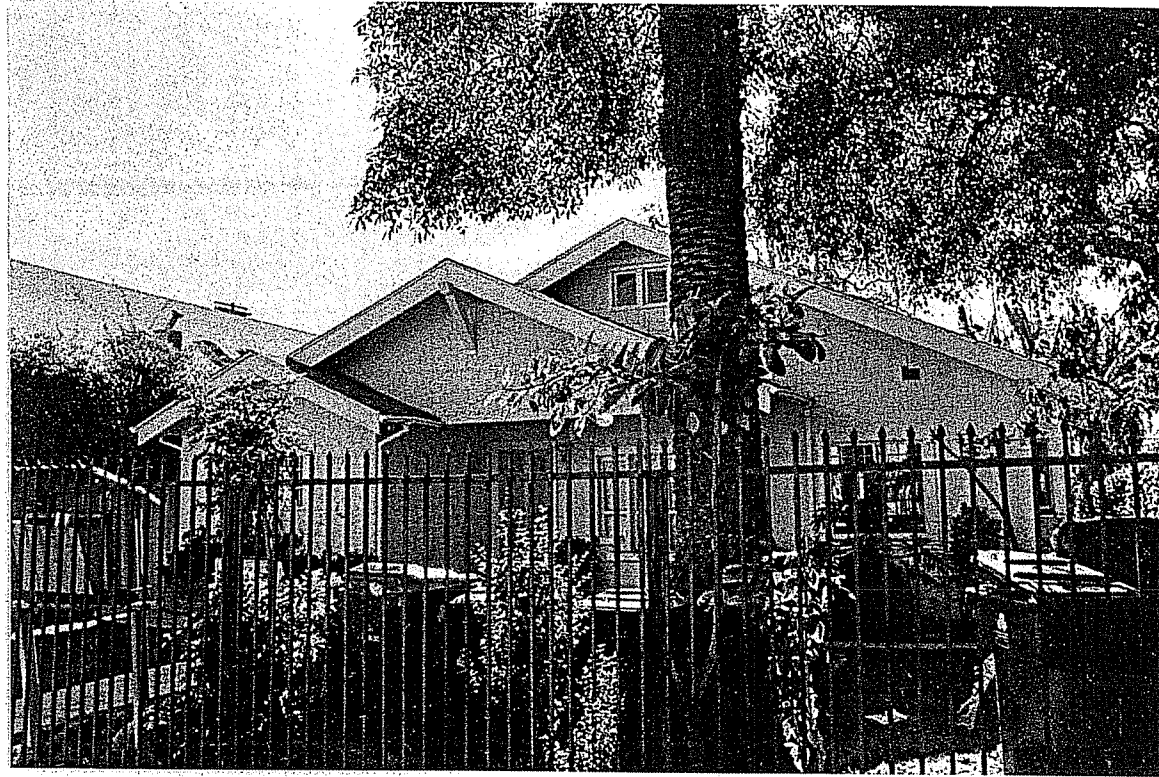




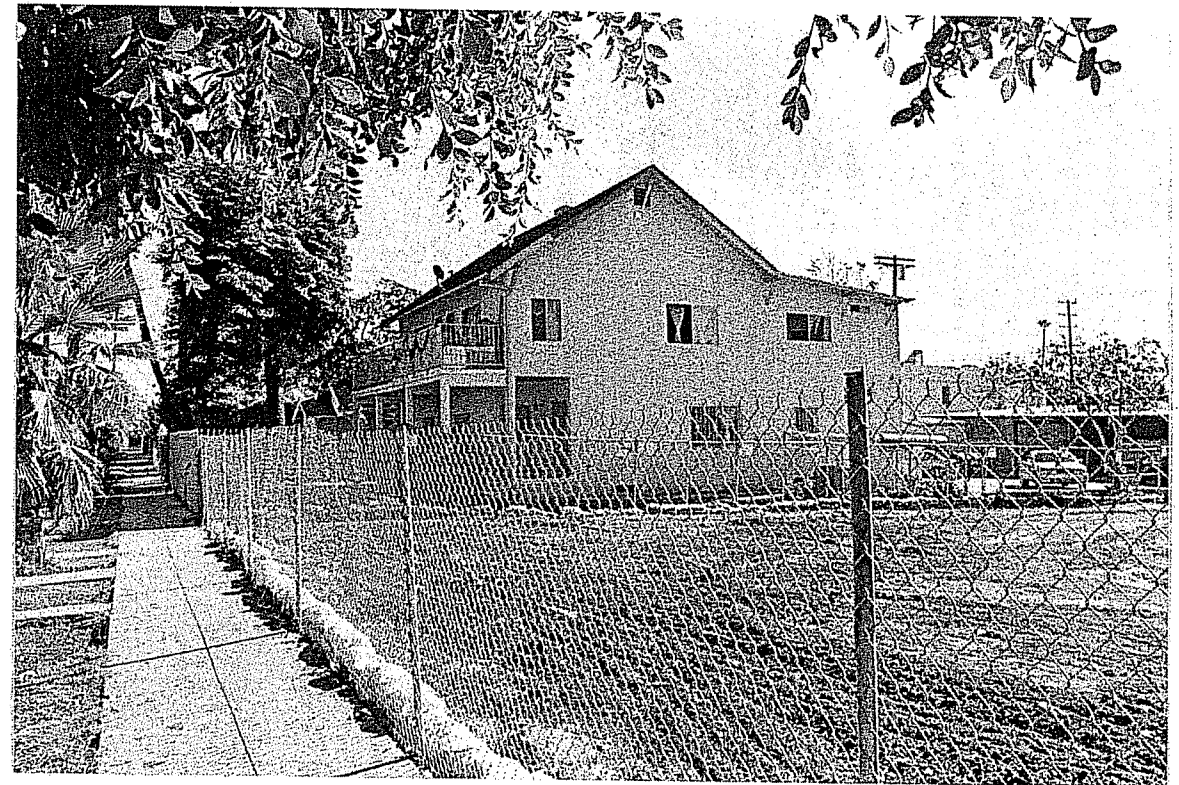


5700 block of Camerford Ave. looking east. Note low-level streetscape protected by existing R3-1XL zoning

Existing one- and two-story residential, south side 5700 block of Camerford Ave.



5732 Camerford



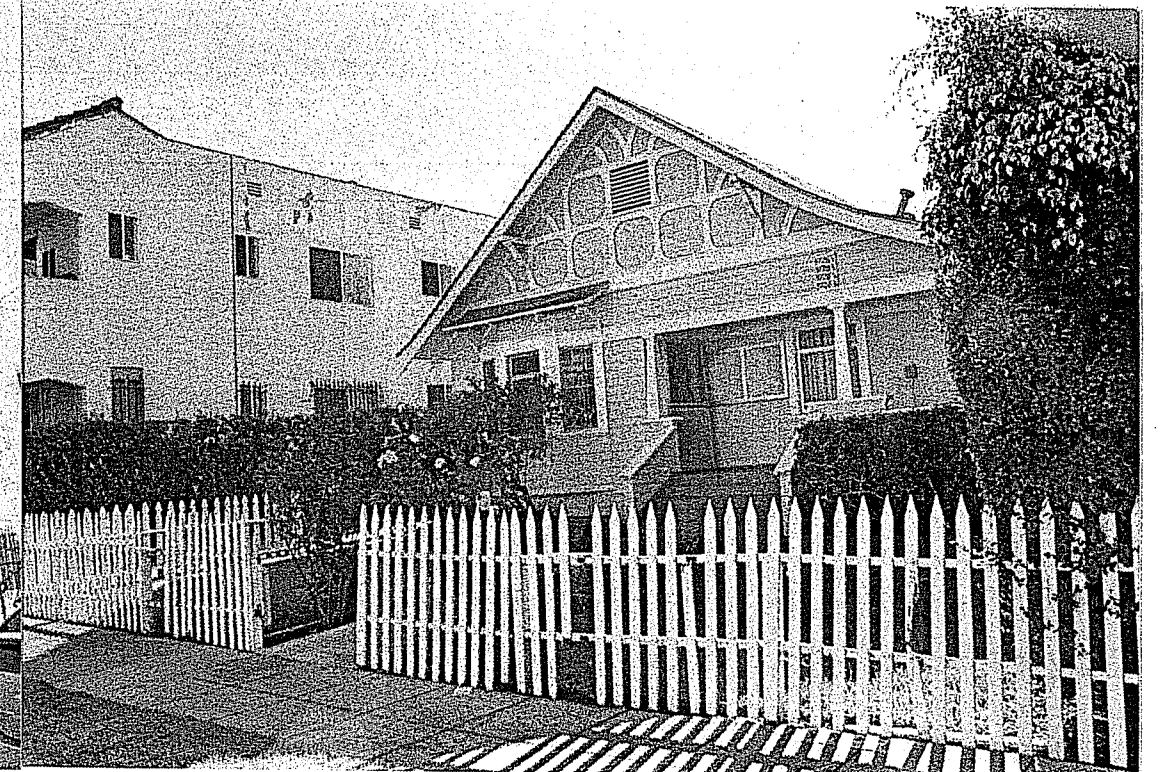
5738 Camerford



5710 Camerford

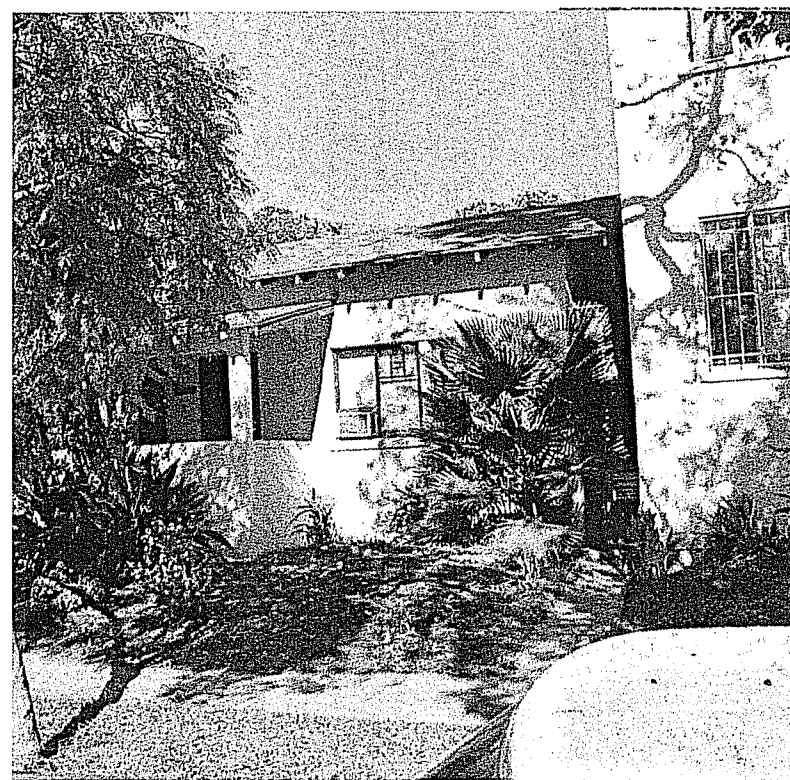


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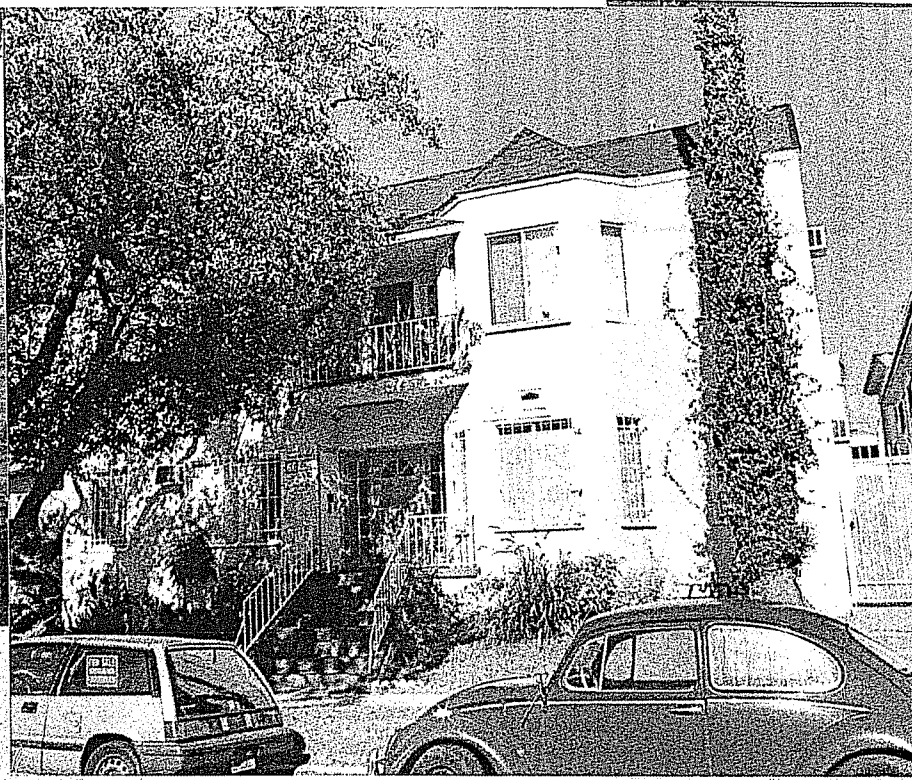


5722 & 5726-28 Camerford

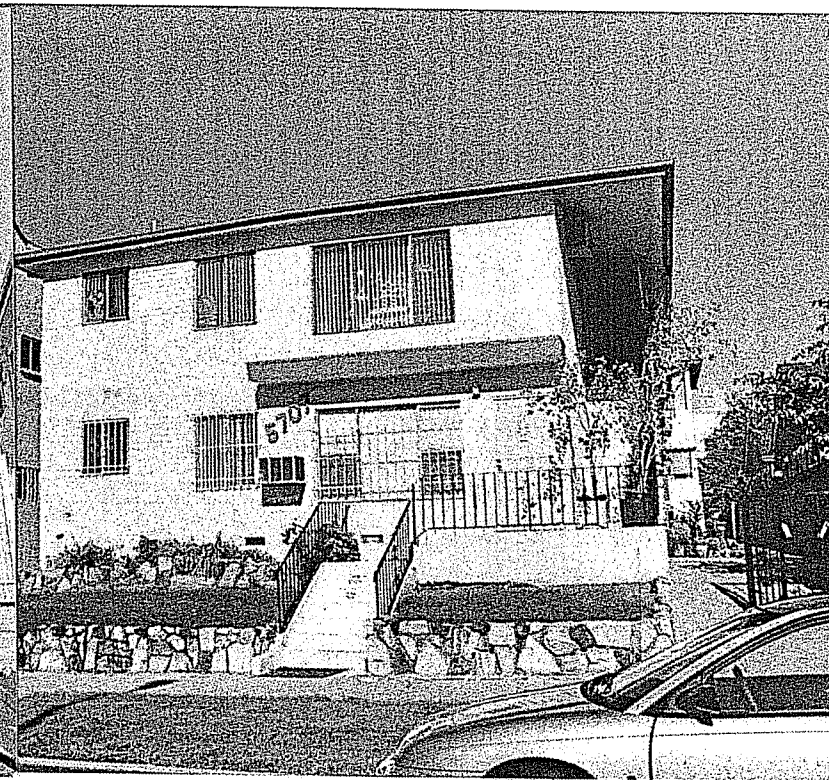
Existing one- and two-story residential, north side 5700 block of Camerford Ave.



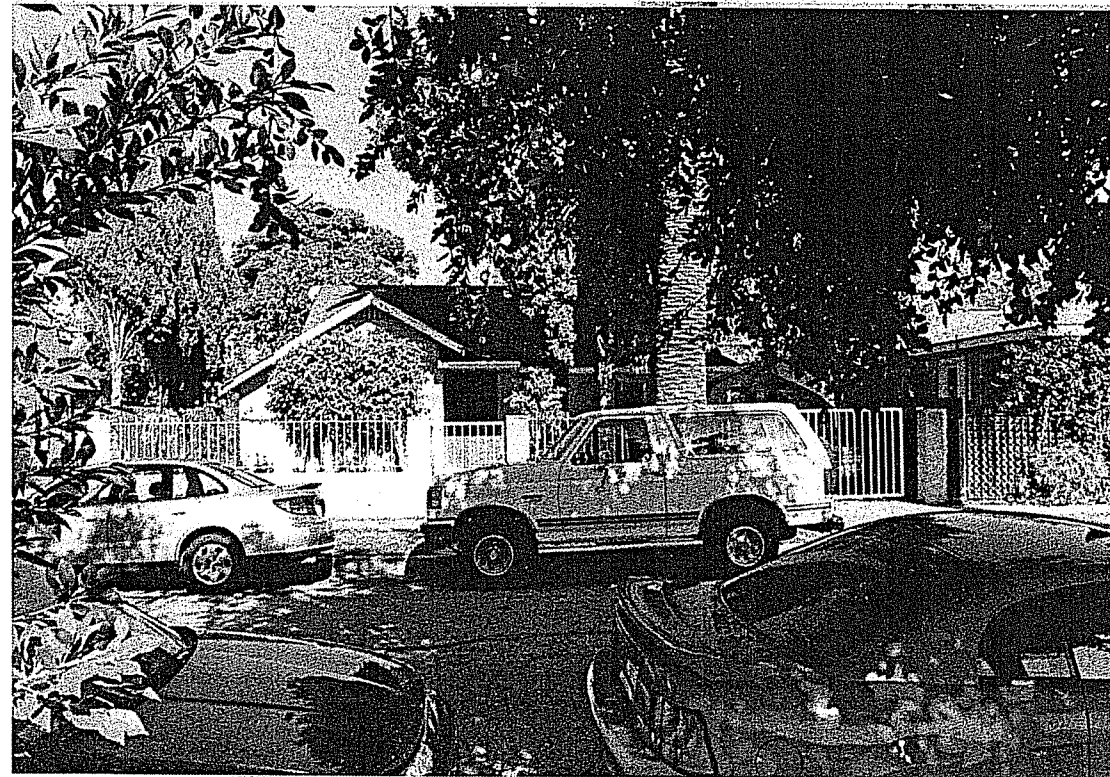
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5715 Camerford



5707 Camerford



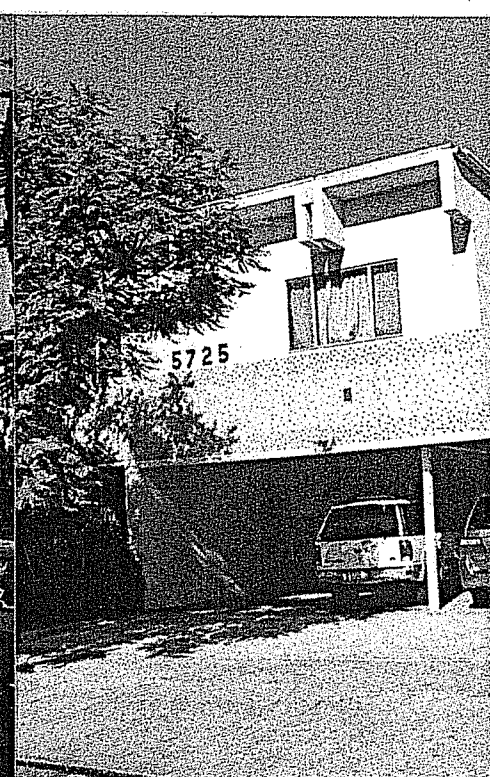
5747 Camerford



5735 - 5739 Camerford



5731 Camerford



5725 Camerford