Department of Public Works

Bureau of Engineering
Report No. 1

August 13, 2014
CD No. 4

ADOPTED BY THE BOARD
PUBLIC WORKS OF THE CITY
of Los Angeles California

SEP 15 2014

Executive Officer

***Revised**
August 20, 2014

APPROVE A CLASS "B" PERMIT FOR VOLUNTARY NON-STANDARD IMPROVEMENTS ON BULWER DRIVE

RECOMMENDATIONS

* 1. Find that the project is categorically exempt under the California Environmental Quality Act.

2. Approve forthwith a Class "B" Permit for voluntary non-standard improvements on Bulwer Drive from Woodstock Drive to 750 feet west of Woodstock Drive subject to the conditions listed below:

   a. Provide a cut-off trench or other barrier to prevent rodents from undermining the proposed roadway.

   b. Provide an area drain system or drainage system improvements to manage runoff in the proposed roadway.

   c. Provide surface drainage and erosion control devices on the restored slope area of Lots 58, 59, 60, and 61 as identified in the Cal West Geotechnical Consulting Engineers' Rough Grade Compaction Report for Remedial Repair of Storm Damaged Slopes, January 10, 2011, following additional recommendations from Cal West Geotechical Engineers, under permit from Los Angeles Department of Building and Safety (LABAS), to the satisfaction of the City Engineer.

   d. Construct the proposed voluntary non-standard roadway improvements per B-permit plans reviewed and approved by the City Engineer.

   e. Bulwer Drive, LLC shall pave the entire width of the established roadway including private property outside the right-of-way alignment.

   f. Install final wearing surface asphalt cement pavement in front of 8037, 8041, and 8045 Bulwer Drive.

3. The City Attorney shall assist, if necessary, to defend the right to utilize the easement areas outside the right-of-way alignment.

4. Transmit a copy of this report to:

   Jeffer Mangels Butler & Mitchell, LLP
   Attn: Kevin K. McDonnell
   1900 Avenue of the Stars, 7th Floor
   Los Angeles, CA 90067-4308

Attachment No. 1

5. Transmit a copy of this report to the following Departments and Bureaus:

    a. Department of City Planning, 200 N. Spring Street, 5th Floor City Hall Main, Los Angeles, CA 90012, MS 395.

    b. LABAS, 201 N. Figueroa Street, Suite 1000, Los Angeles, CA 90012, MS 115.

    c. Fire Department, 200 N. Main Street, Room 1800, Los Angeles, CA 90012, MS 250.

    d. City Attorney, 200 N. Main Street, Room 800, Los Angeles, CA 90012, MS 140.

    e. Bureau of Street Services (BSS), 1149 S. Broadway, Suite 400, Los Angeles, CA 90015, MS 550.

    f. Bureau of Sanitation, 1149 S. Broadway, Suite 900, Los Angeles, CA 90015, MS 520.

    g. Bureau of Contract Administration, 1149 S. Broadway, Suite 300, Los Angeles, CA 90015, MS 480.

    h. Bureau of Engineering (BOE), Real Estate Division, 1149 S. Broadway, Suite 610, Los Angeles, CA 90015, MS 515.

    i. BOE, Environmental Management Group, 1149 S. Broadway, Suite 600, Los Angeles, CA 90015, MS 939.

    j. BOE, Geotechnical Engineering Group, 1149 S. Broadway, Suite 120, Los Angeles, CA 90015, MS 495.

    k. BOE, Central District, B-Permit Office, 201 N. Figueroa St., Suite 770, Los Angeles, CA 90012, MS 503.

TRANSMITTALS

1. Letter, dated July 22, 2013, from Jeffer Mangels Butler & Mitchell LLP, regarding 8041 and 8045 Bulwer Drive.

2. B-permit application, plans, and soils reports submitted on September 12, 2013.

3. Interdepartmental correspondence, dated March 3, 2014, from the BOE, Geotechnical Engineering Group.

4. Memorandum, dated October 31, 2013, from Bulwer Drive Neighbors.

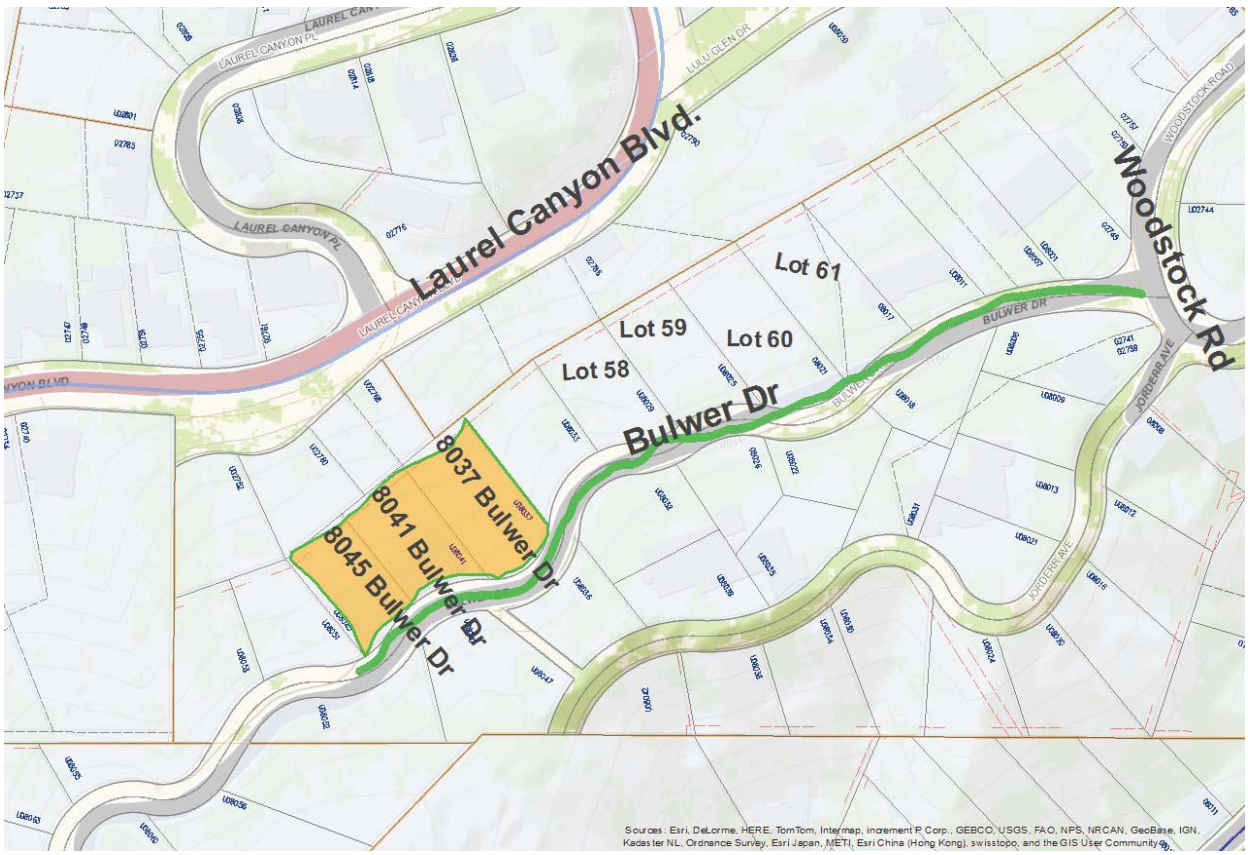
5. Notice of Exemption.

DISCUSSION

Background

Jeffer Mangels Butler & Mitchell, LLP submitted on behalf of Bulwer Drive, LLC, a request to construct non-standard improvements for the purposes of erosion and dust control mitigation on July 22, 2013 (Transmittal No. 1).

Bulwer Drive is an unpaved roadway that extends westerly of Woodstock Drive towards Dominion Lane above Laurel Canyon Boulevard in the Hollywood Hills West Neighborhood Council and the Mulholland Drive Scenic Corridor. The existing roadway is unpaved from Woodstock Drive to its terminus, except for a portion in front of 8041 and 8045 Bulwer Drive. Portions of the historical path of travel of the unpaved roadway encroach onto private property. This historical path of travel results primarily from topography and the grading of the least costly path of travel by those that originally developed the area.



In 1986, building permits were issued under the Los Angeles Municipal Code (L.A.M.C.), Section 12.21 A.1., by the LADBS for construction of three homes located at 8037, 8041, and 8045 Bulwer Drive. Soon afterwards, construction was halted on the project due to funding problems. In 1990, while construction was stalled, the home at 8037 burned to the

foundation. In 2002, Bulwer Drive LLC took over the project to complete the houses. LADBS and the City Attorney determined that the permits for 8041 and 8045 were still in effect and that the two partially constructed houses still had vested rights. Compliance with the current Hillside Ordinance, L.A.M.C. Section 12.21 A.17 (e), was not a condition of approval.

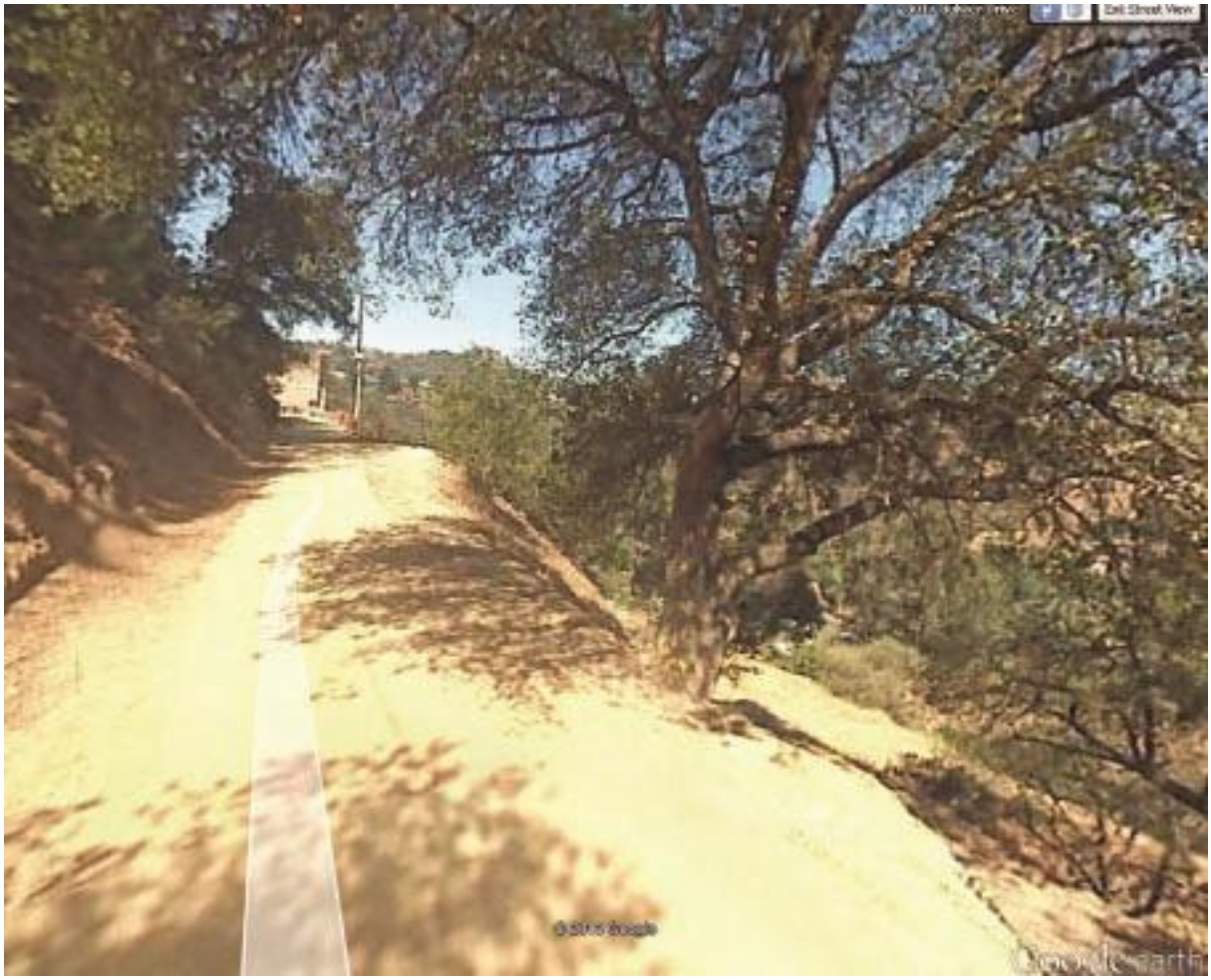
The public improvement requirements for these building permits was/is only to make any necessary improvements to the lot frontages. The homes were required to provide a 20-foot paved roadway, curb, gutter, driveway apron, and sidewalk along their property frontage. Also required were the construction of sewer main lines and a storm drain connecting to Laurel Canyon Boulevard. This construction was completed in 2009 and Certificate's of Occupancy were issued by the LADBS for 8041 and 8045 Bulwer Drive.

Paved Roadway Fronting Lots on Bulwer Drive.

A final layer or wearing surface of Asphalt Concrete pavement was deferred in front of the newly completed houses because the applicant planned to construct and extend the roadway beyond the three lots. In 2009, Bulwer Drive, LLC, applied for a permit to construct a voluntary substandard hillside limited street with a 20-foot roadway from the lot at 8037 Bulwer Drive to Woodstock Road. The wearing surface in front of 8037, 8041, and 8045 was part of the proposed new voluntary improvement. A bond was

posted to guarantee the improvements. Subsequently, the owner determined not to proceed with any future improvements to Bulwer Drive and the permits were cancelled.

The narrow dirt roadway from Woodstock Road to the houses at 8041 and 8045 Bulwer Drive remains unimproved as shown in the following photo. This narrow roadway is hazardous due to the steep unprotected hillside and narrow lane width. The uphill and downhill slopes have had erosion problems in some past heavy rain events. Repairs, in most instances, have been made at the City's expense.



Rainstorms causing erosion of the granular soils of the upstream hillside slopes have left mud deposits on the roadway, which results in hazardous conditions.

A recent water main break on the roadway resulted in conditions shown in the photo below. These conditions are similar to those when rain erodes the slopes and deposits mud into the roadway. The mud deposits from the water main break blocked the access to the storm drain system. This condition makes the roadway more hazardous to

traverse than dry weather conditions. Impounding the water also increases the likelihood of infiltration and erosion that could lead to a slope failure.

Bulwer Drive, LLC, contacted the BOE and requested a permit to construct voluntary non-standard improvements over the roadway. The owner stated that due to the condition of the roadway they are unable to maintain tenants in their homes. They have also been unable to sell the homes. The owner claims that tenants and potential buyers cite the untenable conditions of the roadway as the cause.

On September 12, 2013, Bulwer Drive, LLC, submitted an application (Transmittal No. 2) for a Class “B” Permit to construct a voluntary non-standard roadway section and improvements.

In contrast to their earlier application to construct a 20-foot wide substandard roadway in 2009, the proposal submitted in September 2013 would not widen the dirt road, but pave the current dirt road to the homes. The proposed voluntary non-standard section improvements in the public right-of-way call for the removal of two feet of surficial material and replacement and recompaction with classified fill. Four inches of Asphalt Concrete pavement over four inches of crushed miscellaneous base material will be placed over the newly compacted fill. An Asphalt Concrete berm is proposed on the uphill side and a metal beam guardrail on the downhill side of the roadway for almost the whole length of the segment. This proposed paved surface would have varying widths up to 16 feet wide along Bulwer Drive.

The BOE's analysis shows that this proposed non-standard improvement will help improve the current dirt road, subject to conditions listed in this report, for the following reasons:

1. Runoff from rain events will be directed onto a non-erosive surface and into the existing storm drain system.

2. The pavement will provide an all weather surface.

3. Guardrails will reduce the risk of vehicles leaving the roadway at critical points.

Conditions

The proposed voluntary improvements as presented in the B-permit application by Bulwer Drive, LLC (Transmittal No. 2), are not complete and need further review by the City Engineer. The BOE is particularly concerned with the stability of the existing slope of Laurel Canyon. Stabilization of the slope is beyond the scope of the proposed voluntary improvements. However, the Geotechnical Engineering Group recommends (Transmittal No. 3) certain details to ensure that the proposed improvements enhance the stability of the existing conditions.

The BOE recommends that a slurry trench/cut-off wall be constructed along the outer edge of the compacted fill. This small cut-off wall will prevent rodents from mining underneath the roadway. Such rodent paths potentially become a conduit for water which can lead to erosion and a washout of the roadway.

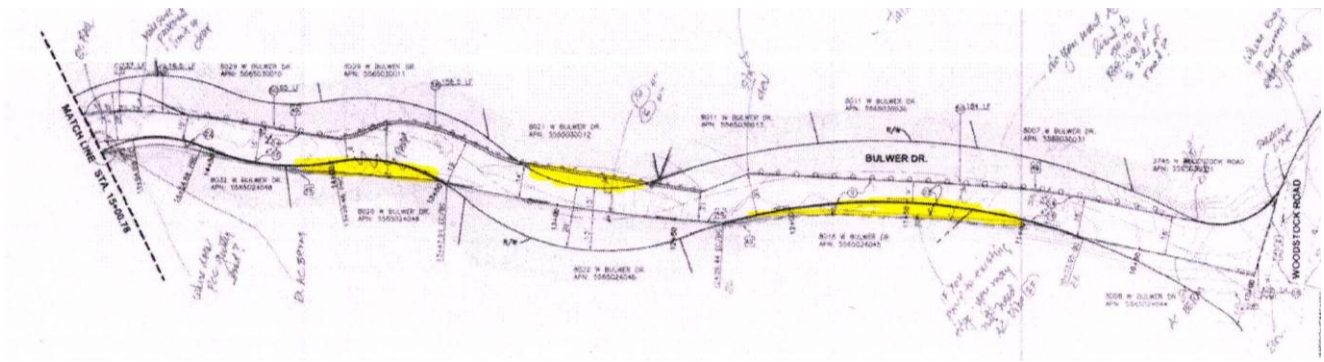
The BOE recommends that a drainage system be constructed to provide relief to any area impoundments and convey the water to the existing storm drain system. In the event that slough and debris from slope failures above the roadway block water flow on the roadway surface to the storm drain system, an alternate path of travel for the water is provided. Small pipes and basins will provide a means to collect water from any impoundments and convey it to the existing system.

The BOE recommends that the final two-inch Asphalt Concrete pavement wearing surface in front of 8037-8045 Bulwer Drive be installed. The final paving will allow any water to flow along the concrete gutters and direct its flow to the existing catch basins.
The geology and soils reports submitted by the applicant's engineer referenced a slope repair due to storm damage on Lots 58, 59, 60, and 61 adjacent to Bulwer Drive. The soils report clearly indicates that no surface drainage control or erosion protection devices for this slope have been provided. In the event the slope fails, it could potentially undermine the upslope right-of-way. As such, the BOE believes that protection of this slope is necessary to protect the Bulwer Drive right-of-way as well as Laurel Canyon Boulevard. Bulwer Drive, LLC, shall install surface drainage control and erosion control as referenced in the "Rough Grade Compaction Report for Remedial Repair of Storm Damaged Slopes" by Cal West Geotechnical Consulting Engineers, January 10, 2011, following additional recommendations from Cal West Geotechnical Engineers, under permit from LADBS, to the satisfaction of the City Engineer.

Easements

The existing dirt road follows the historical path of travel and meanders within the right-of-way alignment. As a result there are areas which cross private property and are shaded in yellow below. The BOE is requiring that the proposed voluntary non-standard improvement use these shaded areas to construct the road to match the existing path of travel. This requirement means constructing the road up to the existing retaining bulkheads and to the edge of the existing path of travel. The retaining bulkheads were installed by the City and continue to be maintained by the City, even though they are located on private property. Constructing the roadway from the bulkheads to the edge of the path of travel is necessary for drainage control.

The roadway easement(s) highlighted in the plan view below would bring the right-of-way into alignment with the existing historical path of travel.



An easement would grant access to the bulkheads maintained by the City and preserve the road in its current configuration. Easements for slopes, retaining walls, and the roadway allow the City right-of-entry for the purposes of maintenance and construction. The roadway easement also grants right-of-passage for the public.

Even with the easement(s), the proposed temporary improvements would not meet or exceed 20 feet in width. As such, the roadway would continue to be below the minimum

required standard to meet the Hillside Ordinance requirements of L.A.M.C. Section 12.21 A.17 (e).

Community Opposition

The community is opposed (Transmittal No. 4) to this improvement for the following reasons:

1. A paved roadway would by-pass the requirements of the Hillside Ordinance for new development.

2. An environmental impact report has not been prepared for the construction of the road or additional homes.

3. The proposed improvement does not meet the Fire Lane access requirements.

4. Property owners will still be required to convey trash to Woodstock for pickup.

5. The drainage problem was created by the developers.

6. The community believes that it will attract nuisances such as non-resident vehicles, loitering and non-resident pedestrian traffic.

7. The BSS will be obligated to maintain this non-standard improvement.

Council District No. 4 does not support the proposed voluntary improvements.

BOE Response to Opposition

The BOE's response to the opposition is as follows:

1. The Hillside Ordinance, L.A.M.C. Section 12.21 A.17 (e) (3), requires a 20-foot wide continuous paved roadway from the driveway apron to the boundary of the hillside area prior to the issuance of any new building permit.

2. A project may have various levels of impact on the environment when proposed. Some projects are by definition exempt from study or review. Those projects are classified as categorically exempt. The proposed voluntary improvements for this B-permit do not trigger the requirements for environmental documentation beyond a Notice of Exemption (Transmittal No. 5). Should a project be proposed that would construct a standard hillside street width of 20 feet and/or additional home(s), an assessment regarding the necessary environmental clearance(s) would have to be made for that alternative scope of work.

3. A fire apparatus access lane and/or fire truck turnaround is part of a building code requirement under the Los Angeles Fire Code Section 57.503. No building permit is being solicited as part of this voluntary improvement. The proposed voluntary improvement is not a fire access lane and due to the fact it is a voluntary improvement, there is no nexus to require it to be widened to 20 feet.

4. The proposed voluntary improvement does not construct a standard or substandard hillside street. Therefore, it does not change the current access limitations to the homes. Delivery of goods and services will continue to experience the same obstacles that existed prior to the improvement. It is expected that residential structures on Bulwer Drive will continue to manage trash pickup as it existed prior to construction of the voluntary improvement.

5. Drainage problems on Bulwer Drive existed prior to the development. For this reason, bulkheads were constructed on Bulwer Drive consisting of steel I-beams and wood lagging. Dates etched onto the bulkheads appear to indicate that construction was performed in 1976 in order to preserve access to an existing residence. The lack of a drainage system to control runoff exacerbates the problem with the surficial fill, steep slopes, and decomposed granite. This natural situation can lead to slope failures common to the hillsides. The proposed voluntary improvements will help to control this condition.

6. The BOE can not comment relative to this issue.

7. Non-standard improvements for erosion and dust control are not required to be maintained by the BSS.

Review Under the California Environmental Quality Act (CEQA)

This project is exempt from the provisions of the CEQA pursuant to City CEQA Guidelines Article III, Section 1, Class 1 (existing facilities), Class 3 (new construction of small structures), or Class 4 (minor alterations to land), depending on the specific element of the project. None of the potential exceptions to use of a categorical exemption set forth in State CEQA Guidelines Section 15300.2 is applicable (Transmittal No. 5).

Notification of Stakeholders

Stakeholders to this application have been advised of the recommendation(s) contained herein and the date and time when this matter will be considered by the full Board of Public Works (Board). All parties were also advised that the Board meeting is open to the public and that either party may present their case before the full Board if they disagree with the initial recommendations. Furthermore, they have been advised that the decision of the full Board is final.

(LMP CFJ RMK MEK)

Report reviewed by:

BOE (ADM and GEO)

Report prepared by:

Central District Office

Lemuel M. Paco, P.E.
District Engineer
Phone No. (213) 482-7049

LMP/GV/03-2014-0042.CEN.gva

Questions regarding this report
may be referred to:
Gregg Vandergriff, P.E., Case Manager
Phone No. (213) 482-7471
E-mail: Gregg.Vandergriff@lacity.org

Respectfully submitted,

Deborah Weintraub, AIA, LEED AP
Interim City Engineer

JMBM | Jeffer Mangels Butler & Mitchell LLP

Kevin K. McDonnell
KKM@jmbm.com

1900 Avenue of the Stars, 7th Floor
Los Angeles, California 90067-4308
(310) 203-8080 (310) 203-0567 Fax
www.jmbm.com

Ref: 73027-0001

July 22, 2013

VIA E-MAIL AND U.S. MAIL

Mr. Lemuel Paco, P.E.
District Engineer, Central District
City of Los Angeles, Department of Public Works
Bureau of Engineering
201 N. Figueroa Street, 3rd Floor
Los Angeles, CA 90012

Re: 8041 and 8045 Bulwer Drive
Bulwer Drive Street Improvements

Dear Mr. Paco:

This office represents Bulwer Drive, LLC, owner of properties taking access from Bulwer Drive, an extremely dangerous and deteriorated public street. This serves to inform you of our failed attempts to submit plans and permit applications to perform certain improvements to Bulwer Drive.

Certificates of Occupancy for the homes at 8041 and 8045 Bulwer Drive (the "Properties") were issued in 2006. Partial street improvements including curb, gutter and storm drains were constructed along the frontage of the Properties, but the final surface of the roadway was never applied. Consequently, storm water ponds in front of the gutter instead of flowing over it and into the storm drain contributing to the continuing deterioration of the street. Recently, a water main ruptured upstream from the Properties causing large volumes of water and mud to run across the frontage of the Properties. Attached hereto are recently taken photographs showing water and mud built up in front of the storm drains unable to escape due to the unfinished pavement. Other portions of Bulwer Drive leading to the frontage of the Properties are unimproved and simply impassable.

You acknowledged as long ago as 2008 that the condition of the street was treacherous and posed an imminent hazard to life and property. Attached hereto for your convenience is a copy of your letter dated April 16, 2008 acknowledging the safety hazard of the street and encouraging the submission of plans for temporary street improvements. The condition of the street is worse than it was in 2008. Your letter notwithstanding, the City has not

met its responsibility to maintain the street to minimum safety standards and, despite Bulwer Drive, LLC's best efforts to improve the street conditions, the City has refused to allow Bulwer Drive, LLC to perform any improvements at all.

Our attempt to file plans for B-Permit Bond and Fee Estimate on June 4, 2013 was summarily rejected at the public counter in the West Los Angeles district office. The only explanation we received was that the plans did not reflect a standardized design and, for that reason, a B-Permit application would not even be accepted for review.

Later, on July 3, 2013, we attempted to file plans for a Revocable Permit to allow us to place pavement and guard rails along the street. We were told the plans would be held (and not accepted for filing) until an additional fee could be calculated. We were to be informed of the fee amount so we could pay the fee and officially file the plans. In a later follow up with Central District staff, we were informed that Bureau of Engineering ("BOE") management was discussing whether the plans would be accepted. As of the date of this letter, BOE has not even allowed us to file plans, let alone check the plans and issue a permit.

Tenants previously residing in the homes at the Properties have or are in the process of moving out because of the intolerable street conditions. With no tenants willing to rent the Properties, Bulwer Drive, LLC has put the Properties on the market for sale. However, the condition of the street is so frightening, not a single prospective buyer has been willing to drive on the street to view the Properties. As a result of the unacceptable street condition, Bulwer Drive, LLC is incurring considerable monetary damages in lost rent and diminution in value.

As a common sense matter, even if the improvements proposed by Bulwer Drive, LLC do not meet strict City street construction standards, they will improve the safety of the present condition which, of course, is the primary concern of all. Bulwer Drive, LLC desires to resolve this matter without judicial intervention. However, if the City does not accept its responsibility to immediately take corrective measures to make Bulwer Drive safe for vehicular travel and/or does not allow Bulwer Drive, LLC to perform the temporary street improvements presented in its plans, we will have no choice but to take the necessary action to hold the City responsible.

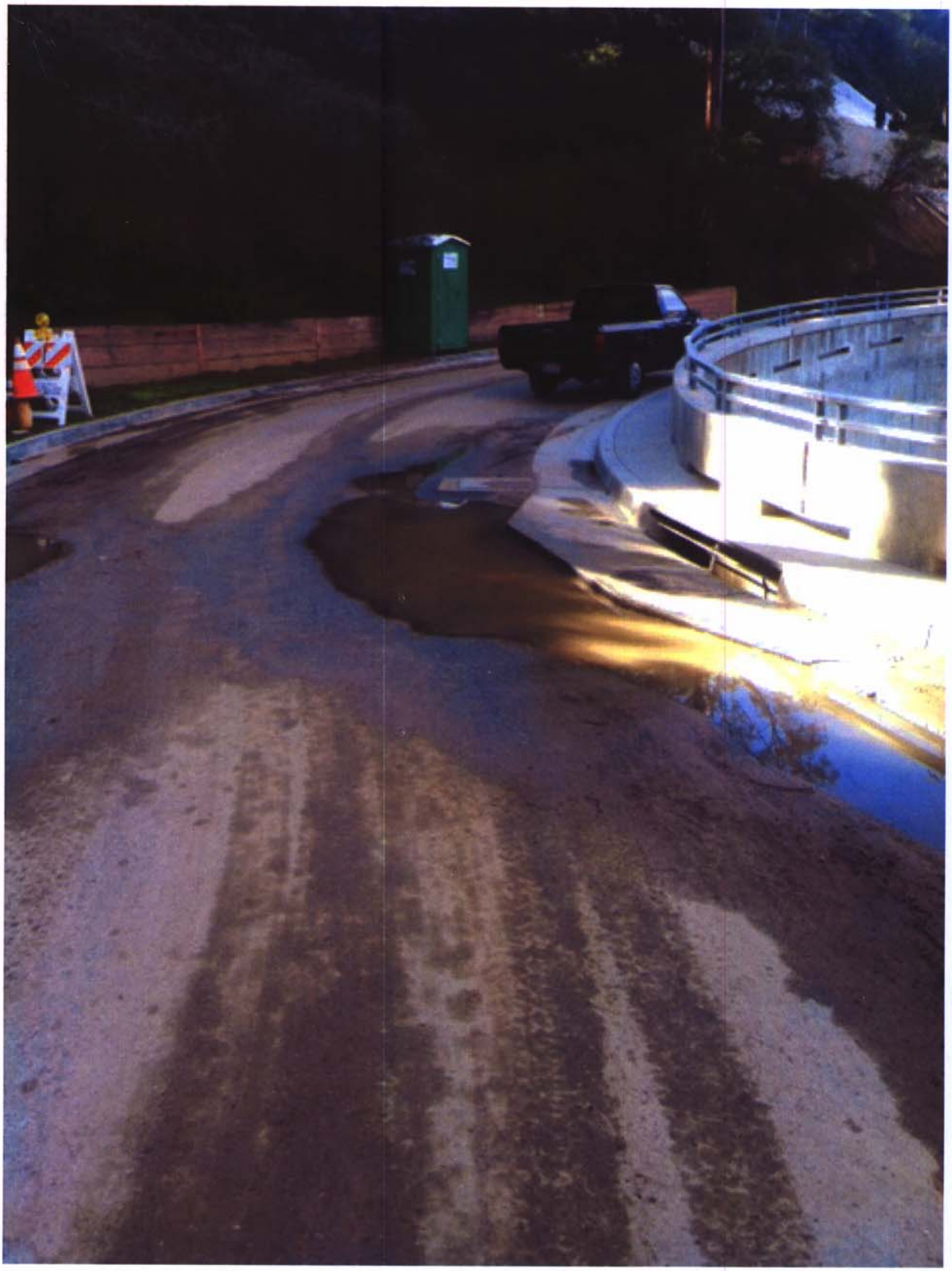
Given that the street is an imminent hazard, time is of the essence. Bulwer Drive, LLC can no longer wait while the City decides whether to take action in this matter. Please respond to this letter within 10 days explaining your intended action, if any. If we do not receive a response within 10 days, we will proceed with the legal options available to us.

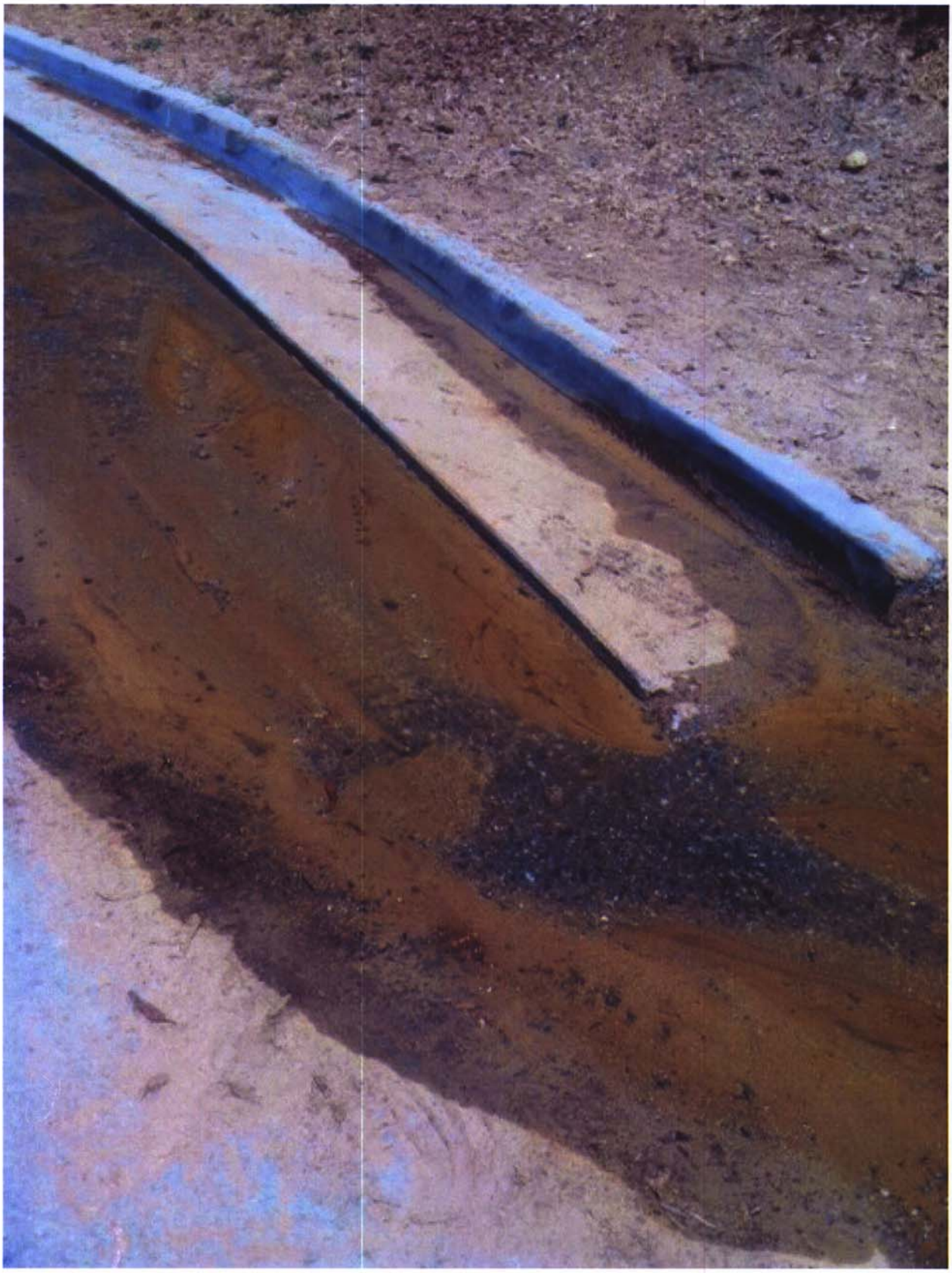
Please contact me at any time if you have any questions or comments.

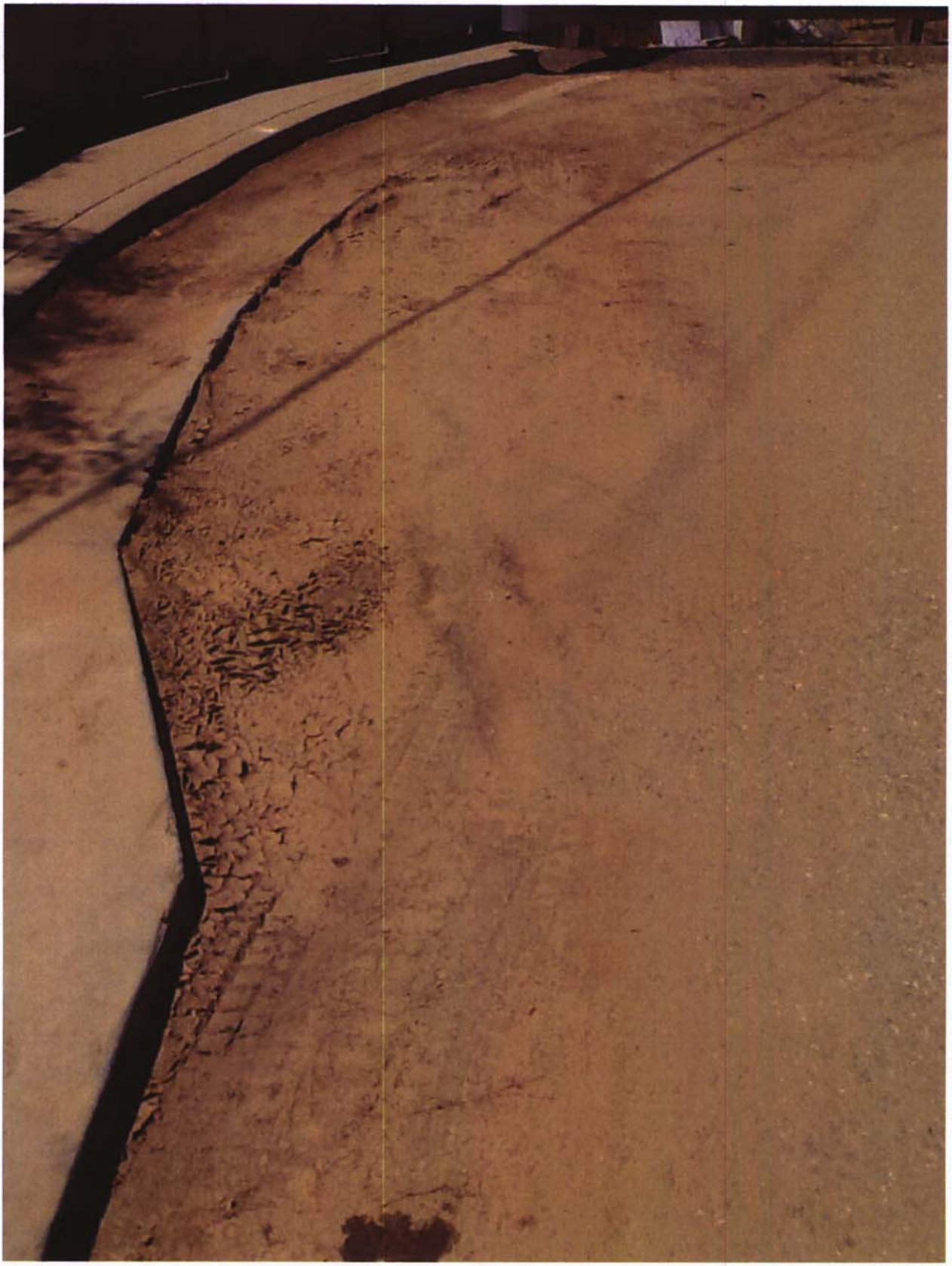
Very truly yours,

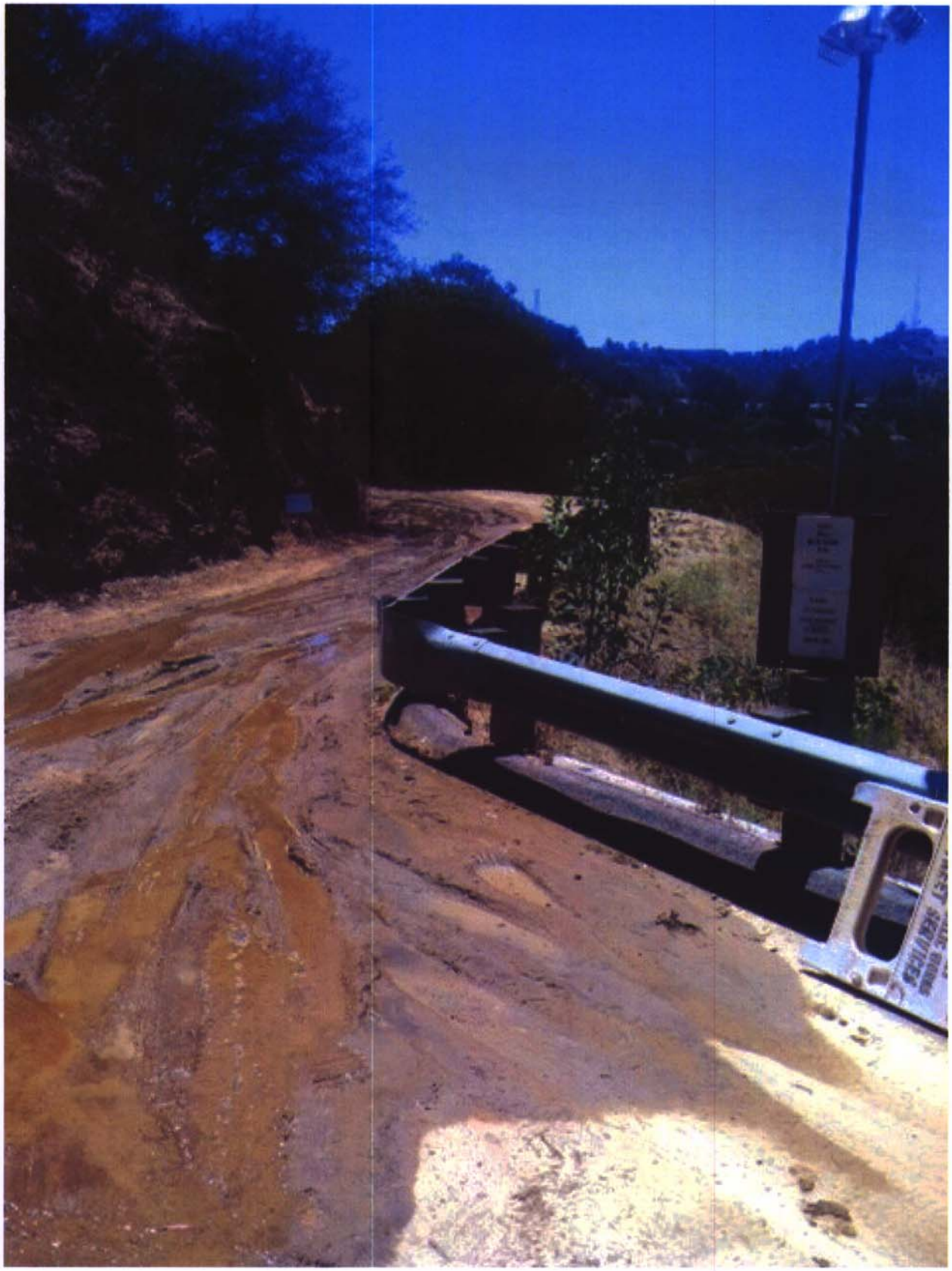
KEVIN K. MCDONNELL of
Jeffer Mangels Butler & Mitchell LLP

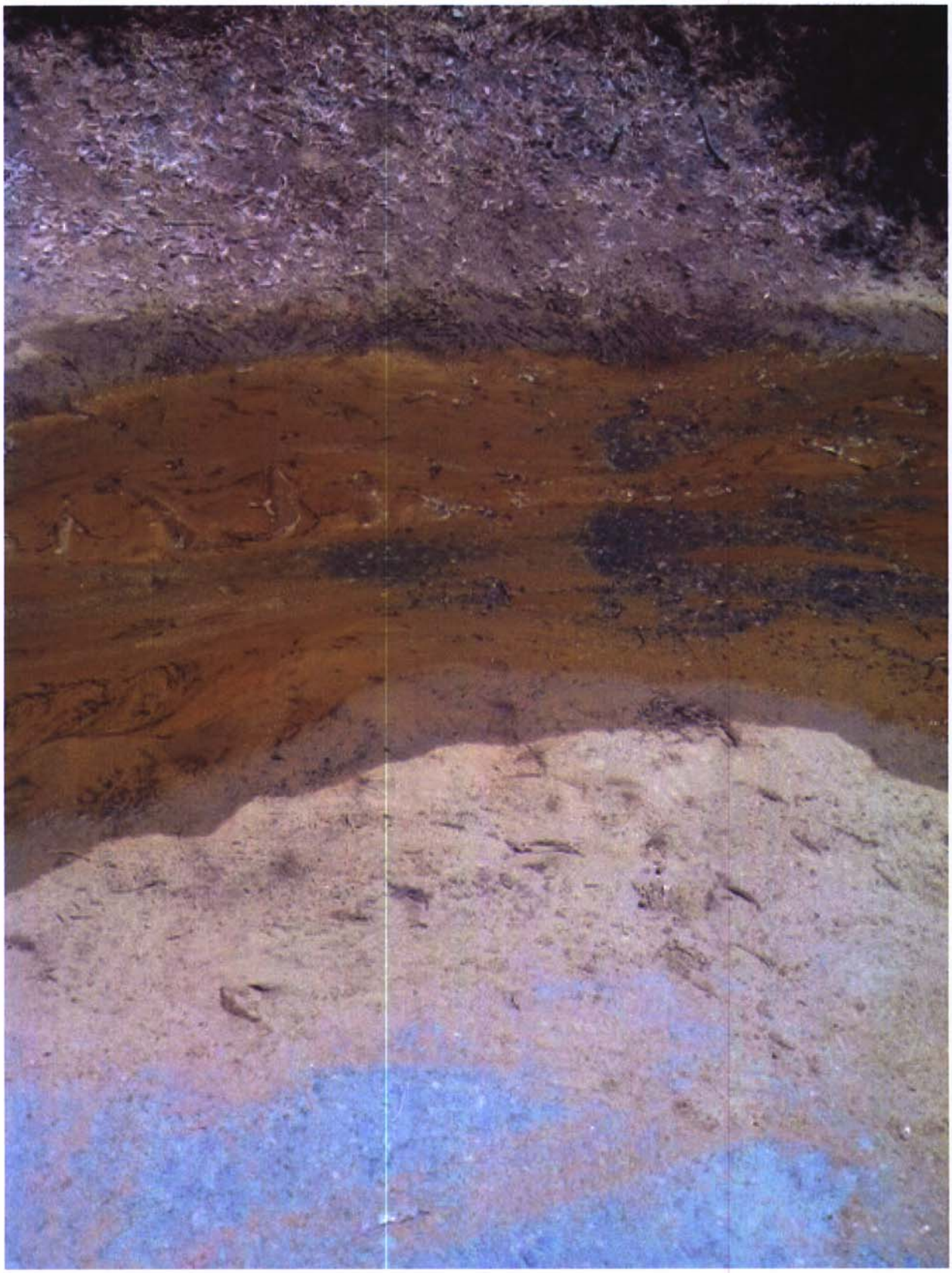
KKM:kkm
Enclosures
cc: via e-mail:
Gary Lee Moore
Michael Kantor
Mike Patonai
Shahin Behdin
Gregg Vandergriff

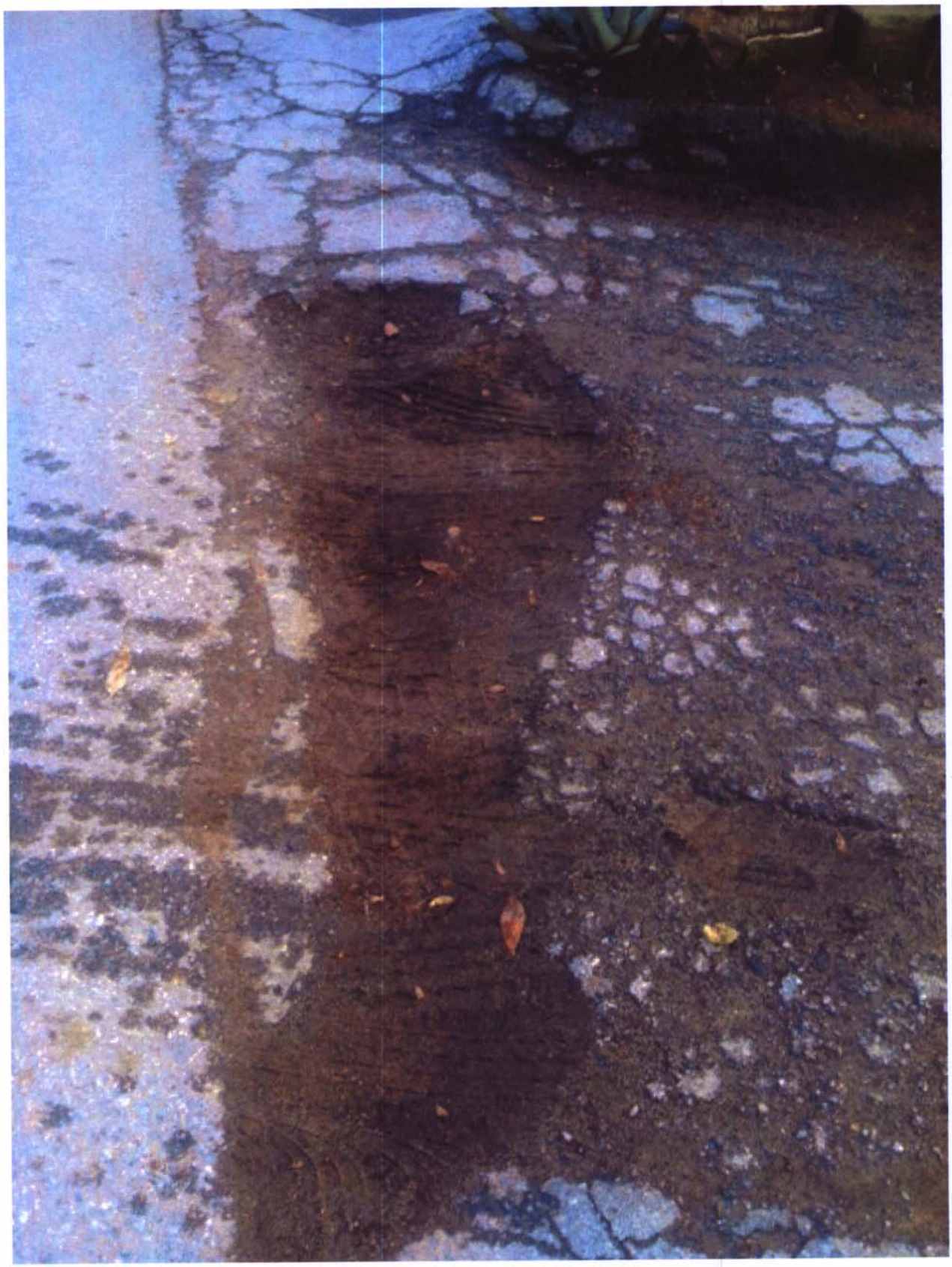


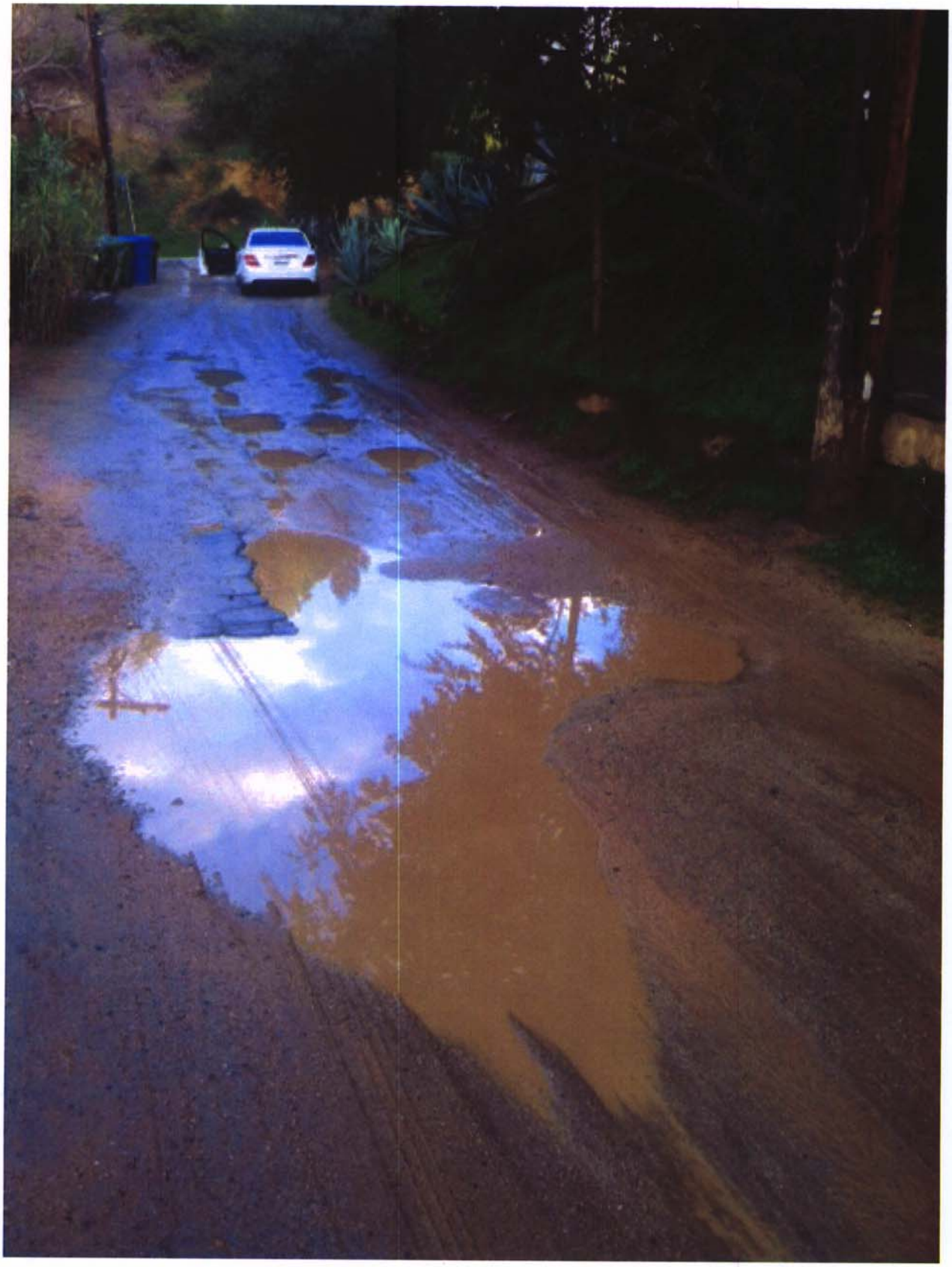


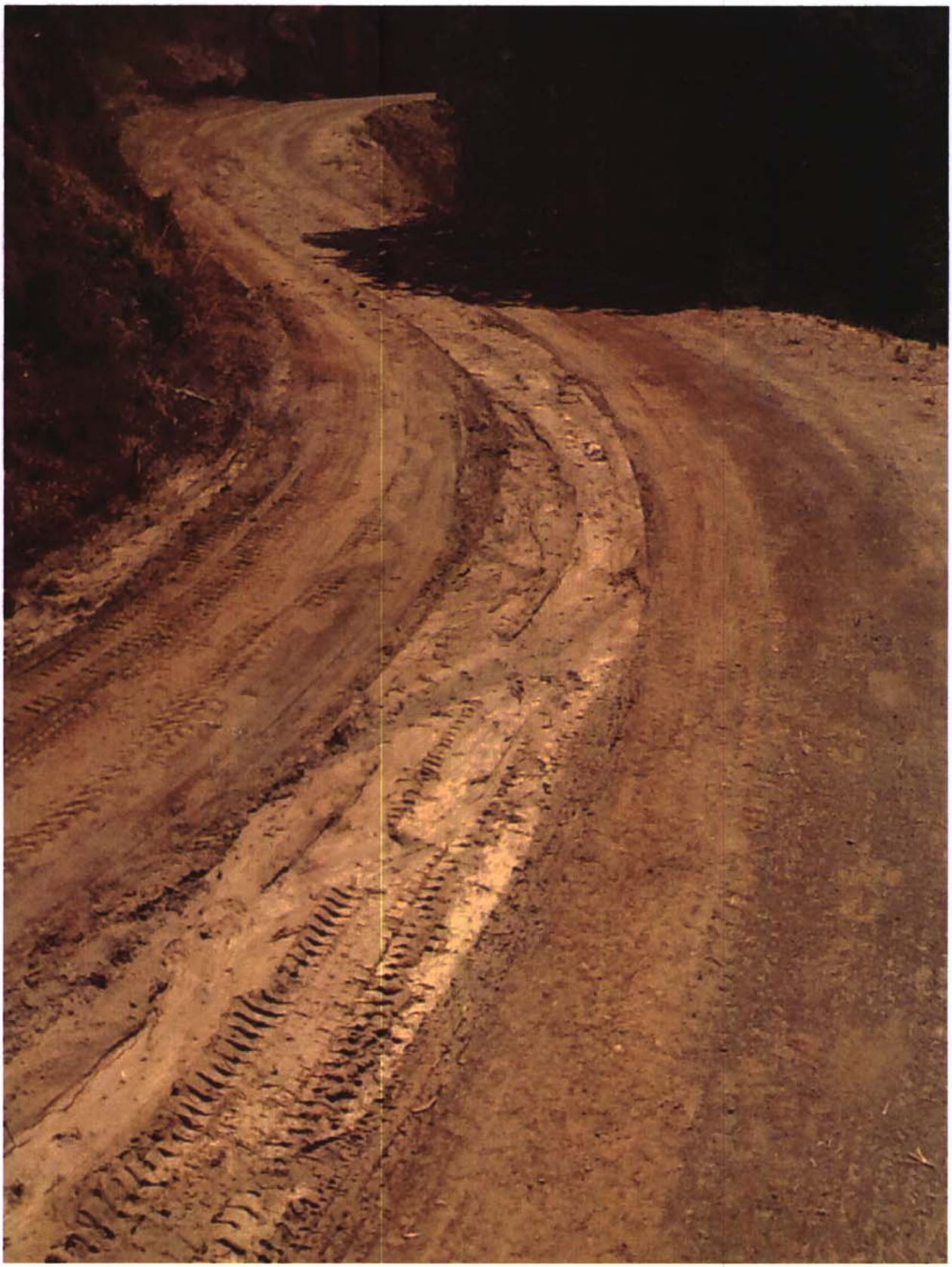


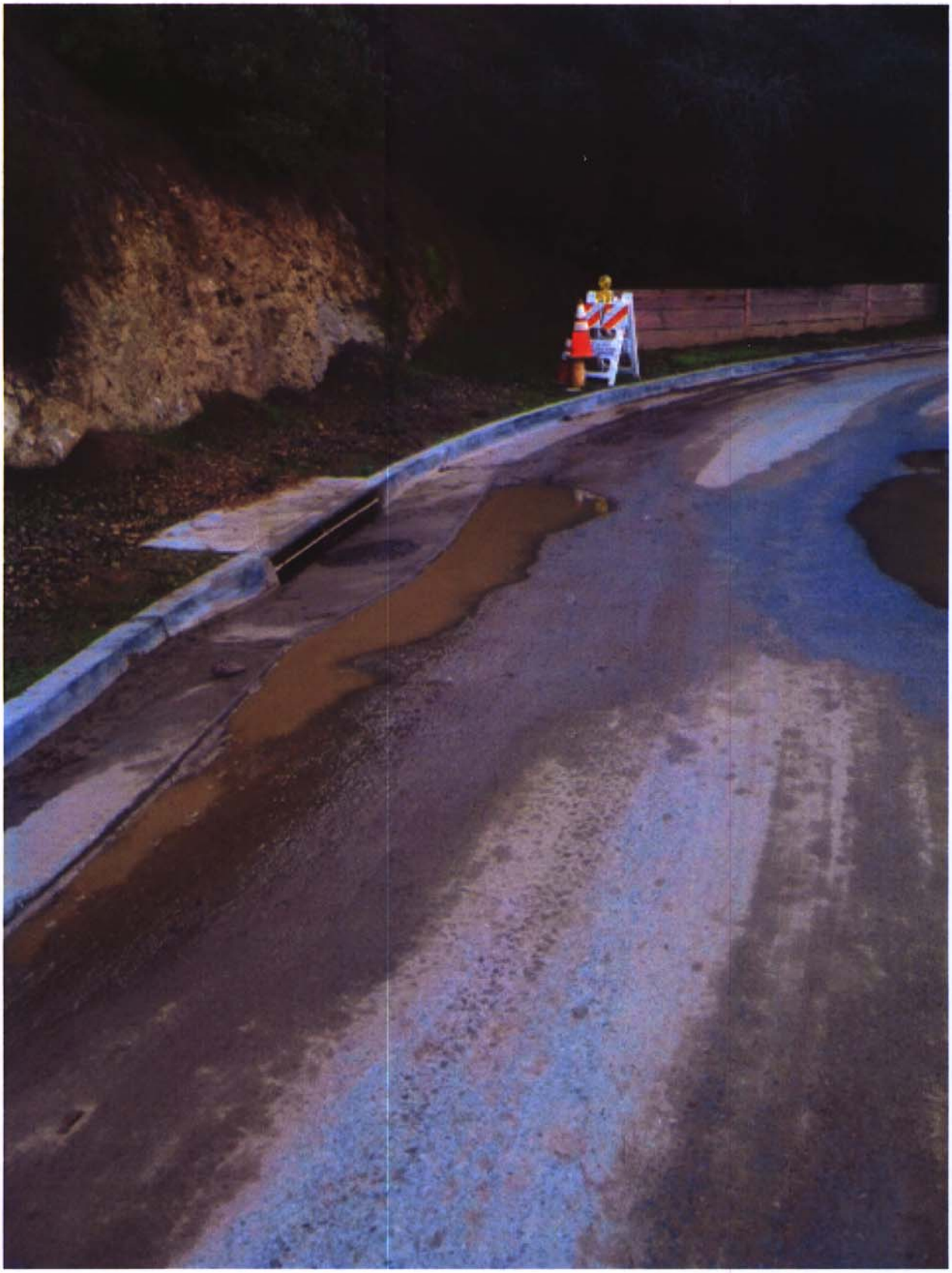












Reference Number 9208 **Job Address:** 2745 N. WOODSTOCK RD.

CLASS "B" APPLICATION / PERMIT (DESIGN PHASE)

ISSUED UNDER SECTIONS 62.105 TO 62.116
INCLUSIVE, LOS ANGELES MUNICIPAL CODE **(SEE REVERSE HEREOF)**

DISTRICT: **CENTRAL** | BR Number **BR003460**

I HEREBY REQUEST PERMISSION TO CONSTRUCT THE IMPROVEMENTS DESCRIBED BELOW UNDER PRIVATE CONTRACT AND, IF PERMISSION IS GRANTED, I AGREE TO CONSTRUCT SAME IN ACCORDANCE WITH PLANS AND/OR SPECIFICATIONS APPROVED BY THE CITY ENGINEER. I ALSO ACKNOWLEDGE THAT I HAVE REVIEWED THE GENERAL INFORMATION PRESENTED ON THE REVERSE OF THIS APPLICATION, AND AGREE TO THE PROVISIONS STATED THEREON.

SHEET NO. 1 OF 2 SHEETS | DATE ISSUED: **09/12/2013** | DATE EXPIRES: **09/12/2014**

PROJECT: **BR: EBPERGEN** | PROGRAM: **7804** | ENGR DIST.: **E6201500** | REIMB FLG: **YES** | DIR/INDIR: **D**

STREETS AND LIMITS TO BE IMPROVED
(SEE CONSTRUCTION TOTALS AT RIGHT)
Bulwer Dr. Woodstock Rd. to 750' W/O Woodstock RD.

ESTIMATED 2% SURCHARGE = **$240.00**
ESTIMATED 7% SURCHARGE = **$840.00**

INDICATE SCOPE
AC Pavement, Curb, Metal beam guardrail

ENGR. PLAN CHECK DEPOSIT	Number of Trees	Wells	TREE PLANTING FEE	District Map Number	DIVISION INDEX	DRAINAGE MAP	COUNCIL DISTRICT
$10,920.00	**0**	**0**	**$0.00**				**4**

SANDBLASTING FEE	DOT SIGN DEPOSIT	TRAFFIC DEPOSIT	PROPOSED R/W NO.	SPECIAL REFERENCES
$0.00	**$0.00**	**$0.00**		

CONST. - INSPECTION DEPOSIT **$0.00**
TOTAL FEE DEPOSIT **$12,000.00**

TYPE OF PROJECT **Street Improvement**
TOTAL BOND DEPOSIT **$138,000.00**

IMPROVEMENT BOND NO.

LIABILITY INSURANCE NO. | LIAB. INSUR. EXPIR. DATE

PRIVATE ENGINEER
LC ENGINEERING GROUP INC.

STREET ADDRESS
889 PIERCE CT #101

CITY **THOUSAND OAKS** | ZIP **91360** | PHONE NO. **(818) 635-9814**

OWNER-APPLICANT (SEE REVERSE)
BULWER DRIVE LLC.

STREET ADDRESS
11904 ARBOR ST. #200

CITY **OMAHA** | STATE **NE** | ZIP **68144**

(AREA CODE) PHONE NO. **(402) 330-2274** | DATE SIGNED BY APPLICANT

SIGNATURE (SEE REVERSE BEFORE SIGNING)

APPLICANT'S NAME (ADD TITLE IF OFFICER)
Aaron Whaley (VP)

DISTRICT/DIVISION OFFICE | ISSUED BY: **helenia mcneil**

TIME | DATE

Job Address:
2745 N. WOODSTOCK RD.

DIST. ENGR. _____ DATE _____
Lemuel Paco, P.E.

CONSTRUCTION ITEMS	ESTIMATED COST
GRADING	$0.00
PAVING CURB / GUT. / SDWLK	$0.00
SEWER	$0.00
STORM DRAIN	$0.00
STREET LIGHTS	$0.00
TRAFFIC SIGNALS	$0.00
SUBTOTAL	$0.00
+ % PCF	$0.00
CONSTRUCTION ESTIMATE	$0.00
+ % CIF	$0.00
BOND ESTIMATE	$138,000.00

REGISTER RECEIPT VALIDATION

Permit Title:
BULWER DR. WOODSTOCK RD. TO 750' W/O WOODSTOK RD.

TRANSMITTAL NO. 2

Reference Number 9208 **Job Address: 2745 N. WOODSTOCK RD.**

GENERAL INFORMATION

This form shall be used for all Class "B" Permits. It is not necessary to repeat the STREETS AND LIMITS breakdown on **CONSTRUCTION B-PERMITS** that are preceded by checking only permits.

1. LIABILITY INSURANCE and performance bonds are only required for approval of construction B-Permits.

2. OWNER-APPLICANT must be the owner of the affected property, and must be the same as the performance bond principal. Contractors for governmental agencies under faithful performance bonds shall be entered as OWNER-APPLICANT. Applicant issued to CORPORATIONS shall be executed by the President, Vice-President, Secretary or Asst. Secretary, and the CORPORATE SEAL shall be impressed.

3. SAFETY ORDERS Sec. 6500 of the STATE LABOR OR CODE requires the APPLICANT to obtain a **STATE A DIVISION OF INDUSTRIAL SAFETY (DIS) PERMIT** and a copy of **STATE INDUSTRIAL SAFETY ORDERS** BEFORE BEGINNING WORK ON ANY TRENCH OR EXCAVATION **FIVE FEET OR DEEPER** into which a person must descend. City personnel will not enter such excavations until the required permit and safety orders have been obtained and are displayed on the job site.

4. PCF percentage factors apply to possible construction change orders.**CIF** percentage factors apply to cost increases through the life of the project. (See CONSTRUCTION ITEMS on the reverse side of this application.)

5. PLAN CHECKING DEPOSITS are subject to charges for blueprints, engineering, testing, traffic signal design, street lighting design, and administrative service.

CONSTRUCTION PERMIT DEPOSITS may be charged against for blueprints, engineering, testing, surveying, inspection, administrative services, emergency light and barricade services, street tree planting and maintenance, street lighting burn tests, Street Name signs, traffic warning and regulatory signs, sandblasting and painting of traffic markings, erosion control, etc. Unused fees are refunded after closure of the permit. The applicant will be billed for unreimbursed charges (fee deficits).

6. DESIGN OFFICE will determine if applicant must dedicate a right of way to the City for construction purposes. The applicant shall open a right of way work order and deposit necessary fee with the REAL ESTATES SECTION, DEVELOPEMENT SERVICES DIVISION, BUREAU OF ENGINEERING.

7. NOT MORE THAN ONE TRACT OR PARCEL MAP SHALL BE ASSIGNED TO A SINGLE B-PERMIT.

8. PERMITTEE SHALL STOP WORK AND CONTACT THE PERMITTING AGENCY PRIOR TO CUTTING OR EXCAVATING ANY DECORATIVE SIDEWALK, PAVEMENT, OR CROSSWALK.

9. ANY DAMAGE TO DECORATIVE SIDEWALK, PAVEMENT, OR CROSSWALK MUST BE REPAIRED IN KIND OR RECONSTRUCTED IN KIND BY THE PERMITTEE, AS DIRECTED BY THE PERMITTING AGENCY, IN A MANNER SATISFACTORY TO THE CITY ENGINEER AND THE INSPECTOR OF PUBLIC WORKS.

THIS CONSTRUCTION B-PERMIT MUST BE ON THE JOB SITE AT ALL TIMES.

THIS PERMIT VALID ONLY IF ACCOMPANIED BY A DIS PERMIT AND SAFETY ORDERS (SEE NOTE 3 ABOVE). DIS PERMIT MAY BE OBTAINED FROM STATE DIVISION OF INDUSTRIAL SAFETY, 3460 WILSHIRE BOULEVARD, LOS ANGELES. **NOTE**: GOVERNMENTAL AGENCIES AND PUBLIC UTILITIES UNDER **PUC CONTROL ARE EXEMPT.** PRIVATE CONTRACTORS ACTING AS PERMITTEE FOR SUCH AGENCIES **ARE NOT EXEMPT**.

NOTE: CHARGES AGAINST THE PERMIT FEE DEPOSIT WILL BE COMPILED APPROXIMATELY 6 TO 8 WEEKS AFTER THE DATE FINAL INSPECTION IS COMPLETED. THE B-PERMIT WILL BE CLOSED AND THE IMPROVEMENT BOND EXONERATED AFTER ALL PERMIT FEE CHARGES HAVE BEEN ACCUMULATED AND PAID.

BR003460

NOTICE TO CONTRACTORS

1. SPECIFICATIONS:

ALL WORK SHALL CONFORM TO THE LATEST EDITION AND SUPPLEMENTS OF THE STANDARDS SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION ADOPTED BY THE BOARD OF PUBLIC WORKS OF THE CITY OF LOS ANGELES AND ADDITIONS AND AMENDMENTS TO THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION (BROWN BOOK).

2. PLANS REFERENCE:

3. THIS IMPROVEMENT CONSISTS OF WORK CALLED FOR ONLY ON THIS PLAN.

4. STANDARD PLANS FOR THIS PROJECT:

ITEM	NUMBER
TYPES OF CURB AND GUTTER	S-410-2
EXTRUDED ASPHALT CONCRETE (AC) CURB	S-412-0
STREET CROWN SECTION	S-432-1
METAL BEAM GUARDRAIL	S-462-2
NOTICE TO CONTRACTORS - COMPREHENSIVE	S-610
SYMBOLS FOR CONSTRUCTION NOTES	S-627-0
DRAFTING SYMBOLS FOR EXISTING CULTURE	S-623-0

INSPECTION:

ALL WORK MATERIALS ARE SUBJECT TO INSPECTION PURSUANT TO SECTION 2-11 OF THE STANDARD SPECIFICATIONS. CALL (213) 485-5080 BEFORE NOON OF THE WORKING DAY BEFORE THE DAY INSPECTION IS REQUIRED.

5. REMOVALS:

A. REMOVE ALL EXISTING IMPROVEMENTS THAT INTERFERE WITH THE CONSTRUCTION OF THIS PROJECT.

B. ALL UTILITIES SHALL BE REMOVED OR RELOCATED BY OTHERS.

6. CURBS AND GUTTERS:

A. REPAIR AND/OR REPLACE ANY EXISTING BROKEN OR OFF GRADE CONCRETE CURB, GUTTER, SIDEWALK OR STREET PAVEMENT IMMEDIATELY ADJACENT TO OR WITHIN THE AREA OF THIS IMPROVEMENT TO THE SATISFACTION OF THE CITY ENGINEER.

B. CONSTRUCTION STAKES FOR CURB AND LONGITUDINAL GUTTER, WITH GRADE LESS THAN 0.500% SHALL BE SET 12.5 FEET ON CENTER.

TREES AND TREE WELLS:

SEE LANDSCAPING PLANS FOR LOCATIONS, TYPE AND SIZE. FIRE RESISTANT, LOW-WATER CONSUMPTION PLANS PER FIRE DEPARTMENT REQUIREMENTS SHALL BE USED.

7. TREE REMOVAL:

PRIOR TO THE REMOVAL OF ANY STREET TREE, A TREE REMOVAL PERMIT IS REQUIRED AND MUST BE APPROVED AND ISSUED BY THE BOARD OF PUBIC WORKS AND THE STREET TREE DIVISION.

8. TRAFFIC LANE REQUIREMENTS:

TRAFFIC REQUIREMENTS SHALL CONFORM TO THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION (LATEST EDITION AND SUPPLEMENTS) AND THE CORRESPONDING ISSUE OF STANDARD PLAN S-610.

LADOT RESERVES THE RIGHT TO CHANGE THE WORKING HOURS AND/OR TRAFFIC LANE REQUIREMENTS FOR ANY OR ALL WORK AS DEEMED NECESSARY BY THE DISTRICT ENGINEER IN ORDER TO MEET THE DEMANDS OF PREVAILING TRAFFIC CONDITIONS, ACCOMMODATE SCHEDULED EVENTS AND TO RESPOND TO CITIZEN COMPLAINTS.

A. CURB, GUTTER, DRIVEWAY IMPROVEMENTS

WORK HOURS SHALL COMPLY WITH PERMITS ISSUED BY BUREAU OF ENGINEERING. LADOT RECOMMENDS THAT NIGHTTIME WORK NOT BE PERMITTED IF THERE ARE RESIDENCES WITHIN 500 FEET OF THE WORKSITE.

THE CONTRACTOR SHALL MAINTAIN ONE LANE OF TRAFFIC IN EACH DIRECTION AT ALL TIMES.

B. SEWER IMPROVEMENTS

ALL TRENCHES AND EXCAVATION SHALL BE EITHER BACKFILLED OR STEEL PLATED AND FEATHERED WITH ASPHALT DAILY SO THAT ALL TRAFFIC AND PARKING LANES ARE OPEN DURING NON-CONSTRUCTION HOURS.

POSTING OF PARKING PROHIBITIONS MAY BE REQUIRED IN ORDER TO MAINTAIN ADEQUATE LANE WIDTHS. SEE SECTION E, NOTE 2 OF THIS DOCUMENT.

C. SIDEWALKS AND CROSSWALKS

ALL EXCAVATIONS WITHIN PEDESTRIAN WALKWAYS SHALL BE STEEL PLATED AND FEATHERED WITH ASPHALT WHEN OFF-SITE. STEEL PLATES SHALL BE COATED WITH NON-SKID MATERIAL AND SECURED BY PINNING.

D. WORKSITE TRAFFIC CONTROL PLAN REQUIREMENTS

1. THE WORK SHALL BE PERFORMED IN ACCORDANCE WITH LADOT'S PRE-APPROVED STANDARDIZED WORKSITE TRAFFIC CONTROL PLAN, S468.0. ANY DEVIATION FROM THE APPROVED WTCP SHALL BE SUBMITTED IN WRITING AND RECEIVE APPROVAL FROM THE LADOT'S CENTRAL DISTRICT OFFICE PRIOR TO IMPLEMENTATION. CONTACT (213) 928-9650.

2. LADOT RESERVES THE RIGHT TO OBSERVE THE WORKSITE TRAFFIC CONTROL PLANS IN USE AND TO MAKE ANY NECESSARY CHANGES NECESSITATED BY FIELD CONDITIONS, INCLUDING THE CHANGE OF WORK HOURS IF NECESSARY. THESE CHANGES SHALL SUPERCEDE THE PLAN(S), AND WILL BE IMPLEMENTED SOLELY AT THE CONTRACTOR'S EXPENSE.

3. IT IS THE RESPONSIBILITY OF THE CONTRACTOR PERFORMING WORK ON A CITY STREET TO INSTALL AND MAINTAIN THE TRAFFIC CONTROL DEVICES SHOWN ON THE APPROVED WORKSITE TRAFFIC CONTROL PLAN(S). THE CONTRACTOR MUST ALSO MAINTAIN ANY ADDITIONAL TRAFFIC CONTROL DEVICES THAT MAY BE REQUIRED BY LADOT TO ENSURE THE SAFE MOVEMENT OF VEHICULAR AND PEDESTRIAN TRAFFIC THROUGH OR AROUND THE WORK AREA, AND PROVIDE MAXIMUM PROTECTION AND SAFETY TO CONSTRUCTION WORKERS.

4. ALL TRAFFIC CONTROL DEVICES SHALL BE KEPT IN THEIR PROPER POSITION AT ALL TIMES AND SHALL BE REPAIRED, REPLACED, OR CLEANED AS NECESSARY TO PRESERVE THEIR APPEARANCE AND CONTINUITY.

5. CONSTRUCTION STAGING: THE CONTRACTOR SHALL STAGE CONSTRUCTION TO BE COMPATIBLE WITH THE TRAFFIC LANE REQUIREMENTS.

6. THE CONTRACTOR IS RESPONSIBLE FOR THE MAINTENANCE OF TEMPORARY STRIPING FOR ALL THE OBLITERATED CENTERLINES, LANE LINES, PAVEMENT MARKINGS AND CROSSWALKS.

E. COORDINATION REQUIRED PRIOR TO THE START OF CONSTRUCTION

1. THE CONTRACTOR SHALL NOTIFY LADOT'S WESTERN DISTRICT OFFICE AT (310) 575-8138 AND JAMES GONZALES OF CITYWIDE INVESTIGATIONS AT (213) 580-5211 AT LEAST 5 DAYS PRIOR TO THE START OF CONSTRUCTION. NOTIFY THE STREET USE INSPECTION DIVISION OF THE BUREAU OF STREET MAINTENANCE AT (213) 485-3711.

2. THE CONTRACTOR SHALL NOTIFY LADOT'S SPECIAL TRAFFIC CONTROL DIVISION AT (213) 485-2298, FOUR (4) WORK DAYS PRIOR TO THE START OF CONSTRUCTION FOR POSTING OF TEMPORARY "TOW-AWAY NO STOPPING" SIGNS ADJACENT TO THE WORK AREA AS REQURIED TO COMPLY WITH THOSE TRAFFIC LANE REQUIREMENTS.

F. COORDINATION REQUIRED PRIOR TO THE COMPLETION OF CONSTRUCTION

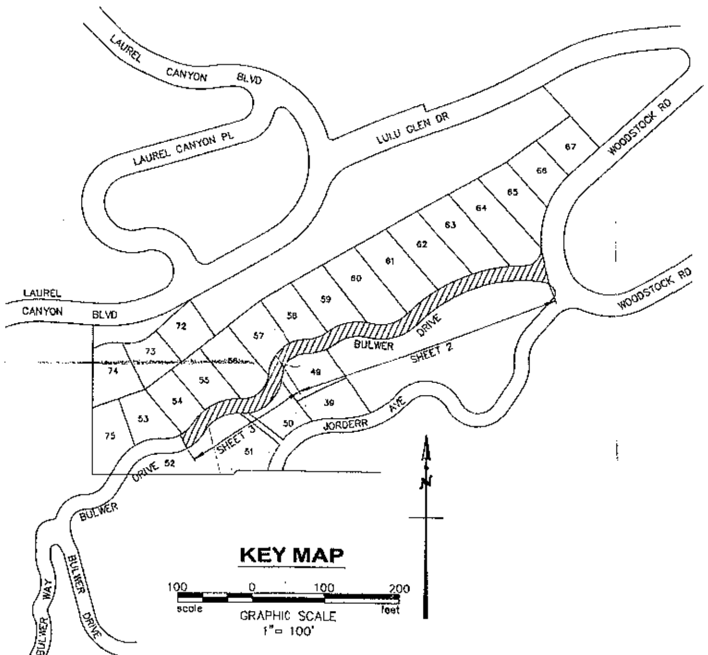
THE CONTRACTOR SHALL NOTIFY LADOT'S WESTERN DISTRICT OFFICE AT (310) 572-8138 AND JAMES GONZALES OF CITYWIDE INVESTIGATIONS AT (213) 580-5211 AT LEAST TEN (10) DAYS PRIOR TO THE COMPLETION OF THE PROJECT FOR THE PURPOSE OF COORDINATING THE FINAL INSTALLATION OF ALL NECESSARY SIGNS, MARKINGS AND STRIPING. ALL DAMAGED AND DESTROYED STRIPING AND PAVEMENT MARKINGS SHALL BE RESTORED UTILIZING MATERIALS PER LADOT SPECIFICATIONS. THE CONTRACTOR SHALL NOTIFY LADOT TO SCHEDULE INSPECTION AND APPROVAL OF ALL MARK OUT LINES PRIOR TO THE INSTALLATION OF RESTORATION STRIPING.

10. SPECIAL NOTE:

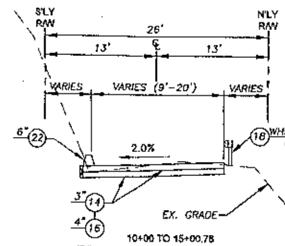
THE CONTRACTOR SHALL HAVE GRADE SHEETS AND DESIGN CHANGES APPROVED BY THE PRIVATE ENGINEER OF RECORD.

INDEX TO SHEETS

SHT NO	PLANS OF	FROM	TO
1	TITLE SHEET		
	STREETS		
2-3	BULWER DRIVE	WOODSTOCK RD.	750' W'LY OF WOODSTOCK RD.



KEY MAP



10+00 TO 15+00.78

TYPICAL SECTION

SCALE: N.T.S.

CONSTRUCTION SYMBOLS AND NOTES

○	CONSTRUCT	○[ ]	REMODEL EXIST.
[ ]	EXISTING	□○	REMOVE & CONST.
□	REMOVE	○	WORK BY OTHERS

2.	CURB & GUTTER	a=2', b=6"
9.	STREET PER TYPICAL SECTION	
10.	CONCRETE DRIVEWAY	
12.	CONCRETE WALK	3"
14.	ASPHALT CONCRETE PAVEMENT	
16.	UNTREATED BASE MATERIAL	TYPE = CMB
18.	METAL BEAM GUARDRAIL	
22.	EXTRUDED ASPHALT CONCRETE (AC) CURB	
28.	JOINT	SAWCUT AND JOIN TO EX. PVMT
48.	UTILITY POLE	PROTECT IN PLACE
49.	RETAINING WALL	
50.	METAL GUARDRAIL	CONNECT TO EX. RET. WALL, SHOP DWG. REQ'D.
99.	SIDE OPENING CATCH BASIN	

VOL. IMPROVEMENTS
TEMPORARY IMPROVEMENTS BULWER DR.- WOODSTOCK RD. TO 550' W/O WOODSTOCK RD. (BD/BC ___)
BULWER DR. - 550' W/O WOODSTOCK RD. TO 750' W/O WOODSTOCK RD. (PHASE 1- B - BC 001642)

PLANS PREPARED BY:
LC ENGINEERING GROUP, INC.
CONSULTING ENGINEERS
588 Pierce Court, Suite 101, Thousand Oaks, California 91360

REGISTERED PROFESSIONAL ENGINEER LEONARD I. LISTON No. 31902 CIVIL STATE OF CALIFORNIA

AUG 29 2013
ENGINEER/ARCHITECT SIGNATURE — DATE

CITY OF LOS ANGELES — DEPARTMENT OF PUBLIC WORKS — BUREAU OF ENGINEERING

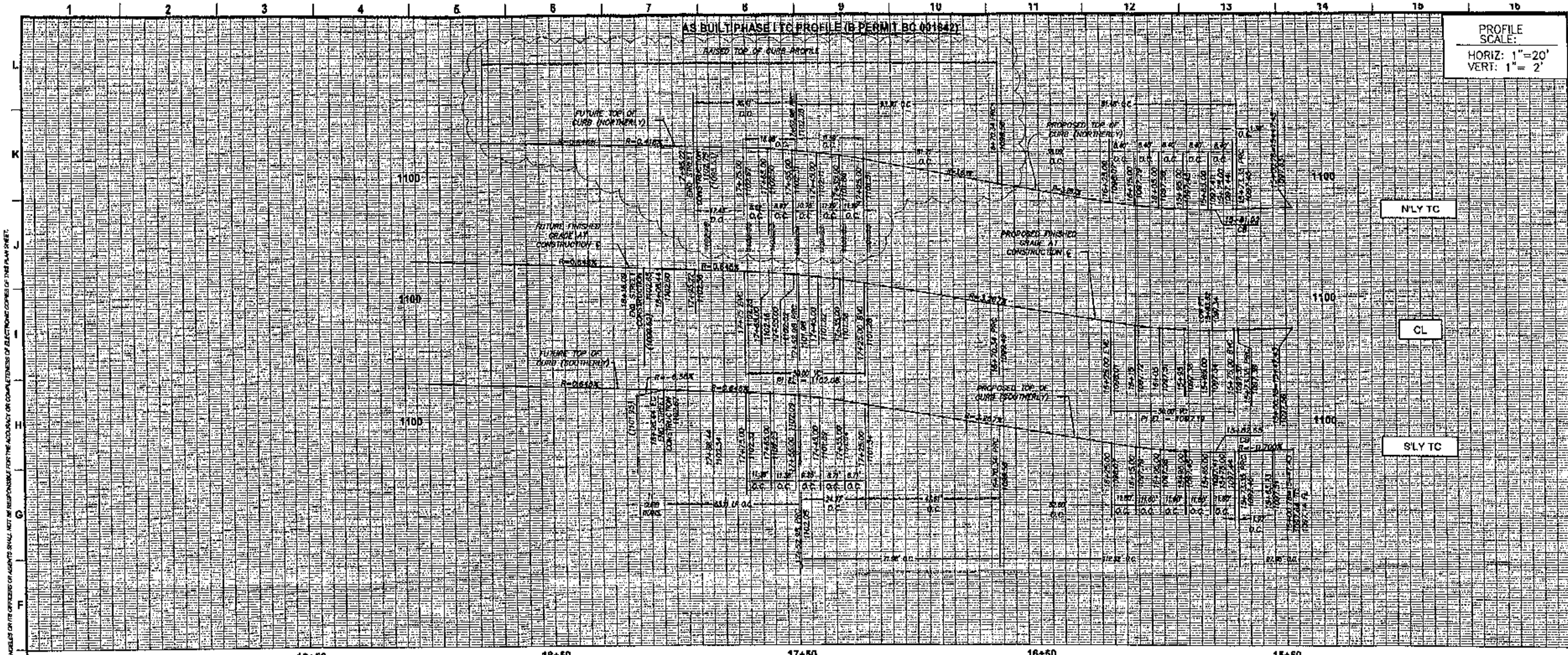
GARY LEE MOORE, P.E. CITY ENGINEER

ACCEPTED BY:
PLAN CHECKER — DATE
DIVISION / DISTRICT ENGINEER — DATE

VERTICAL CONTROL:
HORIZONTAL CONTROL:
SHEET TITLE: TITLE SHEET
PROJECT: TEMPORARY ROAD IMPROVEMENTS BULWER DRIVE
ADDRESS: WOODSTOCK RD. TO 750' W/O BULWER DR. LOS ANGELES, CA

PROJECT NO. 6578
DRAWING NO. 1 /57
SHEET 1 OF 3 SHEETS
8/27/13

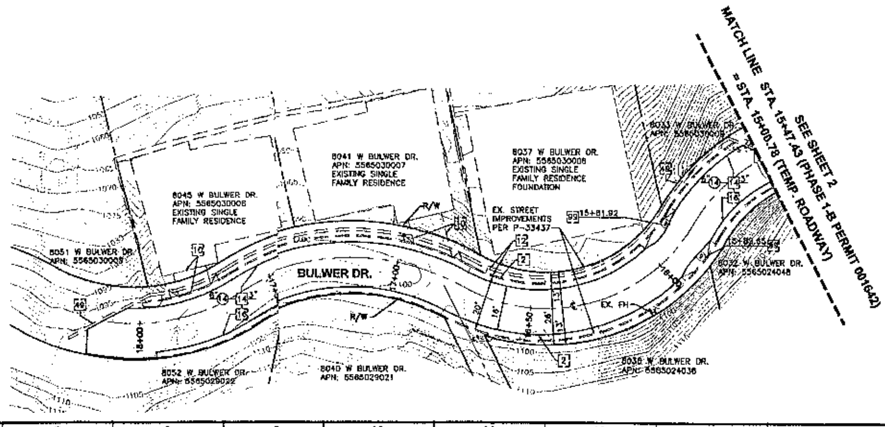
BR003460



CONSTRUCTION SYMBOLS AND NOTES

○	CONSTRUCT	○[ ]	REMODEL EXIST.
[ ]	EXISTING	□○	REMOVE & CONST.
□	REMOVE	○	WORK BY OTHERS

2. CURB & GUTTER ____ a=2', b=6"
10. CONCRETE DRIVEWAY ____
12. CONCRETE WALK ____ 3"
14. ASPHALT CONCRETE PAVEMENT ____
16. UNTREATED BASE MATERIAL ____ TYPE = CMB
49. RETAINING WALL ____
99. SIDE OPENING CATCH BASIN ____



VOL. IMPROVEMENTS
TEMPORARY IMPROVEMENTS BULWER DR.- WOODSTOCK RD. TO 550' W/O WOODSTOCK RD. (BD/BC ____)
BULWER DR. - 550' W/O WOODSTOCK RD. TO 750' W/O WOODSTOCK RD. (PHASE 1- B - BC 001642)

PLANS PREPARED BY:
LC ENGINEERING GROUP, INC.
CONSULTING ENGINEERS

No. 31902 — STATE OF CALIFORNIA — CIVIL — LEONARD I. LISTON
AUG 29 2013

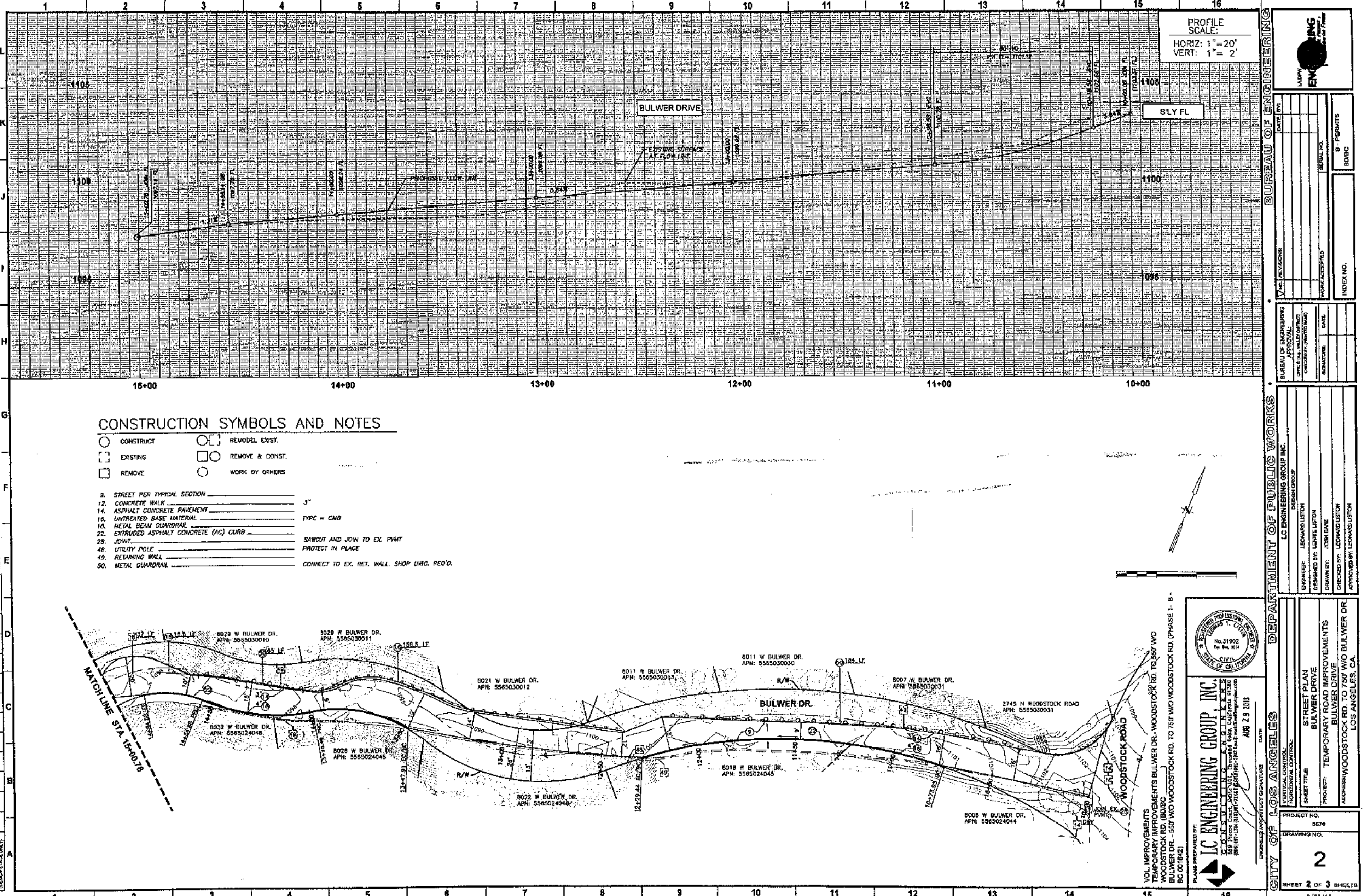
ENGINEER/ARCHITECT SIGNATURE — DATE

CITY OF LOS ANGELES — DEPARTMENT OF PUBLIC WORKS — BUREAU OF ENGINEERING

VERTICAL CONTROL	
HORIZONTAL CONTROL	
SHEET TITLE:	STREET PLAN (PHASE 1B) BULWER DRIVE
PROJECT:	TEMPORARY ROAD IMPROVEMENTS BULWER DRIVE
ADDRESS:	WOODSTOCK RD. TO 750' W/O BULWER DR. LOS ANGELES, CA.
PROJECT NO.	8578
DRAWING NO.	3
SHEET 3 OF 3 SHEETS	8/27/13

LC ENGINEERING GROUP INC.
DESIGN GROUP
ENGINEER: LEONARD LISTON
DESIGNED BY: LENNIE LISTON
DRAWN BY: JOSH DANZ
CHECKED BY: LEONARD LISTON
APPROVED BY: LEONARD LISTON

BUREAU OF ENGINEERING APPROVAL
SIGNATURE: | DATE:
WORK ACCEPTED | SERIAL NO.
INDEX NO.
B - PERMITS
BD/BC



PROFILE SCALE:
HORIZ: 1"=20'
VERT: 1"= 2'
BULWER DRIVE
S'LY FL
PROPOSED FLOW LINE
EXISTING SURFACE AT FLOW LINE
1105
1100
1095
15+00
14+00
13+00
12+00
11+00
10+00
CONSTRUCTION SYMBOLS AND NOTES
CONSTRUCT
EXISTING
REMOVE
REMODEL EXIST.
REMOVE & CONST.
WORK BY OTHERS
9. STREET PER TYPICAL SECTION
12. CONCRETE WALK — 3"
14. ASPHALT CONCRETE PAVEMENT
16. UNTREATED BASE MATERIAL — TYPE = CMB
18. METAL BEAM GUARDRAIL
22. EXTRUDED ASPHALT CONCRETE (AC) CURB
28. JOINT — SAWCUT AND JOIN TO EX. PVMT
48. UTILITY POLE — PROTECT IN PLACE
49. RETAINING WALL
50. METAL GUARDRAIL — CONNECT TO EX. RET. WALL. SHOP DWG. REQ'D.
MATCH LINE STA. 15+00.78
5029 W BULWER DR. APN: 5565030010
5029 W BULWER DR. APN: 5565030011
5021 W BULWER DR. APN: 5565030012
5017 W BULWER DR. APN: 5565030013
5011 W BULWER DR. APN: 5565030030
5007 W BULWER DR. APN: 5565030031
2745 N WOODSTOCK ROAD APN: 5565030031
5032 W BULWER DR. APN: 5565024048
5028 W BULWER DR. APN: 5565024046
5022 W BULWER DR. APN: 5565024046
5018 W BULWER DR. APN: 5565024045
5008 W BULWER DR. APN: 5565024044
BULWER DR.
WOODSTOCK ROAD
R/W
VOL. IMPROVEMENTS
TEMPORARY IMPROVEMENTS BULWER DR.- WOODSTOCK RD. TO 550' W/O WOODSTOCK RD. (BO/BC
BULWER DR. - 550' W/O WOODSTOCK RD. TO 750' W/O WOODSTOCK RD. (PHASE 1- B - BC 001642)
PLANS PREPARED BY:
LC ENGINEERING GROUP, INC.
CONSULTING ENGINEERS
AUG 2 9 2013
No.31902
CIVIL
STATE OF CALIFORNIA
CITY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING
LC ENGINEERING GROUP INC.
ENGINEER: LEONARD LISTON
DESIGNED BY: LENNIE LISTON
DRAWN BY: JOSH DANZ
CHECKED BY: LEONARD LISTON
APPROVED BY: LEONARD LISTON
SHEET TITLE: STREET PLAN BULWER DRIVE
PROJECT: TEMPORARY ROAD IMPROVEMENTS BULWER DRIVE
ADDRESS: WOODSTOCK RD. TO 750' W/O BULWER DR. LOS ANGELES, CA.
PROJECT NO. 5576
DRAWING NO. 2
SHEET 2 OF 3 SHEETS
8/27/13
B - PERMITS
BO/BC
INDEX NO.

ROUGH GRADE
COMPACTION REPORT

JANUARY 10, 2011 PROJECT NO: 4820

PROJECT: REMEDIAL REPAIR OF STORM DAMAGED SLOPES

LOCATION: WEST BULWER DRIVE, CITY OF LOS ANGELES, CALIFORNIA

CLIENT: WEST COAST INVESTMENTS LCD2, LLC
C/O MIDWEST FIRST FINANCIAL, INC.

CALWEST GEOTECHNICAL
CONSULTING ENGINEERS

January 10, 2011

Project No. 4820

West Coast Investments LCD2, LLC
c/o Midwest First Financial, Inc.
11904 Arbor Street, Suite 200
Omaha, NE 68144

Attn: Aaron Whaley

RE: PERMIT APPLICATION # 08030-10000-05345

SUBJECT: **ROUGH-GRADE COMPACTION REPORT, REMEDIAL REPAIR OF STORM DAMAGED SLOPES, TRACT 4696, LOTS 58, 59, 60, AND 61, 8017, 8021, 8025, 8029, WEST BULWER DRIVE, CITY OF LOS ANGELES, CALIFORNIA.**

REFERENCES: AS-BUILT ENGINEERING GEOLOGIC REPORT, (Completion of Rough-Grading), REMEDIAL REPAIR OF STORM-DAMAGED SLOPES, LOTS 58, 59, 60, AND 61, TRACT 4696, 8029, 8025, 8021, AND 8017 W. BULWER DRIVE, CITY OF LOS ANGELES, CALIFORNIA, PREPARED BY MOUNTAIN GEOLOGY, INC., PROJECT NO. JH6913, DATED DECEMBER 27, 2010.

HILLSIDE GRADING PLAN, TRACT 4996, LOTS 58, 59, 60 AND 61, 8017, 8021, 8025 AND 8029 BULWER DRIVE, CITY OF LOS ANGELES, CALIFORNIA, PREPARED BY MERIT CIVIL ENGINEERING, INC., DATED SEPTEMBER 25, 2009.

CITY OF LOS ANGELES DEPARTMENT OF BUILDING AND SAFETY, GEOLOGY AND SOILS REPORT **APPROVAL** LETTER, LOTS 58, 59, 60, AND 61, TRACT 4696, 8029, 8025, 8021, and 8017 W. BULWER DRIVE, CITY OF LOS ANGELES, CALIFORNIA, CITY LOG # 65456-01, DATED MARCH 19, 2009.

ADDENDUM GEOTECHNICAL ENGINEERING REPORT, RESPONSE TO THE CITY OF LOS ANGELES, GEOLOGY AND SOILS REPORT CORRECTION LETTER, LOG #65456, DATED NOVEMBER 17, 2008, PROPOSED REMEDIAL REPAIR OF STORM-DAMAGED SLOPES, TRACT 4696, LOTS 58, 59, 60, AND 61, 8017, 8021, 8025, 8029, WEST BULWER DRIVE, CITY OF LOS ANGELES, CALIFORNIA.

ADDENDUM ENGINEERING GEOLOGIC REPORT # 2, PROPOSED "REMEDIAL" REPAIR OF STORM-DAMAGED SLOPES, LOTS 58, 59, 60, AND 61, TRACT 4696, 8029, 8025, 8021, and 8017 W. BULWER DRIVE, CITY OF LOS ANGELES, CALIFORNIA, PREPARED BY MOUNTAIN GEOLOGY, INC., PROJECT NO. JH6913, DATED NOVEMBER 20, 2008.

SUPPLEMENTAL GEOTECHNICAL ENGINEERING REPORT, PROPOSED REMEDIAL REPAIR OF STORM-DAMAGED SLOPES, TRACT 4696, LOTS 58, 59, 60, AND 61, 8017, 8021, 8025, 8029, WEST BULWER DRIVE, CITY OF LOS ANGELES, CALIFORNIA, PREPARED BY CALWEST GEOTECHNICAL, PROJECT NO. 4820, DATED OCTOBER 6, 2008.

889 Pierce Court, Suite 101, Thousand Oaks, California 91360 • tel:818-991-7148 • fax:818-991-5942
www.lcegroupinc.com workfiles@lcegroupinc.com

ADDENDUM ENGINEERING GEOLOGIC REPORT # 1, PROPOSED "REMEDIAL" REPAIR OF STORM-DAMAGED SLOPES, LOTS 58, 59, 60, AND 61, TRACT 4696, 8029, 8025, 8021, and 8017 W. BULWER DRIVE, CITY OF LOS ANGELES, CALIFORNIA, PREPARED BY MOUNTAIN GEOLOGY, INC., PROJECT NO. JH6913, DATED SEPTEMBER 23, 2008.

GEOLOGY AND SOILS REPORT **APPROVAL** LETTER, TRACT 4696, LOTS 61, 60, 59 and 58 PREPARED BY THE CITY OF LOS ANGELES DEPARTMENT OF BUILDING AND SAFETY, LOG # 57978-02, DATED FEBRUARY 4, 2008.

ADDITIONAL REFERENCES ARE INCLUDED IN THE AFOREMENTIONED REPORTS.

INTRODUCTION

This Rough-grade Compaction Report summarizes the results of our compaction testing and site observations of the conditions encountered during the rough grading for the remedial slope repair of the storm damaged slopes within the subject properties located at Lots 58, 59, 60 and 61, Tract 4696, 8029, 8025, 8021, and 8017 W. Bulwer Drive, City of Los Angeles, California. The following report describes our scope of work and presents our professional opinions regarding the rough grading, in the form of findings, conclusions, and geotechnical recommendations. The Location Map in Appendix A, shows the approximate location of the subject site and surrounding vicinity.

The rough grading operation took place from September through December, 2010. Laboratory test procedures and results are included in Appendix B. The results of the compaction tests are summarized on Table 1, "Field Density Test Results" in Appendix C. The compaction test locations are plotted on the enclosed Geotechnical/Compaction Map in Appendix D. An Engineer's Certification is included in Appendix E.

SCOPE OF WORK

Our testing and observations conducted during the rough grading operation described in this report included the following tasks:

- Reviewed the referenced geotechnical reports, plans and City correspondences pertinent to the rough grading operation.
- Attended a pre-construction meeting scheduled by the civil engineer and general contractor.
- Laboratory testing and analyses to determine the maximum density-optimum moisture content parameters of the fill materials. The laboratory test procedures and results are included in Appendix B.
- Performed periodic site observations during the rough grading operation.
- Performed compaction tests in accordance with the City of Los Angeles Department of Building and Safety. The results of the compaction tests are summarized on Table I, "Field Density Test Results", in Appendix C.
- Preparation of the Geotechnical/Compaction Map, included in Appendix D utilizing the "as-grade" topographic survey provided by the civil engineer. We make no representations

regarding accuracy of any supplied maps.

- Review and geotechnical engineering analyses of the available geotechnical data and our field and laboratory test results described above.
- Preparation of this Rough-grade Compaction Report, summarizing the results of our compaction testing and site observations, and providing our professional opinions regarding the remedial slope repair, in the form of findings, conclusions, and geotechnical recommendations.

GRADING

As stated in our referenced reports, landslide scars and surficial failure remnants within the subject sites were generated during and subsequent to the prolonged rain storms of 2004-2005. Grading observed, tested and certified as part of this rough grade compaction report includes the remedial repair of the storm damaged slopes which consisted of the reconstruction of the storm damaged slopes to approximate pre-failure topography and to a maximum slope gradient of approximately 1.5:1 (H:V). The rough grading was performed in accordance with the approved Hillside Grading Plan prepared by the civil engineer Merit Civil Engineering, Inc.

Surface drainage devices were not proposed on the approved Hillside Grading Plan and therefore were not installed on site during the remedial slope repair. Rather, drainage at the site is generally sheet flow runoff, directed toward the face of the descending reconstructed 1.5:1 (H:V) graded slope. It is our understanding, the scope of the repair consisted of the remedial repair of the storm damaged slope areas in order to restore the scopes to the approximated pre-failure topography. It is important to note, minor erosion gullies and rivulets are anticipated to occur within the reconstructed remedial slope repair during periods of heavy rains due to lack of surface drainage devices to collect and transfer drainage in a non-erosive manner.

It is also important to note, the existing surficial fill material and colluvium deposits below the reconstructed toe of slope and northwest of the existing eight foot wide sewer easement, on the descending slope face, outside the limits of the remedial slope repair, may be subject to future erosion.

The limits of rough grading approved as discussed above, are indicated on the enclosed Geotechnical/ Compaction Map, included in Appendix D.

The rough grading was performed utilizing track mounted dozers and excavators. Compaction was achieved utilizing the aforementioned equipment. Water was added, as required, to obtain a near optimum moisture content, utilizing a fire hose.

Ground Preparation/Fill Placement

Prior to the placement of controlled compacted fill, the surface vegetation and organic debris were stripped and removed from the site. The earth materials were excavated to expose the site bedrock under the observation and approval of a representative of this office and the project engineering geologist, Mountain Geology, Inc. The bottom was observed and approved by a representative of this office and the project engineering geologist, Mountain Geology, Inc., prior to placing controlled compacted fill.

The approved bottom was scarified to a minimum depth of approximately six inches, water conditioned to near optimum moisture content and recompacted to a minimum of 92 percent relative compaction, based on ASTM Test D-1557. The fill was then placed in six to eight-inch (loose thickness) lifts and compacted to a minimum 92 percent relative compaction to finish sub-grade. The fill placed consisted of the excavated onsite and import material.

Slope Construction/Keyways, Benching and Sub-drains

Fill slopes were constructed at an approximate maximum 1.5:1 (H:V) gradient in general conformance with the approved Hillside Grading Plan prepared by Merit Civil Engineering, Inc. Fill slopes were constructed by over-filling and cutting back to the compacted core. Loose material on the face of the slope were removed by the grading contractor during the fine grading operation.

All fill placed on sloping ground, greater than 5:1 (H:V), was provided with a keyway at the toe of the fill slope. The keyway has an approximate minimum width of fifteen feet and a minimum depth of two feet of site bedrock on the downhill side of the key. The bottom of the key was inclined into the slope at a minimum gradient of approximately two percent.

Subdrains placement were observed and approved by the project engineering geologist, Mountain Geology Inc., and by a representative of this office. The subdrains consists of a Schedule 40, perforated PVC pipe (perforations placed downward) in a blanket of 3/4-inch durable aggregate, such that the subdrain pipe is surrounded by a minimum of three cubic feet per linear foot of gravel.

The gravel blanket was wrapped with a geosynthetic filter fabric, such as Mirafi 140 or a suitable equivalent. Each subrain was daylighted to the slope face utilizing a six inch diameter, Schedule 40, solid pipe. The location and elevations of the installed subdrains and outlets are illustrated on the Geotechnical/Compaction Map, included in Appendix D.

FILL TESTING/GRADING OBSERVATION

Compaction testing and observations were conducted in accordance with the City of Los Angeles Department of Building and Safety. Compaction test standards were measured in the laboratory utilizing ASTM Test D-1557. Field density tests were performed utilizing a 6-1/2 inch sand cone in accordance with specifications and procedures given by ASTM Test D-1556 and a nuclear gauge in accordance with specifications and procedures given by ASTM Test D-2922 and Information Bulletin (P/BC 2002-28).

The following soil types were utilized in the certified compacted fill:

SOIL TYPE	DESCRIPTION	MAXIMUM DRY DENSITY (PCF)	OPTIMUM WATER CONTENT (%)	E.I.
1	Silty Sand	120.0	10.5	28
2	Silty Sand w/ Gravel	123.0	11.0	10
3	Clayey Sand	116.0	13.5	47
4	Silty Sand	115.0	12.0	22

FINDINGS, CONCLUSIONS AND RECOMMENDATIONS

Based upon our compaction testing and site observations of the conditions encountered during the rough-grading operation for the remedial slope repair described in the preceding sections of this report, the remedial rough grading was performed in general conformance with the approved Hillside Grading Plan prepared by Merit Civil Engineering, Inc., and with generally accepted geotechnical engineering practices and the approved referenced geotechnical reports, and is therefore, in the opinion of this office, approved from a geotechnical engineering standpoint. Conditions encountered during the rough grading operation were generally consistent with those disclosed in the referenced geotechnical reports.

As previously stated, grading observed, tested and certified as part of this rough grade compaction report includes the remedial repair of the storm damaged slopes which consisted of the reconstruction of the storm damaged slope to approximate pre-failure topography and to a maximum slope gradient of 1.5:1 (H:V). The grading was performed in accordance with the approved Hillside Grading Plan prepared by Merit Civil Engineering, Inc.

Surface drainage devices were not proposed on the approved Hillside Grading Plan and therefore were not installed on site during the remedial slope repair. Rather, drainage at the site is generally sheet flow runoff, directed toward the face of the descending reconstructed 1.5:1 (H:V) graded slope. It is our understanding, the scope of the repair consisted of the remedial repair of the storm damaged slope areas in order to restore the scopes to the approximated pre-failure topography.

It is important to note, minor erosion gullies and rivulets are anticipated to occur within the reconstructed remedial slope repair during periods of heavy rains due to lack of surface drainage devices to collect and transfer drainage in a non-erosive manner.

It is also important to note, the existing surficial fill material and colluvium deposits below the reconstructed toe of slope and northwest of the existing eight foot wide sewer easement, on the descending slope face, outside the limits of the remedial slope repair, may be subject to future erosion.

The limits of rough grading approved as discussed below are indicated on the enclosed Geotechnical/ Compaction Map, included in Appendix D.

ACKNOWLEDGEMENTS

California, historically, has experienced major destruction due to storms, flooding, fire storms, and earthquakes. The design of drainage control devices is based on rainfall records and the requirements of the authoritative building department agencies. Even so, the capacity of drainage devices is often exceeded, which results in considerable damage. Slopes associated with hillside developments, which have performed satisfactorily over a long period of time, in a majority of cases, could fail as a result, even though such slopes have been designed to the minimum standards set forth by the California Building Code or other authoritative codes.

As for the design of earthquake forces, the records on which engineering design is based, have been accumulated over a relatively short time frame. Every earthquake provides new information and data as to the cause and effect of large earthquakes. As an example, the January 17, 1994 Northridge earthquake recorded ground accelerations that exceeded all previous earthquake records. In addition, the engineering industry has learned that there are many blind-thrust faults present in Southern California. The presence of these faults were known by petroleum geologists, but without much significance attached to the information by seismologists.

PROPERTY OWNER'S RESPONSIBILITY

The property owner should care for drainage around the site and all graded slopes. There are important procedures that must be undertaken by the property owner on a regular basis. These procedures are specifically for drainage and debris protection, and therefore, the procedures should be performed prior to each rainy season, with sufficient time to allow for thorough maintenance.

The slopes should be landscaped and planted with drought resistant plants that would require minimum amount of irrigation. A Landscape Architect may be consulted for recommendations regarding landscaping and planting on the slopes to help reduce surface erosion.

In addition to maintenance of drainage and landscaping, an inspection should be made for rodent activity. Small, burrowing rodents, such as ground squirrels and gophers, create avenues for infiltration of surface water, which could create surficial slope failures. Evidence of rodent infestation should result in the employment of a licensed exterminator. It should be emphasized that these procedures may require periodic performance if reinfestation occurs.

LIMITATIONS AND UNIFORMITY OF CONDITIONS

This report is prepared for use by West Coast Investments LCD2, LLC and their authorized agents and should not be considered transferable. Prior to use by others, the subject site and this report should be reviewed by Cal West Geotechnical to determine if any additional work is required to update this report.

The findings presented in this report are valid as of this date and may be invalidated wholly or partially by changes outside our control. Therefore, this report should be subject to review and should not be relied upon after a period of one year or if any significant changes are made.

It is the intent of this report to aid in the design and completion of the described project. Implementation of the advice presented in the "Findings, Conclusions and Recommendations" sections of this report is intended to reduce risk associated the subject site. The professional opinions and geotechnical advice contained in this report are not intended to imply total performance of the project or guarantee that unusual conditions will not be discovered during or after construction.

The conclusions and recommendations contained within this report are based on field observations encountered during the grading operation described in preceding sections of this report. Recommendations are based on the assumption that the subsurface conditions do not deviate appreciably from those observed in the field during the grading operation.

The recommendations are based on the preliminary information provided to this office prior to the initiation of the grading operation. Any changes of this information may require additional geotechnical work. This report has been prepared with generally accepted engineering practices and makes no warranties, either express or implied, as to the professional advice provided in this report.

Respectfully submitted,

REGISTERED PROFESSIONAL ENGINEER
LEONARD I. LISTON
No. 31902
Exp. Dec. 2014
CIVIL
STATE OF CALIFORNIA

Leonard Liston
President
RCE 31902

Eli Katibah
Staff Engineer

Enc: Appendix A - Site Location Map
Appendix B - Laboratory Test Procedures/Results
Appendix C - Table I, "Field Density Test Results"
Appendix D - Geotechnical/Compaction Map
Appendix E - Engineer's Certification

APPENDIX A

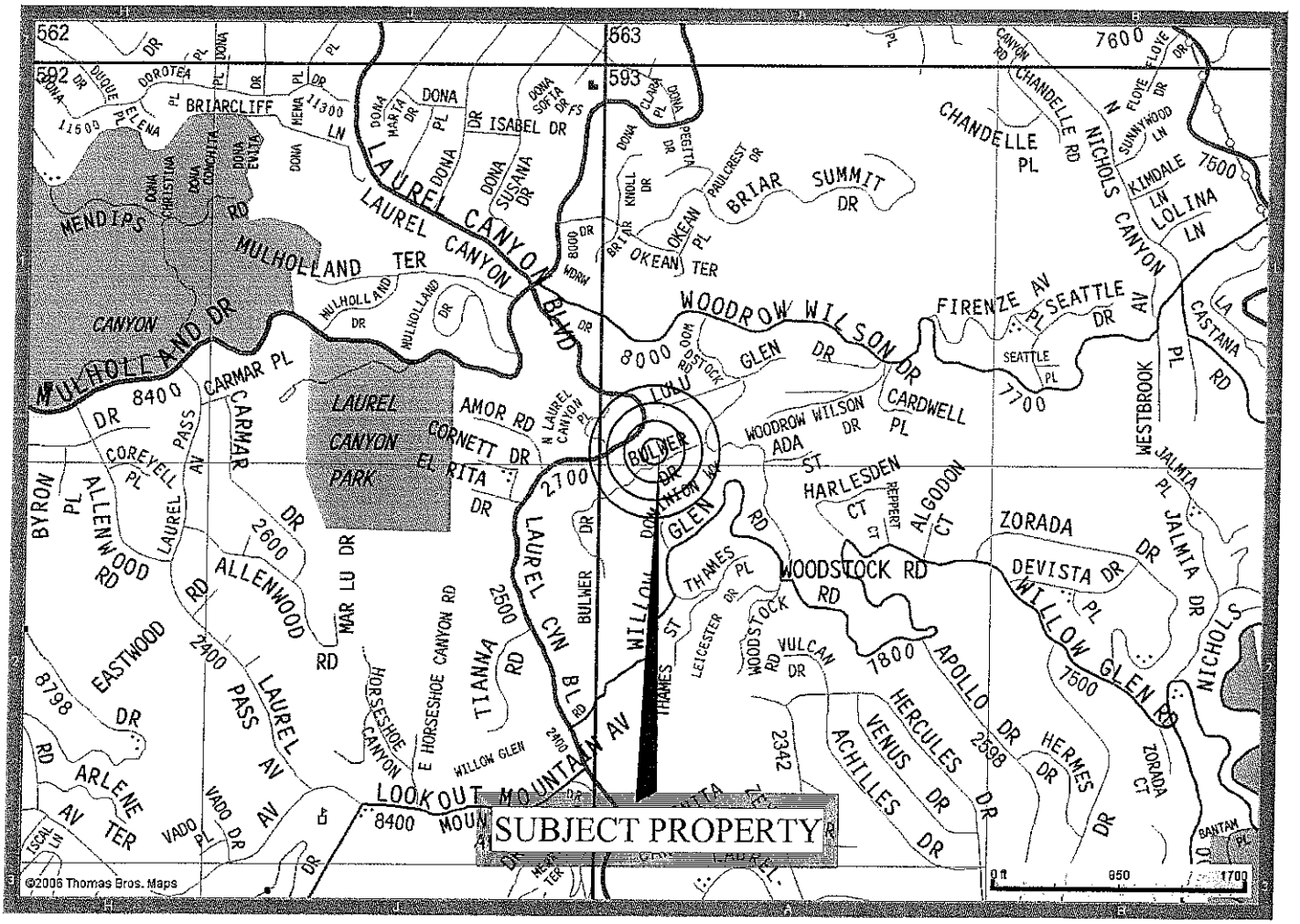
CALWEST GEOTECHNICAL
CONSULTING ENGINEERS
A DIVISION OF LC ENGINEERING, INC.

889 PIERCE COURT, SUITE 101 (818)991-7148
THOUSAND OAKS, CA. 91360 (805)497-1244

PROJECT: West Coast Investments LLC
ADDRESS: Lots 58, 59, 60, 61 Bulwer Drive, Los Angeles, CA
DRAWN: EK REF.: T.G. 593 A-1
DATE: December, 2010 JOB #: G4820

VICINITY MAP

SHEET TITLE



NORTH

APPENDIX B

EXPLORATION AND LABORATORY TESTING PROCEDURES

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Exploration

Field exploration is performed utilizing a variety of equipment, such as; a truck-mounted rotary drill rig, a truck-mounted bucket auger drill rig, a track-mounted backhoe, a rubber-tire backhoe and hand labor. The earth materials encountered are continuously logged by our field engineer and/or geologist and classified by visual examination in accordance with the Unified Soil Classification System.

The locations of test pits are determined by field measurements utilizing the plans furnished by the client. The location of the test pits should be considered accurate only to the degree implied by the method used.

Undisturbed samples of soils encountered are obtained at frequent intervals. Samples are obtained from hand samplers. The soil is retained in brass rings of 2.50 inches inside diameter and 1.00 inches in height. The central portion of the sample is retained in close-fitting, waterproof containers.

Classification

The field classification is verified in the laboratory, also in accordance with the Unified Soil Classification System. Laboratory classification may include visual examination, Atterberg Limit Tests and grain size distribution. The final classification is shown on the enclosed Log of Test Pits and Laboratory Plates.

Moisture-Density

The field moisture content and dry unit weight are determined for each of the undisturbed soil samples. The information is useful in providing a gross picture of the soil consistency between test pits and any local variations. The dry unit weight is determined in pounds per cubic foot and shown on the enclosed Laboratory Plates. The field density and moisture content are determined as a percentage of the dry unit weight and are shown on the Log of Test Pits.

Shear Tests

Shear tests are performed in the Soil Test Direct Shear Machine per ASTM standard D3080, which is of the strain control type. Each sample is sheared under axial loads varying from 900 to 4000 lbs/sq. ft. in order to determine the Coulomb shear strength parameters, cohesion and angle of internal friction. Samples are generally tested in an artificially saturated condition. Depending upon the sample location and future site conditions, samples may be tested at field moisture content. The results are attached as graphic summaries on the enclosed Laboratory Plates.

Expansion Tests

In order to test the expansiveness of soil, a soil sample is compacted into a mold at near 50 percent saturation. A vertical confining pressure of 1-lbf/in is applied to the specimen and the sample is inundated with water. The deformation of the sample is measured over a 24-hour period or the rate of deformation becomes less than .0002 in./hr. whichever comes first. Results are shown on the enclosed Laboratory Plates.

EXPLORATION AND LABORATORY TESTING PROCEDURES

CAL WEST GEOTECHNICAL

Exploration

Field exploration is performed utilizing a variety of equipment, such as; a truck-mounted rotary drill rig, a truck-mounted bucket auger drill rig, a track-mounted backhoe, a rubber-tire backhoe and hand labor. The earth materials encountered are continuously logged by our field engineer and/or geologist and classified by visual examination in accordance with the Unified Soil Classification System.

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COMPACTION / EXPANSION DATA

PROJECT: West Coast Investments

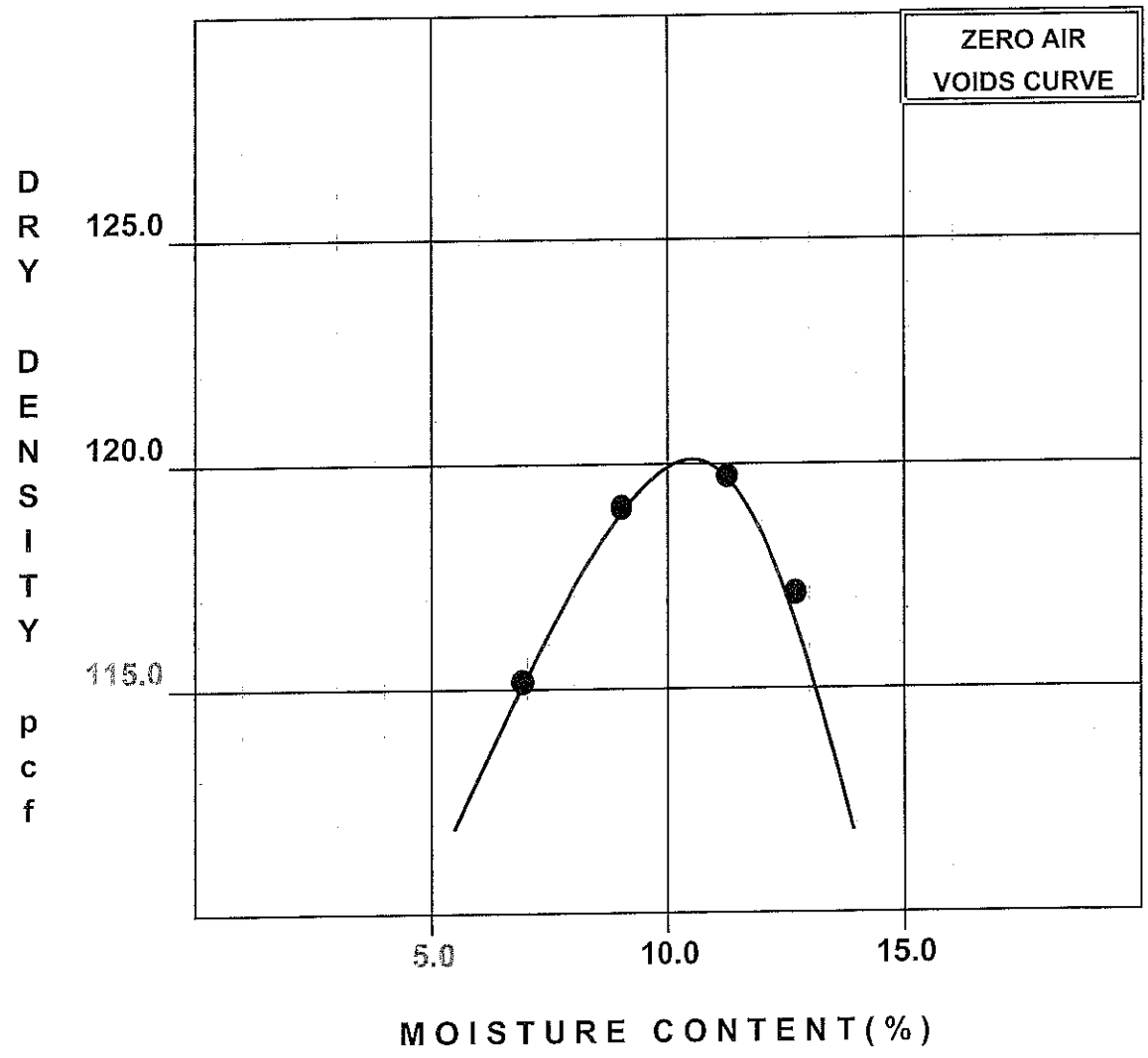
JOB NO.: G4820 DATE: Dec., 2010

TEST PIT NUMBER	SAMPLE DEPTH	SOIL TYPE	MAXIMUM DENSITY (PCF)	OPTIMUM MOISTURE (%)	EXPANSION INDEX
SOIL I	Bulk	Silty Sand	120.0	10.5	28
SOIL II	Bulk	Silty Sand W/ Gravel	123	11	10
SOIL III	Bulk	Clayey Sand	116	13.5	47
SOIL IV	Bulk	Silty Sand	115	12	22

MAXIMUM DENSITY TEST

PROJECT NAME: West Coast Investments **NUMBER:** G4620

SAMPLE (NO. & DEPTH)	TEST DESIGNATION	MAXIMUM DRY DENSITY	OPTIMUM MOISTURE CONTENT
Bulk	ASTM D1557	120.0 (PCF)	10.5 %



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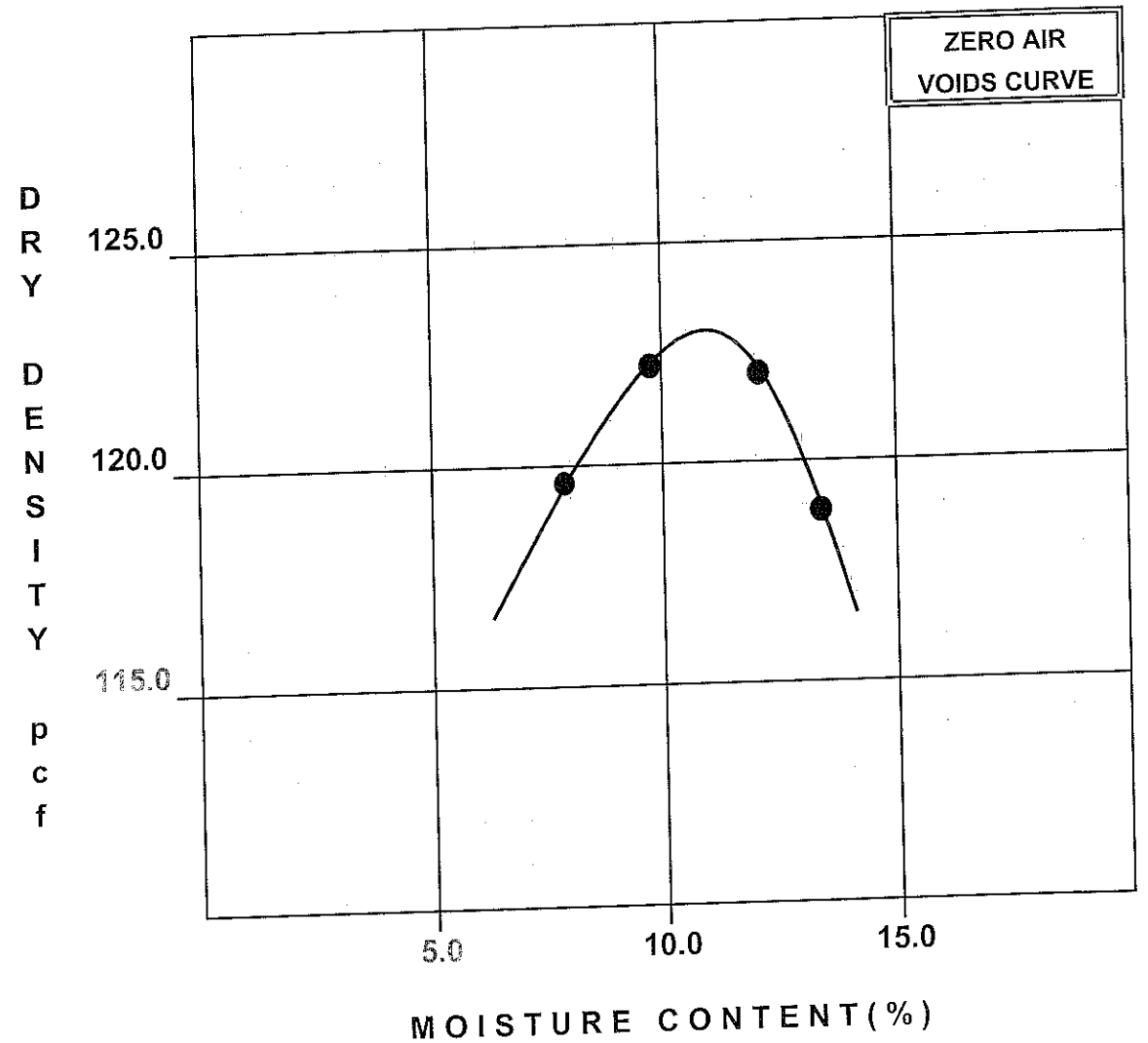
(818) 991-7148
(805) 497-1244

MAXIMUM DENSITY TEST

PROJECT NAME: West Coast Investments **NUMBER:** G4620

SAMPLE (NO. & DEPTH)	TEST DESIGNATION	MAXIMUM DRY DENSITY	OPTIMUM MOISTURE CONTENT
Bulk	ASTM D1557	123.0 (PCF)	11.0 %



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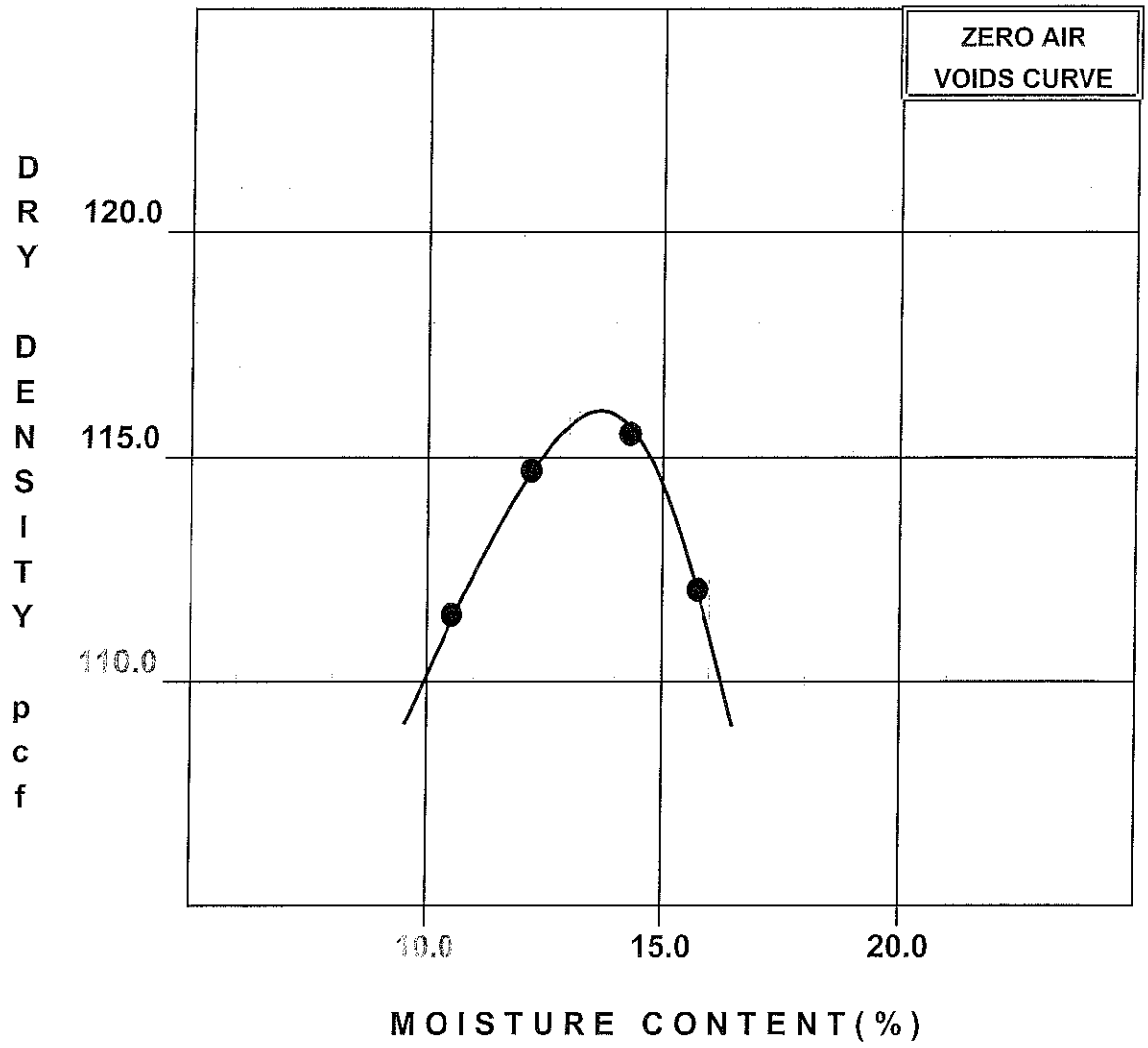
MAXIMUM DENSITY TEST

PROJECT NAME: West Coast Investments **NUMBER:** G4820

SAMPLE (NO. & DEPTH)	TEST DESIGNATION	MAXIMUM DRY DENSITY	OPTIMUM MOISTURE CONTENT
Bulk	ASTM D1557	116.0 (PCF)	13.5 %



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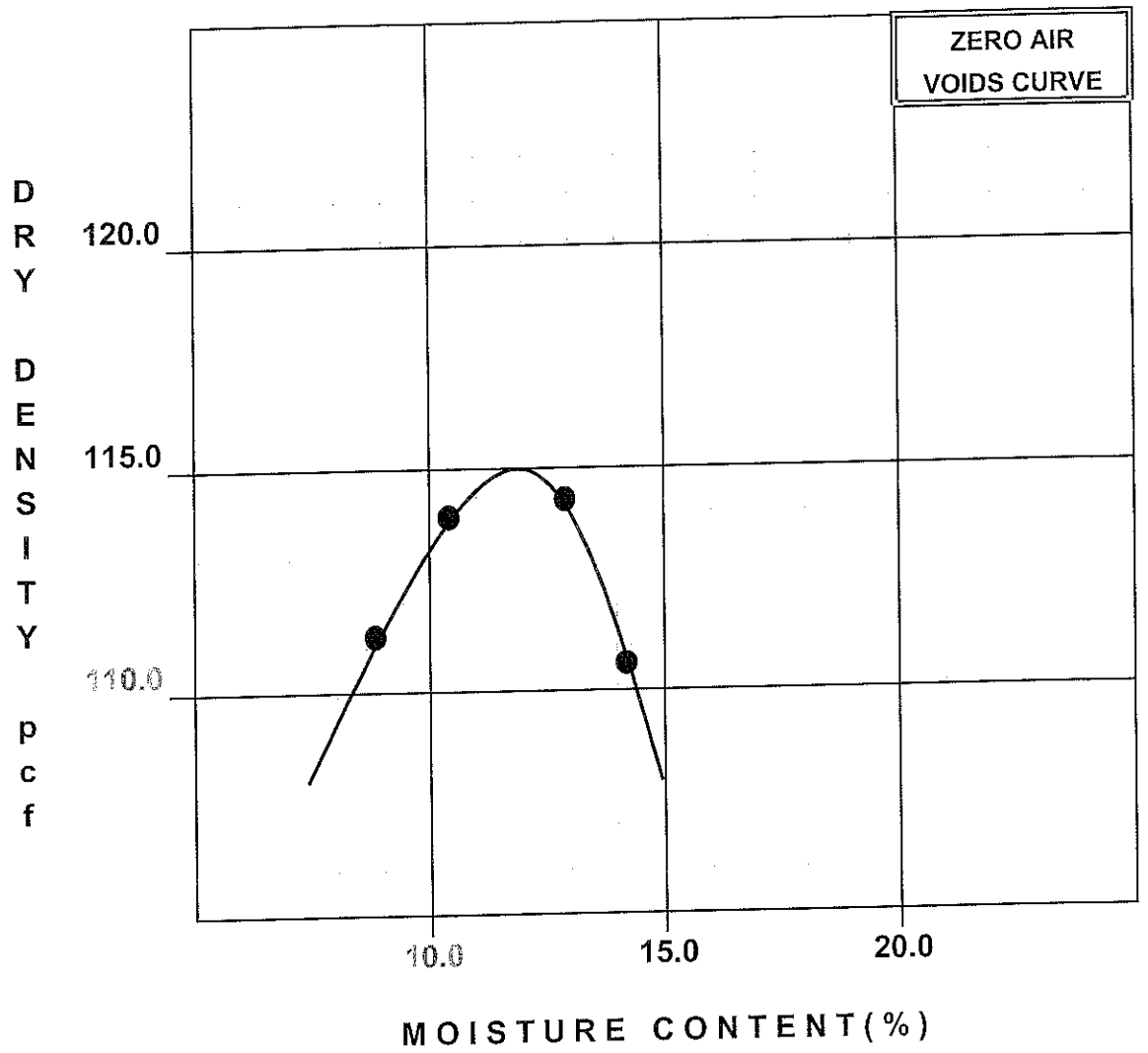
MAXIMUM DENSITY TEST

PROJECT NAME: West Coast Investments **NUMBER:** G4820

SAMPLE (NO. & DEPTH)	TEST DESIGNATION	MAXIMUM DRY DENSITY	OPTIMUM MOISTURE CONTENT
Bulk	ASTM D1557	115.0 (PCF)	12.0 %



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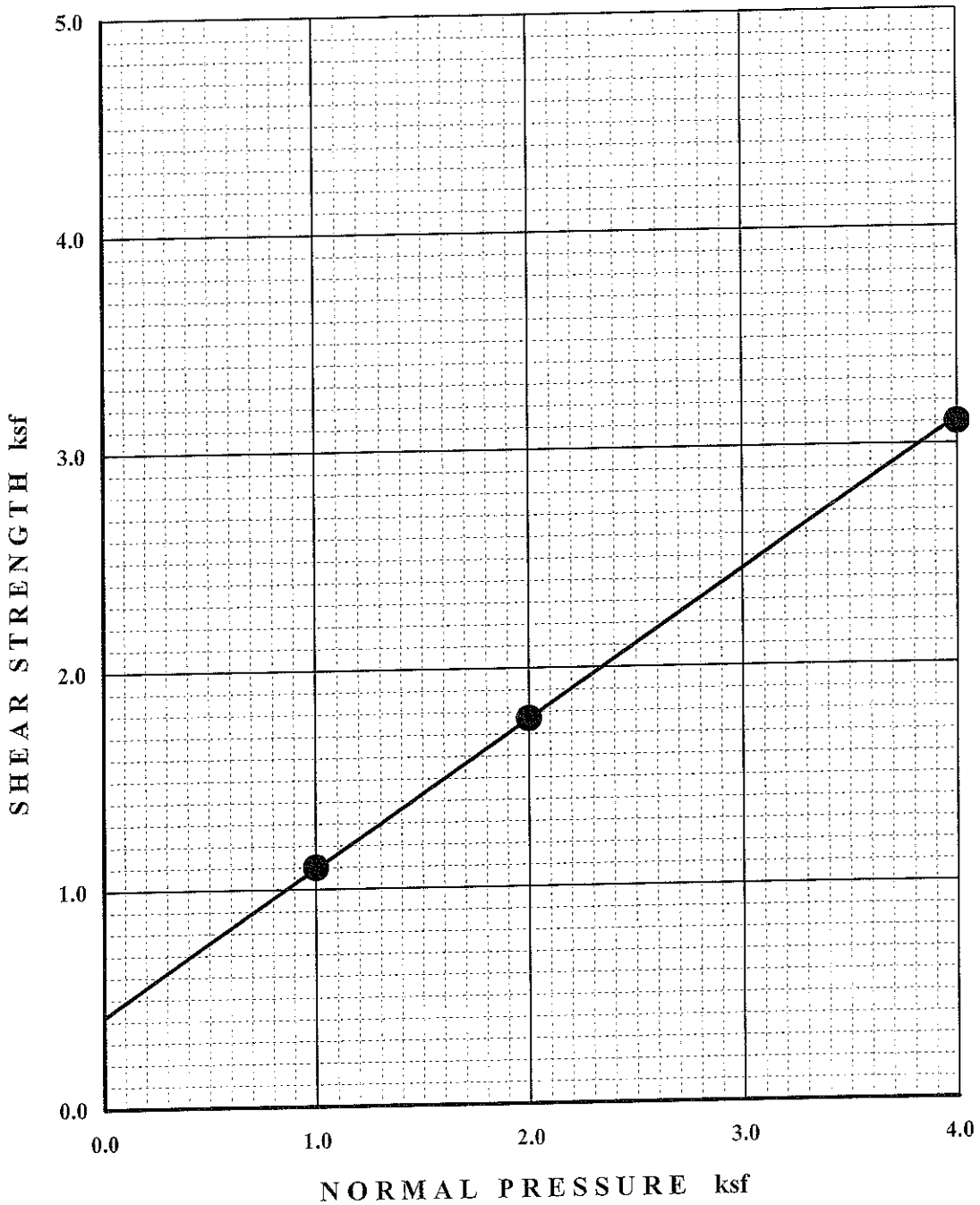
(805) 497-1244

SHEAR TEST DIAGRAM

PROJECT: West Coast Investments **NUMBER:** G4820

SAMPLE: Soil I (Remolded to 92%) **DATE:** Sept., 2010



STRAIN RATE -0.005 in/min

SAMPLE SATURATION - 24 hrs

DRY DENSITY & WATER CONTENT -

Initial moisture content = 10.5 %

Final moisture content = 18.4 %

110 pcf @ 18 %

Ultimate Shear Resistance

COHESION = 420 psf

PHI = 34 °

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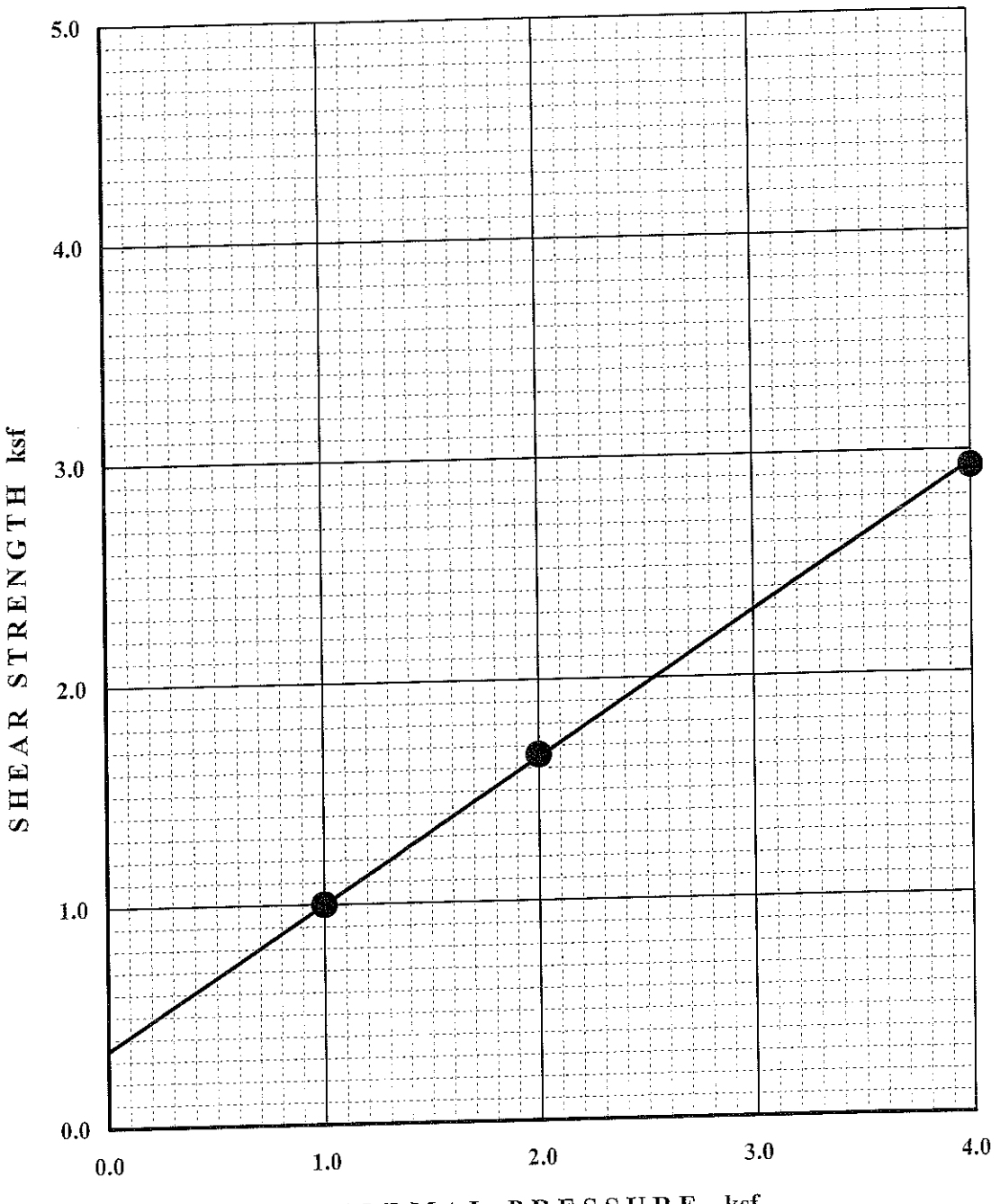
SHEAR TEST DIAGRAM

PROJECT: West Coast Investments **NUMBER:** G4820

SAMPLE: SOIL II (Remolded Soil to 92%) **DATE:** Sept., 08



STRAIN RATE -0.005 in/min

SAMPLE SATURATION - 24 hrs

DRY DENSITY & WATER CONTENT -

Initial moisture content = 12.0 %

Final moisture content = 16.8 %

113 pcf @ 17 %

ULTIMATE SHEAR RESISTANCE

COHESION = 350 psf

PHI = 33 °

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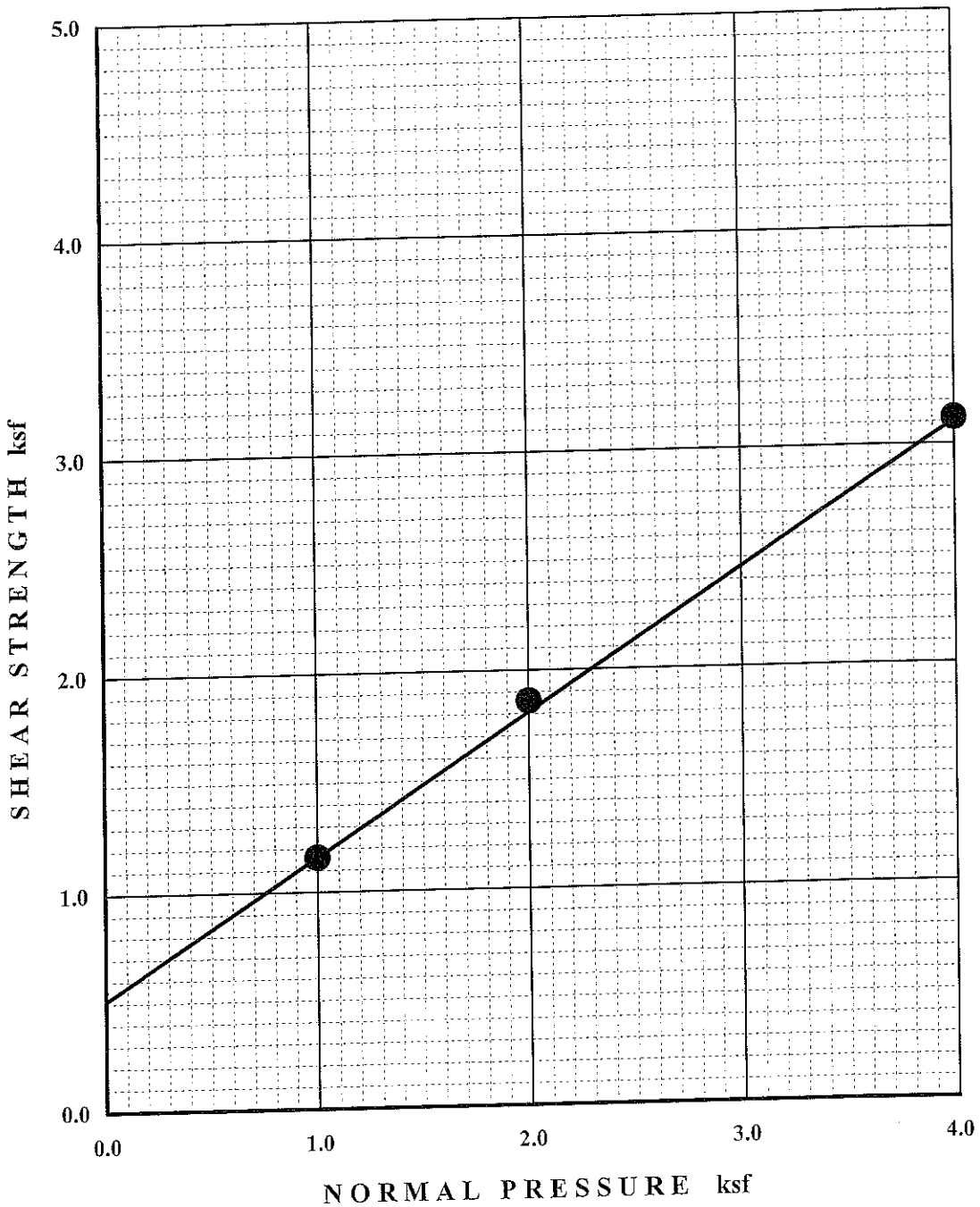
SHEAR TEST DIAGRAM

PROJECT: West Coast Investments **NUMBER:** G4820

SAMPLE: SOIL III (Remolded Soil to 92%) **DATE:** Nov., 2010



STRAIN RATE -0.005 in/min

SAMPLE SATURATION - 24 hrs

DRY DENSITY & WATER CONTENT -

Initial moisture content = 13.5 %

Final moisture content = 20.1 %

107 pcf @ 20 %

Ultimate Shear Resistance

COHESION = 510 psf

PHI = 33 °

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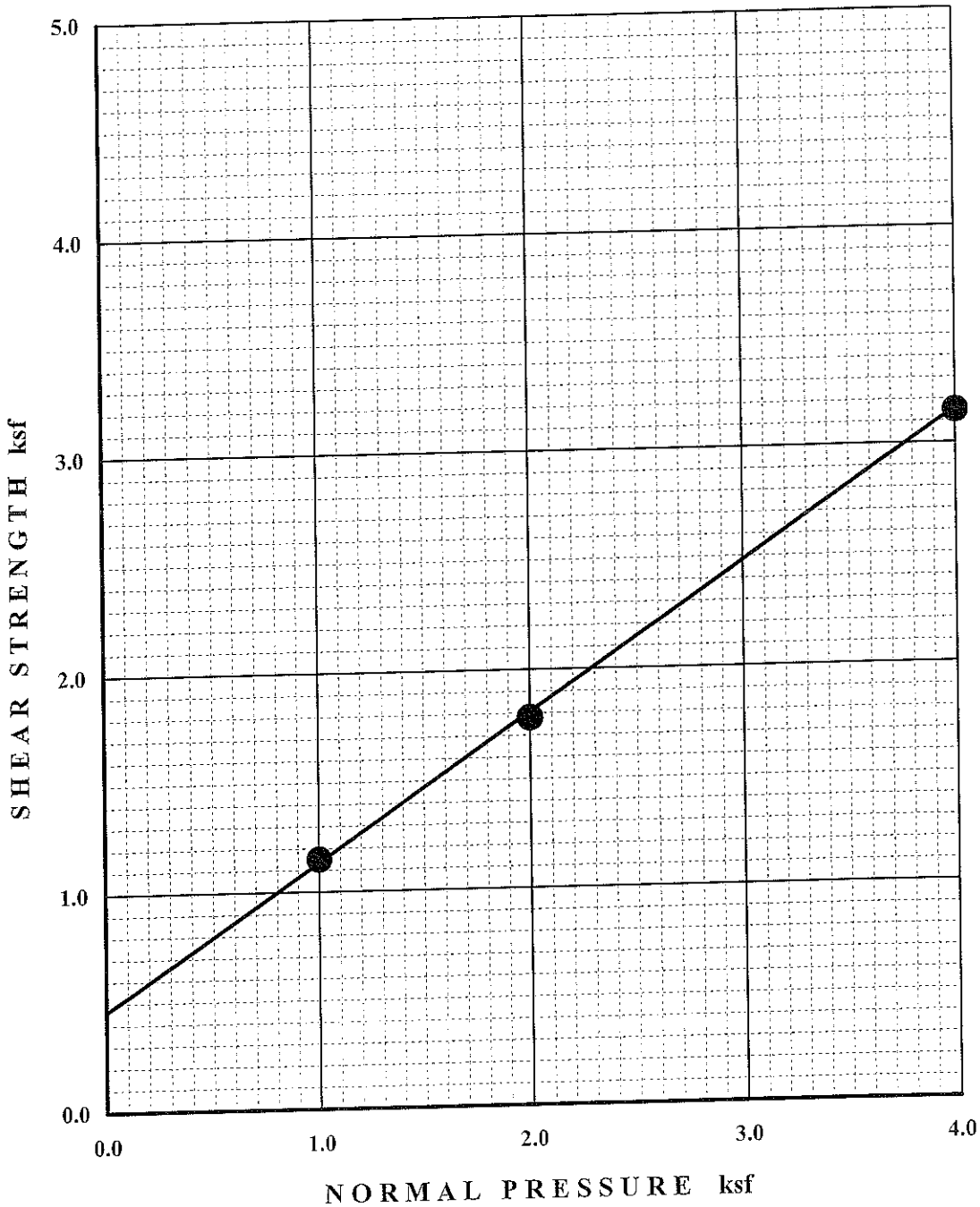
SHEAR TEST DIAGRAM

PROJECT: West Coast Investments **NUMBER:** G4820

SAMPLE: Soil IV (Remolded Soil to 92%) **DATE:** Nov., 2010



STRAIN RATE -0.005 in/min

SAMPLE SATURATION - 24 hrs

DRY DENSITY & WATER CONTENT -

Initial moisture content = 12.0 %

Final moisture content = 20.6 %

106 pcf @ 21 %

Ultimate Shear Resistance

COHESION = 460 psf

PHI = 34 °

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APPENDIX C

TABLE 1
FIELD DENSITY TEST RESULTS

PROJECT: W.C. INVEST

JOB NO.: 4820
DATE: DEC 2010

SOIL TYPE 1	
LAB MAX. DENSITY =	120.0
MOISTURE CONTENT =	10.5
SOIL TYPE 3	
LAB MAX. DENSITY =	116.0
MOISTURE CONTENT =	13.5
SOIL TYPE 5	
LAB MAX. DENSITY =	-
MOISTURE CONTENT =	-

SOIL TYPE 2	
LAB MAX. DENSITY =	123.0
MOISTURE CONTENT =	11.0
SOIL TYPE 4	
LAB MAX. DENSITY =	115.0
MOISTURE CONTENT =	12.0
SOIL TYPE 6	
LAB MAX. DENSITY =	-
MOISTURE CONTENT =	-

DATE	TEST NO.	ELEV. (FEET)	CONTENT (%)	UNIT DRY DENSITY (lbs/cuft)	SOIL TYPE	RELATIVE COMPACTION (%)	TEST TYPE *	RETESTED AREAS TEST #
9/23/2010	1	1011	11.1	112.7	1	93.9	N	
9/23/2010	2	1013	10.9	112.0	1	93.3	N	
9/23/2010	3	1015	11.6	111.5	1	92.9	N	
9/23/2010	4	1017	11.2	112.2	1	93.5	N	
9/23/2010	5	1017	11.4	112.0	1	93.3	S	
9/27/2010	6	1019	11.8	110.5	1	92.1	N	
9/27/2010	7	1021	11.7	110.9	1	92.4	N	
9/27/2010	8	1023	12.1	110.5	1	92.1	N	
9/27/2010	9	1025	11.9	111.2	1	92.7	N	
9/27/2010	10	1025	12.1	111.0	1	92.5	S	
9/28/2010	11	1027	11.7	112.9	1	94.1	N	
9/28/2010	12	1029	11.6	113.6	1	94.7	N	
9/28/2010	13	1031	12.3	114.4	1	95.3	N	
9/29/2010	14	1033	12.2	112.7	1	93.9	N	
9/29/2010	15	1033	12.0	112.1	1	93.4	S	
9/29/2010	16	1035	11.9	111.7	1	93.1	N	
9/29/2010	17	1035	11.7	112.2	1	93.5	N	
10/8/2010	18	1022	12.6	111.5	1	92.9	N	
10/8/2010	19	1023	12.4	112.2	1	93.5	N	
10/8/2010	20	1023	12.2	111.7	1	93.1	S	
10/8/2010	21	1023	11.8	115.7	2	94.1	N	
10/8/2010	22	1023	12.2	116.7	2	94.9	N	
10/8/2010	23	1025	12.9	115.9	2	94.2	N	
10/8/2010	24	1025	11.8	116.6	2	94.8	N	
10/8/2010	25	1025	11.6	116.1	2	94.4	S	
10/9/2010	26	1027	12.8	117.0	2	95.1	N	
10/9/2010	27	1027	13.1	116.7	2	94.9	N	
10/9/2010	28	1029	12.5	117.2	2	95.3	N	
10/9/2010	29	1029	12.4	116.5	2	94.7	N	
10/9/2010	30	1029	12.3	115.9	2	94.2	S	
10/11/2010	31	1023	11.7	115.7	2	94.1	N	

{S} SAND CONE METHOD (ASTM D1556)

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FIELD DENSITY TEST RESULTS (CONTINUED):

PROJECT: W.C. INVEST

JOB NO.: 4820

DATE: DEC

DATE	TEST NO.	ELEV. (FEET)	MOISTURE CONTENT (%)	UNIT DRY DENSITY (lbs/cuft)	SOIL TYPE	RELATIVE COMPACTION (%)	TEST TYPE *	RETESTED AREAS TEST #
10/11/2010	32	1025	12.3	116.5	2	94.7	N	
10/11/2010	33	1025	12.9	115.5	2	93.9	N	
10/14/2010	34	1027	12.8	115.4	2	93.8	N	
10/14/2010	35	1027	12.7	115.3	2	93.7	S	
10/14/2010	36	1029	12.3	115.7	2	94.1	N	
10/14/2010	37	1029	12.6	116.5	2	94.7	N	
10/15/2010	38	1031	11.9	117.0	2	95.1	N	
10/15/2010	39	1033	12.4	116.4	2	94.6	N	
10/15/2010	40	1033	12.5	116.1	2	94.4	S	
10/15/2010	41	1035	12.3	116.5	2	94.7	N	
10/15/2010	42	1035	11.8	116.7	2	94.9	N	
10/18/2010	43	1037	11.9	115.7	2	94.1	N	
10/18/2010	44	1039	12.3	114.0	2	92.7	N	
10/18/2010	45	1039	12.0	114.4	2	93.0	S	
10/18/2010	46	1039	13.5	114.9	2	93.4	N	
10/19/2010	47	1041	13.2	114.5	2	93.1	N	
10/19/2010	48	1041	12.7	115.1	2	93.6	N	
10/19/2010	49	1043	12.5	115.3	2	93.7	N	
10/19/2010	50	1043	12.3	115.0	2	93.5	S	
10/19/2010	51	1045	12.9	114.3	2	92.9	N	
10/19/2010	52	1045	12.3	114.3	2	92.9	N	
10/20/2010	53	1037	12.7	114.6	2	93.2	N	
10/20/2010	54	1039	12.7	116.2	2	94.5	N	
10/20/2010	55	1039	12.4	115.9	2	94.2	S	
10/21/2010	56	1041	11.3	115.7	2	94.1	N	
10/21/2010	57	1041	12.8	115.5	2	93.9	N	
10/25/2010	58	1035	12.5	116.1	2	94.4	N	
10/25/2010	59	1037	13.1	115.4	2	93.8	N	
10/25/2010	60	1037	12.7	101.9	2	93.6	S	
10/26/2010	61	1045	12.3	102.5	2	94.3	N	
10/26/2010	62	1047	11.8	103.9	2	94.9	N	
10/26/2010	63	1049	11.7	101.1	2	95.1	N	
10/28/2010	64	1051	12.6	101.4	2	93.9	N	
10/28/2010	65	1051	12.4	100.9	2	94.0	S	
10/28/2010	66	1043	11.7	100.0	2	93.7	N	
10/28/2010	67	1045	11.2	100.1	2	93.2	N	
10/28/2010	68	1037	12.8	100.4	2	94.2	N	
10/29/2010	69	1039	12.2	101.4	2	93.8	N	
10/29/2010	70	1039	12.1	100.5	2	94.0	S	
11/1/2010	71	1053	12.8	100.4	2	93.9	N	
11/1/2010	72	1047	12.3	101.2	2	94.1	N	
11/1/2010	73	1049	11.7	100.4	2	94.3	N	
11/1/2010	74	1055	11.8	100.2	2	93.9	N	
11/1/2010	75	1055	11.6	115.6	2	94.0	S	

{S} SAND CONE METHOD (ASTM D1556)

FIELD DENSITY TEST RESULTS (CONTINUED):

PROJECT: W.C. INVEST

JOB NO.: 4820

DATE: DEC

DATE	TEST NO.	ELEV. (FEET)	MOISTURE CONTENT (%)	UNIT DRY DENSITY (lbs/cuft)	SOIL TYPE	RELATIVE COMPACTION (%)	TEST TYPE *	RETESTED AREAS TEST #
11/2/2010	76	1051	13.5	114.6	2	93.2	N	
11/2/2010	77	1057	13.3	115.3	2	93.7	N	
11/2/2010	78	1053	12.8	114.6	2	93.2	N	
11/3/2010	79	1057	12.6	115.3	2	93.7	N	
11/3/2010	80	1057	12.8	115.0	2	93.5	S	
11/3/2010	81	1039	12.4	114.5	2	93.1	N	
11/3/2010	82	1041	11.9	115.3	2	93.7	N	
11/3/2010	83	1043	11.8	114.3	2	92.9	N	
11/3/2010	84	1045	12.0	114.8	2	93.3	N	
11/3/2010	85	1045	12.1	115.6	2	94.0	S	
11/3/2010	86	1047	12.3	115.4	2	93.8	N	
11/3/2010	87	1049	11.7	115.1	2	93.6	N	
11/3/2010	88	1051	12.5	115.7	2	94.1	N	
11/3/2010	89	1053	12.3	116.4	2	94.6	N	
11/3/2010	90	1053	12.2	116.0	2	94.3	S	
11/3/2010	91	1055	12.1	117.0	2	95.1	N	
11/3/2010	92	1057	12.1	116.7	2	94.9	N	
11/4/2010	93	1055	12.2	114.5	2	93.1	N	
11/4/2010	94	1053	12.5	115.3	2	93.7	N	
11/4/2010	95	1053	11.7	114.9	2	93.4	S	
11/4/2010	96	1055	11.8	114.8	2	93.3	N	
11/4/2010	97	1057	12.2	115.6	2	94.0	N	
11/4/2010	98	1041	11.8	115.4	2	93.8	N	
11/4/2010	99	1041	12.3	115.1	2	93.6	N	
11/10/2010	100	1041	12.2	115.4	2	93.8	S	
11/10/2010	101	1043	11.9	116.4	2	94.6	N	
11/10/2010	102	1045	12.0	115.6	2	94.0	N	
11/11/2010	103	1047	11.7	117.0	2	95.1	N	
11/11/2010	104	1049	12.2	116.7	2	94.9	N	
11/11/2010	105	1049	12.1	116.2	2	94.5	S	
11/12/2010	106	1046	11.3	115.5	2	93.9	N	
11/12/2010	107	1046	11.7	115.9	2	94.2	N	
11/16/2010	108	1050	15.2	108.0	3	93.1	N	
11/16/2010	109	1052	15.5	108.7	3	93.7	N	
11/16/2010	110	1052	15.3	108.6	3	93.6	S	
11/18/2010	111	1052	14.2	107.2	4	92.4	N	
11/18/2010	112	1054	14.1	107.6	4	92.8	N	
11/29/2010	113	1056	14.2	107.4	4	92.6	N	
11/29/2010	114	1058	14.0	108.3	4	93.4	N	
11/29/2010	115	1058	13.9	108.8	4	93.8	S	
11/30/2010	116	1060	14.4	106.8	3	92.1	N	
11/30/2010	117	1062	14.9	107.5	3	92.7	N	
12/2/2010	118	1064	15.2	108.8	3	93.8	N	

{S} SAND CONE METHOD (ASTM D1556)

FIELD DENSITY TEST RESULTS (CONTINUED):

PROJECT: W.C. INVEST

JOB NO.: 4820

DATE: DEC

DATE	TEST NO.	ELEV. (FEET)	MOISTURE CONTENT (%)	UNIT DRY DENSITY (lbs/cuft)	SOIL TYPE	RELATIVE COMPACTION (%)	TEST TYPE *	RETESTED AREAS TEST #
12/2/2010	119	1066	14.8	109.0	3	94.0	N	
12/3/2010	120	1066	14.9	108.9	3	93.9	S	
12/3/2010	121	1068	14.7	108.0	3	93.1	N	
12/3/2010	122	1070	14.6	106.7	3	92.0	N	
12/8/2010	123	1072	14.9	108.7	3	93.7	N	
12/8/2010	124	1074	15.1	108.3	3	93.4	N	
12/9/2010	125	1074	14.9	108.1	3	93.2	S	
12/9/2010	126	1076	14.4	108.0	3	93.1	N	
12/9/2010	127	1078	14.0	106.7	3	92.0	N	
12/10/2010	128	1080	14.4	107.8	3	92.9	N	
12/10/2010	129	1082	14.7	107.9	3	93.0	N	
12/10/2010	130	1084	14.6	107.8	3	92.9	S	
12/14/2010	131	1086	12.2	114.5	2	93.1	N	
12/14/2010	132	1059	12.1	113.2	2	92.0	N	
12/14/2010	133	F.G.	11.9	114.0	2	92.7	N	
12/15/2010	134	F.G.	12.2	114.8	2	93.3	N	
12/15/2010	135	F.G.	11.8	114.5	2	93.1	S	
12/15/2010	136	F.G.	12.1	114.3	2	92.9	N	
12/15/2010	137	F.G.	11.7	114.5	2	93.1	N	
12/15/2010	138	F.G.	11.2	114.0	2	92.7	N	
12/15/2010	139	F.G.	12.3	114.1	2	92.8	N	
12/15/2010	140	F.G.	12.2	114.8	2	93.3	S	
1/0/1900	141	F.G.	11.8	116.1	2	94.4	S	
12/15/2010	142	F.G.	11.9	114.3	2	92.9	S	

{S} SAND CONE METHOD (ASTM D1556)

APPENDIX D

APPENDIX E

CITY OF LOS ANGELES

DEPARTMENT OF BUILDING AND SAFETY

ENGINEER'S CERTIFICATE OF COMPLIANCE FOR COMPACTED EARTH FILLS

LOCATION OF FILL: TRACT NO. 4696, LOT NOS. 58,59,60,and 61.

PERMIT APPLICATION # 8030-10000-05345.

JOB ADDRESS: 8017, 8021, 8025, 8029 W. Bulwer Dr., Los Angeles, CA

SOIL TESTING AGENCY: CALWEST GEOTECHNICAL

PROPERTY OWNER'S NAME:

OWNER'S ADDRESS:

PER REPORTS ON OUR PROJECT NO. 4820

DATE WORK STARTED ON PROJECT: September 23, 2010

DATE FILL WAS COMPLETED: December 15, 2010

DATE OF THIS CERTIFICATE: January 13, 2011

TO THE SUPERINTENDENT OF BUILDING:

*I hereby certify that I have personally inspected and tested the placing of compacted earth fill on the above described property, and on the basis of these inspections and tests, it is my opinion that the same was placed in conformity with requirements of the Los Angeles City Building Code.

REGISTERED PROFESSIONAL ENGINEER
LEONARD J. LISTON
No. 31902
Exp. Dec. 2014
CIVIL
STATE OF CALIFORNIA

LEONARD J. LISTON

Civil Engineer

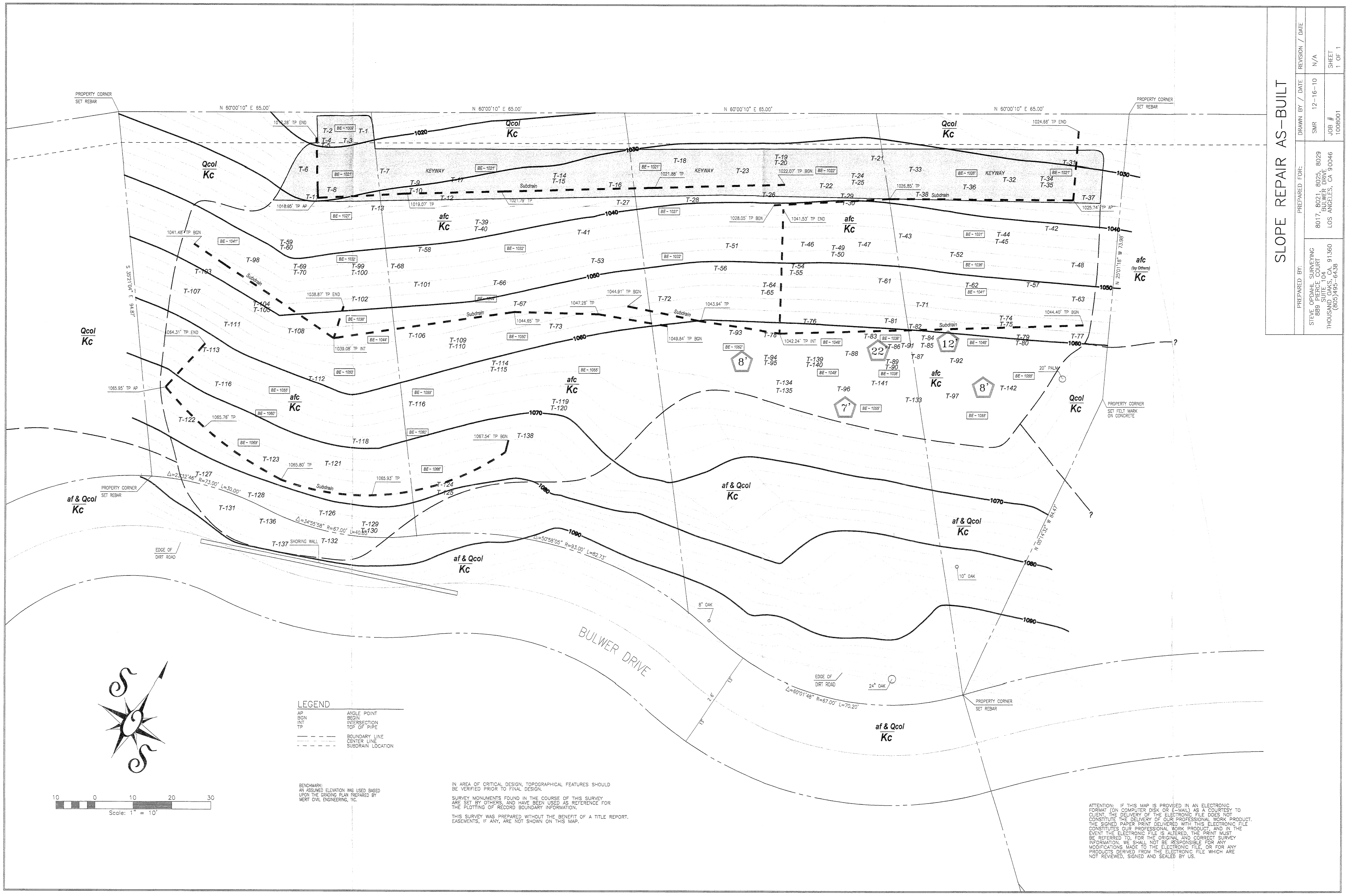
California Certificate No. 31902

*For the purpose of this certificate, to "have personally inspected and tested" shall include inspection and testing performed by any person responsible to the licensed engineer signing this certificate. Where the inspection and testing of all or part of the work above is delegated, full responsibility shall be assumed by the licensed engineer whose signature is affixed thereon.

X B&S G-22 4.67

AS - BUILT GEOLOGIC MAP

GEOTECHNICAL MAP



EXPLANATION

GEOLOGIC SYMBOLS

Geologic Contact - approximately located, queried where uncertain, dotted where concealed

Location of subdrain - locations & elevations provided by Steve Opdahl Surveying

Location of keyway - approximately located

BE = 1021' Approximate elevation of removal bottom - provided by the grading contractor

T-141 Approximate Location of Compaction Test

Approximate Limits of Certified Compacted Fill

8' Approximate Depth of Certified Compacted Fill

Graphic Scale: 1" equals 10'

GEOLOGIC UNITS

Surficial Sediments:

afc — Certified Compacted Fill - MGI & CalWest Geotechnical, 2010

af — Uncertified Artificial Fill - to remain

Qcol — Colluvium

Bedrock:

Kc — Chico Formation

GEOLOGIC SHEET INDEX

Plate 1	AS-BUILT GEOLOGIC MAP

CALWEST GEOTECHNICAL CONSULTING ENGINEERS

A DIVISION OF LC ENGINEERING, INC.
889 PIERCE COURT, SUITE 101 (818)991-7148
THOUSAND OAKS, CA. 91360 (805)497-1244

CLIENT: West Coast Investments LLC — JOB #: G4820
LOCATION: 8017-8029 Bulwer Dr, L.A. CA — SCALE: 1" = 10'
DATE: January 2011 — DRAWN BY: EK

CONSULTING ENGINEERING GEOLOGISTS

MOUNTAIN GEOLOGY, INC.
5158 COCHRAN STREET (805) 522-5174
SIMI VALLEY, CA. 93063 (805) 582-1228 FAX
WWW.MOUNTAINGEOLOGY.COM

JOB NAME:	JOB NUMBER:	DATE:	DRAFTED BY:	
West Coast	JN 6913	Dec. 2010	JFM	PLATE 1

No.	DATE	REVISION DESCRIPTION

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

Date: March 3, 2014

To: Lemuel Paco, P.E., District Engineer
Central District Office

From: Christopher F. Johnson, P.E., G.E., Group Manager
Geotechnical Engineering Group

Subject: **750' W/O BULWER DRIVE TO WOODSTOCK ROAD - PROPOSED NON-STANDARD TEMPROARY ROAD IMPROVEMENTS GEOTECHNICAL REVIEW**
FILE NO.: 13-121 **W.O. NO.: BR003460**

In response to a request dated, December 6, 2013 (received December 6, 2013) from the Central District Office, the Geotechnical Engineering Group (GEO) has reviewed the following reports and revised plan:

- A three-sheet plan for a Proposed Non-Standard Temporary Road Improvements from the intersection of Bulwer Drive and Woodstock Road proceeding west along Bulwer Drive for a distance of 750 feet, dated November 20, 2013 and prepared by LC Engineering Group, Inc.;
- Update Geotechnical Engineering Report, Proposed Non-Standard Temporary Road Improvements, West Bulwer Drive to 750' West of The Intersection of Woodstock Road and West Bulwer Drive, City of Los Angeles, California, Project No. 5490, dated November 15, 2013 and prepared by Calwest Geotechnical Consulting Engineers;
- Geotechnical Engineering Investigation Report, Phase II – Proposed Street Improvements, Bulwer Drive, West of Woodstock Road, Los Angeles, CA, Project No. 930C-065, dated September 23, 2005 and prepared by Coastline Geotechnical Consultants, Inc.;
- City of Los Angeles, Department of General Services, Standards Data Report, Lab No. 140-5308, dated February 12, 2004; and
- Los Angeles Department of Building and Safety Compaction Report Approval Letter, Log # 74263, dated August 2, 2011.

Previously submitted documents on October 17, 2013:

- A three-sheet plan for a completed Sewer and Street Improvement at 8007 – 8052 W. Bulwer Drive, dated August 29, 2013 and prepared by LC Engineering Group, Inc.;
- Rough Grade Compaction Report, Remedial Repair of Storm Damaged Slopes, West Bulwer Drive, City of Los Angeles, California, Project No. 4820, dated January 10, 2011, and prepared by Calwest Geotechnical Consulting Engineers; and
- Rough Grade Compaction Report, Backfill of Sewer Line Replacement, West Bulwer Drive, City of Los Angeles, California, Project No. 4820, dated May 25, 2011, and prepared by Calwest Geotechnical Consulting Engineers.

Our review is limited to portions of the project within, or adjacent to the public right-of-way within the City of Los Angeles, including the Proposed Non-Standard Temporary Road Improvements from the intersection of Bulwer Drive and Woodstock Road proceeding west for a distance of approximately 750 feet.

The above referenced three-sheet plan for the road indicates that the existing dirt road is only partially within the City Right-of-Way (ROW). After making site visits and reviewing the plans, it is apparent that it is impractical to construct an improved roadway of 9 ft or greater width within the

existing public ROW. Construction of an improved road within the public ROW would require several significant up-slope and down-slope bulkhead walls. It is our understanding, given the long term use of the existing unpaved roadway that, it is possible to obtain easements so that the improved roadway will match the existing alignment. Then the proposed improvements could be built along the existing alignment, which is a reasonable solution to the problem.

GEO has made site visits and reviewed the listed documents in regard to the overall proposed paving and concluded that it would be beneficial to the drainage and stability of the hillside. The GEO developed a list of concerns that will need to be addressed prior to approving the proposed paving of the street. These basic concerns are presented below. From the plans, it was noted that there is only about 6 feet of fall from Woodstock Drive for a distance of 585 feet; therefore, only a 1% gradient can be achieved. This is relatively flat and in order to ensure ingress and egress and positive drainage, a number of items along the road will need to be addressed in the final plans prior to paving.

The items that need to be addressed prior to paving are as follows:

1. The descending new fill slope was constructed at a gradient steeper than 2:1 using soil that is susceptible to erosion and surficial failure. The compaction report indicates that additional mitigation measures were not constructed at the time of grading. Given that a failure on that slope could undermine the proposed pavement, such measures should be included in the design of the pavement, or completed prior to paving.
2. About 135 to 140 feet west from Woodstock Drive there is a erosion scar on the downslope side of the unpaved road. The near vertical washout has exposed a utility. The proposed plans should specifically address this and any other down-slope concern that could undermine the pavement of the road.
3. Along the descending slope there are a large number of rodent holes. These commonly result in undermining of the pavement unless a barrier is constructed to prevent it; therefore, the pavement design needs to include a design to eliminate or greatly minimize the possibility of rodent holes impacting the pavement.
4. On the up-slope side of the road at about 140 feet from Woodstock Drive there is an erosion scar that appears to be a source of the water flowing onto the unpaved road. The nearest catch basin is about 400 feet away. Given the long distance and the relatively flat gradient, it is likely that this ongoing erosion will be a maintenance problem. The pavement plans need to address this and other up-slope drainage, erosion and potential slope failure problems to ensure that soil and water being washed down from ascending slope will not result in drainage problems. Given the above concern, some type of non-erosive drainage system needs to be incorporated into the pavement design plans.
5. At about 230 west from Woodstock Drive there is a driveway leading to the downslope side of the road. The pavement plans need to include a berm, or some other device to prevent water from flowing from the street to the driveway where the only outlet is to continue to flow uncontrolled down the descending slope.
6. As discussed above, the requirements of the GEO October 23, 2013 letter remain in effect; however, given the scope of the problems it is assumed that the two phases of this development will be answered together and submitted for reviewed by Public Works, and mitigated to the satisfaction of the City Engineer.

If you have any questions, please call Theo Seeley at (213) 847-0534 or Erkan Tan at (213) 847-0491.

Q:\Projects\2013\13-121\750' W/O Bulwwer Drive to Woodstock Road BR003460 Proposed Non-Standard Temporary Road Improvements Report Review 3-3-14for Board Report.doc

MEMORANDUM

October 31, 2013

TO: City Councilman Tom LaBonge
CC: Renee Weitzer, Chief Planning Deputy, Bulwer Neighbors
FROM: Bulwer Drive Neighbors

RE: Meeting With Midwest Financial's Representatives

Most of the neighbors of the surrounding properties to the proposed paving of Bulwer Drive met last Tuesday, October 22nd at 10:00 am at the home of Fred Karger.

Kevin McDonald, Esq. of the Jeffer Mangels law firm and Lennie Liston of LC Engineering Group were there on behalf of Midwest Financial, which owns Bulwer Drive LLC. (collectively, the developer).

Midwest Financial's attorney Kevin McDonnell goes over plans

We learned that the scope of what the developer likes to refer to as a "dust cap" is far more involved, and much more like a new road than a mere new top layer. At the August 13, 2013 meeting which Renee Weitzer hosted at City Hall. Gregg Vandergriff, Lem Paco, James Doty and a City Attorney were all there to explain to us that the dust

cap would be a temporary soft paving, which would break up and disintegrate in between 2 to 4 years.

At last week's meeting; however, Messrs. McDonald and Liston explained that (i) three layers would be put down on Bulwer Drive, and that the two lower layers would keep the dust cap from breaking down.

The first new layer would be gravel. Then, rock and asphalt would go over the gravel. Then, the dust cap would go on top. The gravel, rock and asphalt are the base layers for any new road, and the developer wants to put a road in, but doesn't want to comply with the Planning Department's order to prepare an environmental impact report (EIR) before getting permits to build a road.

The developer's argument is that, because they're not seeking to build any new houses right now, they shouldn't have to comply with the Planning Department's order for an EIR.

The developer continues to claim that the drainage on Bulwer Drive is a hazard. At the August 13th City Hall meeting, the Bureau of Engineering told us that the water flowed from Bulwer Drive back to Woodstock Road. Last week, Messrs. McDonnell and Liston told us that the water flow is directed from both ends of Bulwer Drive to a point where there is a culvert running down through their lots to Laurel Canyon Blvd.

It turns out that, when the developer built the road to a 26’ width in front of their two existing houses, they misdesigned the road - which is now about two inches higher than the dirt roadway from their houses to Woodstock Road. The water running down the dirt road cannot reach their culvert and go down to Laurel Canyon Blvd. because the water cannot go up the two inches to reach their new road in front of their two existing houses. In other words, the developer's own road design made the drainage problem.

The developer also is proposing to install metal guard rails running the length of Bulwer from their two existing houses to Woodstock Road.

The Planning Department's order to prepare an EIR for the road design has been outstanding for more than 6 years, and it is only now that the developer has been trying unsuccessfully to sell the two existing houses that the developer has acted to propose paving over the existing road there.

If the developer's road proposal is approved and a permit is issued, it would be like granting a variance. Messrs. McDonnell and Liston argued that because the developer was exempt from The Hillside Ordinance, the developer wasn't required to build out the new Bulwer Drive road to Woodstock Road when those homes were completed and granted certificates of occupancy. Now, they argued to us last week that the developer

should be allowed to build this substandard road design because it is impossible, physically, to build a Bulwer Road which would comply with the City's requirements.

Messrs. McDonell and Liston told us that, if anyone were to ask to build a new house on the hillside, they would be required to tear up the new road and build one to comply with the City's requirements.

We didn't believe their assertion(s), and they admitted that Midwest Financial, Bulwer Drive LLC or any other property owner could take this developer's argument, if approved, and make it their own. Their argument would be that if this developer was granted a variance to build a substandard road, then they too should be exempt from the City's requirements if they wanted to build houses on that hillside. In other words, this developer and their attorneys have dangled this proposed road design and their 10-day law suit letter (dated July 22, 2013) as bait to get the City to open up the Bulwer Drive hillside for further development of this developer's lots and any other landowners' there ----without having to build a road meeting the City's requirements.

This is an attempt to make an end run around and avoid the Planning Department's order. The developer did not do anything to attempt to comply with the Planning Department's order for many years. This developer should not be allowed to use the Bureau of Engineering to stamp "approved" on a road design which is merely an attempt to develop more homes on the 11 lots they own.

This new road design proposal doesn't provide for any turnaround, which would be required for adequate fire safety so LAFD's vehicles can get in and turn around when they need to get out and off that hillside.

The new road design proposal's failure to provide for a turnaround also means that USPS and other mail carriers still won't be able to provide service out there, and that the LA Sanitation Dept. still won't be able to pick up trash at those residences. Any residents would still be forced to take their trash to their trash containers, which are left near the Woodstock/Bulwer intersection.

The meeting was somewhat contentious since all the neighbors shared the many horrors that we have all experienced over the past 15 years since Midwest Financial purchased the houses and many adjacent lots. Nothing was even said of the 10 years before Midwest Financial bought the properties and the “eyesore houses.” Midwest Financial is located in Omaha. Nebraska and just wants to sell the two houses and develop many more.

All the neighbors present including Primal Jimal who lives at the very end of Bulwer were opposed to this end run by Midwest Financial.

FORM GEN. 160 (Rev. 11-02)

CITY OF LOS ANGELES
INTERDEPARTMENTAL CORRESPONDENCE

Date: March 12, 2014

To: Lemuel M. Paco, P.E., District Engineer
Central District
ATTN: Gregg Vandergriff, PE Case Manager

From: Jim Doty, Manager
Environmental Management Group

Subject: Bulwer Dr. from Woodstock Dr. to 750 ft West of Woodstock Dr (W.O. BR003460) CEQA Notice of Exemption

Following your request for environmental documentation, we have determined that this project is exempt from the provisions of the California Environmental Quality Act (CEQA) pursuant to City CEQA Guidelines Article III, Section 1, Classes 1, 3, 4 and 5. The attached Notice of Exemption serves as your record that CEQA review has been completed and it should be retained in the official project file.

This determination is based on the information submitted to us by your office and on our subsequent investigation. Please review the enclosed notice carefully. If the notice incompletely or inaccurately describes the project, the City could be vulnerable to legal challenges. If you think there may be inconsistencies, or if the project description changes, please contact this office for a re-evaluation of the project's exempt status.

The Notice of Exemption may be filed with the Los Angeles County Clerk after the proposed Class B Permit for voluntary non-standard improvements is approved by the Board of Public Works. Filing with the County Clerk is not usually required but has the advantage of limiting legal challenges to a 35-day period. Without the filing, legal challenges can be filed up to 180 days following commencement of the project. The filing should be done by the project applicant and is subject to a $75 filing fee.

Should you have questions or concerns regarding this notice, please contact Maria Martin of my staff at (213) 485-5753 or Maria.Martin@lacity.org.

JED:CEQA NOE Transmittal Memo

Enclosure: Notice of Exemption for Bulwer Dr from Woodstock Dr to 750 ft west of Woodstock Dr

TRANSMITTAL NO. 5

COUNTY CLERK'S USE

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

CITY CLERK'S USE

NOTICE OF EXEMPTION

(Articles II and III – City CEQA Guidelines)

Submission of this form is optional. The form shall be filed with the County Clerk, 12400 E. Imperial Highway, Norwalk, California, 90650, pursuant to Public Resources Code Section 21152(b). Pursuant to Public Resources Code Section 21167(d), the filing of this notice starts a 35-day statute of limitations on court challenges to the approval of the project.

LEAD CITY AGENCY AND ADDRESS: Environmental Management Group
Los Angeles City Engineer
1149 S. Broadway, MS 939
Los Angeles, CA 90015

COUNCIL DISTRICT
4

PROJECT TITLE:
Bulwer Dr. from Woodstock Dr. to 750 ft West of Woodstock Dr W.O. BR003460

LOG REFERENCE

PROJECT LOCATION: T.G. 593 A2
Bulwer Dr. from Woodstock Dr. to 750 ft West of Woodstock Dr Hollywood Hills West NC

DESCRIPTION OF NATURE, PURPOSE, AND BENEFICIARIES OF PROJECT:

Bulwer Dr. LLC proposes to construct a voluntary non-standard roadway section and improvements to Bulwer Dr. from Woodstock Dr. to 750 ft west of Woodstock Dr. This segment of Bulwer Dr. is an existing partially-improved local street. The proposed improvements include removal of 2 ft of material and replacement and re-compaction with classified fill. Three inches of asphalt cement (AC) pavement over 4 inches of crushed miscellaneous base material will be placed over the newly compacted fill. The paved surface would have varying widths of about 9-16 feet wide along Bulwer Dr.

An AC berm is proposed on the uphill side and a metal beam guardrail on the downhill side of the roadway for most of the segment. The applicant will also be required to provide a cut-off trench or other barrier to prevent rodents from undermining the roadway; an area drain system or drainage system improvements to manage run-off in the roadway; and drainage and erosion control on the restored slope area of TR 4696 Lots 58, 59, 60, and 61.

The project would include acquisition of minor easements for the roadway alignment outside of the public right of way.

CONTACT PERSON Jim Doty

TELEPHONE NUMBER 485-5759

EXEMPT STATUS: (Check One)

	CITY CEQA GUIDELINES	STATE CEQA GUIDELINES
☐ MINISTERIAL	Art. II, Sec. 2.b	Sec. 15268
☐ DECLARED EMERGENCY	Art. II, Sec. 2.a(1)	Sec. 15269(a)
☐ EMERGENCY PROJECT	Art. II, Sec. 2.a(2)(3)	Sec. 15269(b)(c)
☐ GENERAL EXEMPTION	Art. II, Sec. 1	Sec. 15061(b)(3)
☒ CATEGORICAL EXEMPTION*	Art. III, Sec. 1 Class 1 Cat. 3 & 21	Sec. 15301
	Art. III, Sec. 1 Class 3 Cat. 12	Sec. 15303
	Art. III, Sec. 1 Class 4 Cat. 2	Sec. 15304
	Art. III, Sec. 1 Class 5 Cat. 1 & 2	Sec. 15305
☐ STATUTORY*	Art. _____	Sec. _____

* See Public Resources Code Sec. 21080 and set forth state and city guidelines provisions.

JUSTIFICATION FOR PROJECT EXEMPTION: The project is limited to minor alteration of an existing public facility, new construction of small structures, minor alterations to land, and minor alterations to land use limitations. The project involves negligible or no expansion of use beyond that previously existing. None of the limitations set forth in State CEQA Guidelines 15300.2 apply (see attached narrative).

IF FILED BY APPLICANT, ATTACH CERTIFIED DOCUMENT OF EXEMPTION FINDING

SIGNATURE:	TITLE:	DATE:
James E Doty Jim Doty	Environmental Affairs Officer Environmental Management Group	3-12-14

FEE:	RECEIPT NO.	REC'D BY	DATE
$75.00_____			

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CATEGORICAL EXEMPTION NARRATIVE

Bulwer Dr. LLC proposes to construct a voluntary non-standard roadway section and improvements to Bulwer Dr. from Woodstock Dr. to 750 ft west of Woodstock Dr. under a Class B permit from the City for the purposes of erosion and dust control. This segment of Bulwer Dr. is an existing partially-improved local street. The proposed improvements include removal of 2 ft of material and replacement and re-compaction with classified fill. Three inches of asphalt cement (AC) pavement over 4 inches of crushed miscellaneous base material will be placed over the newly compacted fill. The paved surface would have varying widths of about 9-16 ft wide along Bulwer Dr.

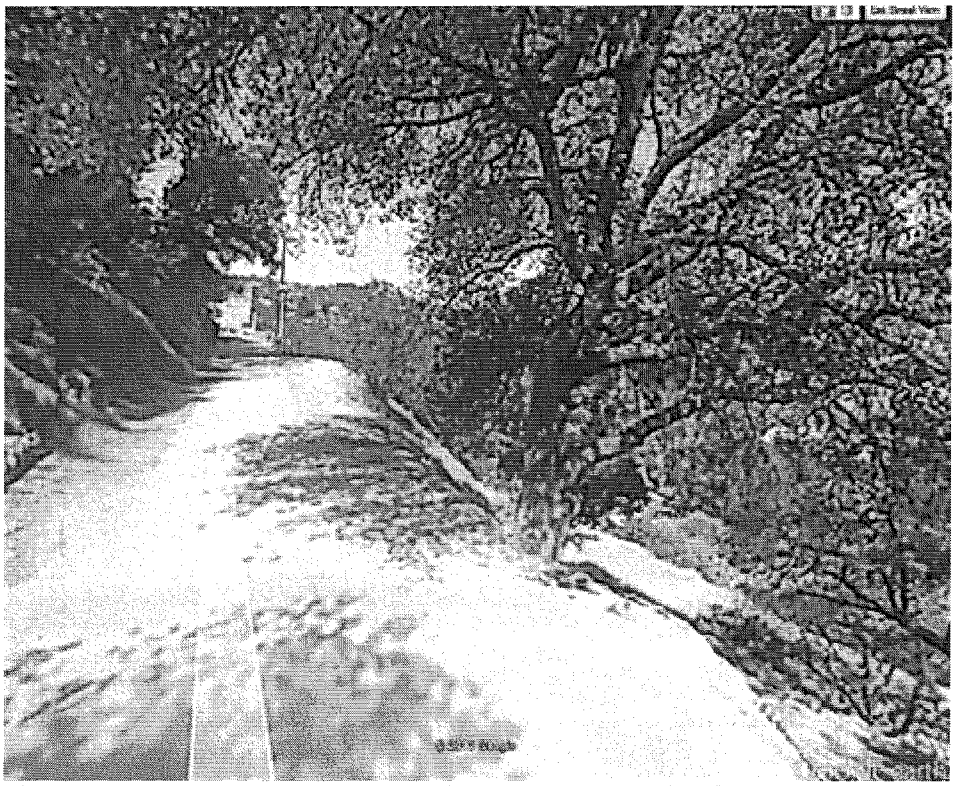

Figure 1. Bulwer Dr. looking westerly from a point about 330 ft westerly of Woodstock Dr. (near 8017 Bulwer Dr.). The tree at the edge of the roadway will remain.

An AC berm is proposed on the uphill side and a metal beam guardrail on the downhill side of the roadway for most the segment. The applicant will also be required to provide a cut-off trench or other barrier to prevent rodents from undermining the roadway; an area drain system or drainage system improvements to manage run-off in the roadway; and drainage and erosion control on the restored slope area of TR 4696 Lots 58, 59, 60, and 61.

The project would include acquisition of minor easements for the portions of the roadway that are outside of the public right of way.

Background

Bulwer Dr. is a narrow, sinuous roadway that extends westerly of Woodstock Dr. towards Dominion Lane above Laurel Canyon Blvd. in the Hollywood Hills West Neighborhood Council area and the Mulholland Dr. Scenic Corridor. The existing roadway is unpaved from Woodstock to its terminus near Dominion Way except for a portion in front of 8041 and 8045 Bulwer Drive. Minor portions of the traveled way lie outside of the dedicated public street easement, resulting in encroachments onto the adjacent private properties.

In 1986, building permits were issued under Section 12.21 A.1 of the Los Angeles Municipal Code (LAMC) by the Department of Building and Safety (LADBS) for construction of three homes located at addresses 8037, 8041 and 8045 Bulwer Dr. Soon after the start, construction halted on the project due to funding problems. The home at 8037 burned to the foundation in 1990. In 2002, Bulwer Dr. LLC took over the project to complete the houses at 8041 and 8045, a right vested by the 1986 building permits. The owners were required to provide a 20-ft paved roadway, curb, gutter, and sidewalk across the frontage of the three lots and driveway access to each lot. Also required were

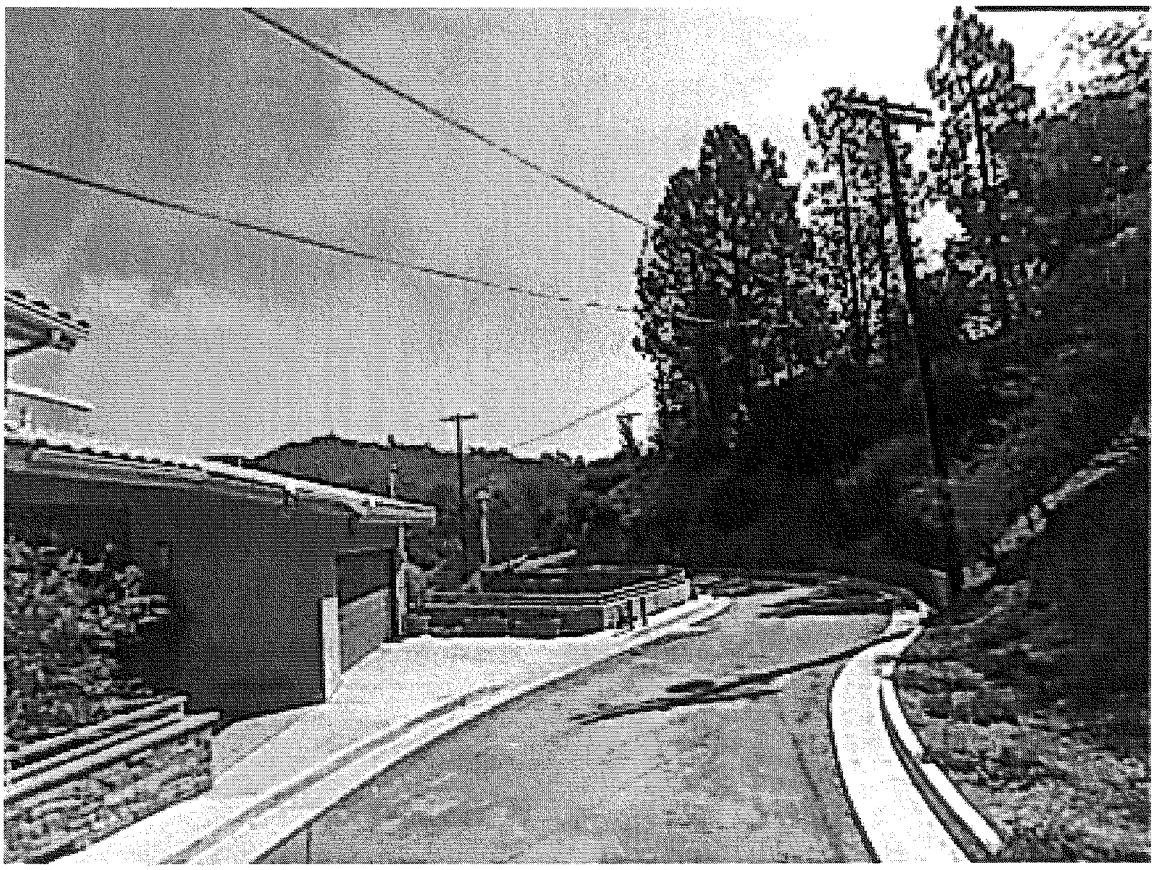

Figure 2. Improvements built pursuant to building permits obtained in 1986 (looking eastward, from 8041 Bulwer Dr. toward Woodstock Dr.). The currently proposed non-standard improvements, which would connect this segment to Woodstock Dr., would not be as wide nor include the same curb and gutter.

the construction of sewer main lines and a storm drain connecting to Laurel Canyon Blvd. This construction was completed in 2009 and the Certificate of Occupancy was issued for both structures.

The 1986 building permits did not require compliance with the hillside ordinance (Section 12.21 A.17 (e) L.A.M.C.) because the permits were issued prior to implementation of the ordinance.

The final pavement layer, a 2-inch wearing surface, on the roadway in front of 8037, 8041 and 8045 was deferred in anticipation of a permit application for completion of the roadway. In 2009 the owner's applied for a permit to provide the wearing surface and construct a voluntary substandard hillside limited street with a 20-ft roadway from the lot at 8037 Bulwer Dr. to Woodstock Road. Subsequently the owner determined not to proceed with any improvements to Bulwer Dr. and the permits were cancelled.

The narrow dirt roadway from Woodstock Road to the houses at 8041 and 8045 remains unimproved. This narrow roadway is hazardous due to the steep unprotected hillside and narrow lane width. Rainstorms erode the granular soils of the upstream hillside slopes and leave mud deposits on the roadway that impound runoff, increasing the likelihood of infiltration and erosion leading to a slope failure. The mud deposits and substandard nature of the roadway impede the access to the storm drain system.

Proposed Improvements

On September 12, 2013, Bulwer Dr. LLC submitted an application for a class "B" permit to construct a voluntary non-standard roadway section and improvements. The property owner contacted the

Bureau of Engineering and requested a permit to construct voluntary non-standard improvements over the roadway. The owner stated that due to the condition of the roadway they are unable to maintain tenants in their homes. They have also been unable to sell the homes. The owner claims that tenants and potential buyers cite the untenable conditions of the roadway as the cause.

The proposed voluntary non-standard section improvements in the public right of way call for the removal of two feet of surficial material and replacement and re-compaction with classified fill. Four inches of crushed miscellaneous base material topped by four inches of asphalt cement (AC) pavement will be placed over the newly compacted fill. An AC berm is proposed on the uphill side and a metal beam guardrail on the downhill side of the roadway for most of the segment. The width of the paved surface would vary from about nine feet to about sixteen feet.

Additional Measures

The Bureau of Engineering is particularly concerned with the stability of the existing slope of Laurel Canyon. Stabilization of the slope is beyond the scope of the proposed voluntary improvements. However, the following measures are necessary to ensure the safety of the proposed improvements:

1. The Bureau of Engineering believes that a slurry trench/cut-off wall will be necessary along the outer edge of the compacted fill. This cut-off wall will prevent rodents from mining underneath the roadway. Such rodent paths potentially become a conduit for water which can lead to erosion and a washout of the roadway.
2. A drainage system will be necessary to relieve any area impoundments and convey the water to the existing storm drain system. In the event that slough and debris from slope failures above the roadway block the water from traveling on the roadway surface to the storm drain system, an alternate path of travel for the water is needed. Pipes and basins will provide a means to collect water from any impoundments and convey it to the existing system.
3. The geology and soils reports submitted by the applicant's engineer reference a slope repair on lots 58, 59, 60 and 61 adjacent to Bulwer Dr. The soils reports clearly indicate that no erosion or drainage protection for this slope has been provided. As such the slope failure may occur again. In the event the slope fails, it potentially could undermine the uphill right of way. As such the Bureau of Engineering believes that protection of this slope is necessary to protect the Bulwer Dr. right of way as well as Laurel Canyon Blvd.
4. The non-standard improvement will help improve the situation for the following reasons:
    a. Runoff from rain events will directed onto a non-erosive surface and directed into the existing storm drain system.
    b. The pavement will provide a firm surface in the event public safety vehicles are required to utilize the roadway.
    c. Guardrails will reduce the risk of vehicles leaving the roadway at critical points.

Easements

The existing dirt road generally follows but is not entirely within the public street easement. As proposed by the applicant, the pavement would end adjacent to the property line. In some instances this is several feet away from the bulkhead and edge of the traditional path of travel. The Bureau of Engineering believes that easements should be obtained for the existing dirt road, to provide public access to the bulkheads maintained by the City and to provide drainage control along the edge of the path of travel. The easements would bring the right of way into alignment with the path of travel for the roadway. It would improve access to bulkheads maintained by the City and would reduce liabilities due to use of the roadway.

Protection of Trees

This CEQA review assumes that no tree will be trimmed, removed, cut down or moved except as allowed by City ordinance.

REVIEW UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

Previous Review

In 2006, the Department of City Planning determined that a proposal to develop 8033-8037 Bulwer Dr. was not entitled to categorical exemption status under CEQA, "Based in part on the construction of approximately 800 linear feet of fully-improved roadway within city right-of-way (Bulwer Drive) in conjunction with the proposed single-family dwelling project." The Department of City Planning reasoned that, "full improvement of this portion of Bulwer Drive is likely to result in the development of at least ten additional vacant lots which will be service by this roadway. The environmental effects of the road construction could therefore be cumulative and potentially growth-inducing." (City Planning Case DIR 2005-8437-DRB-SPP)

The 2006 determination by the Department of City Planning does not apply to the currently proposed project. The City's hillside ordinance requires a 20-ft wide continuous paved roadway from the driveway apron of a proposed building to the boundary of the hillside area (or the zoning administrator's discretionary approval) prior to the issuance of a building permit. The proposed roadway is less than 20 ft. The current proposal for non-standard improvements to Bulwer Dr. will not satisfy the requirements for development of the vacant lots that the drive serves; therefore the proposed project will not in itself allow any further development.

Current Project

The Secretary for Resources has provided a list of classes of projects which do not have a significant effect on the environment and which are therefore exempt from the provisions of CEQA. The following specific categorical exemptions within such classes are set forth in the City CEQA Guidelines for use by Lead City Agencies (see the Guidelines for a complete listing).

Class 1. Existing Facilities.

Class 1 consists of the operation, repair, maintenance or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use beyond that previously existing. Examples of this exemption include but are not limited to:

> (3) Operation, repair, maintenance or minor alteration of existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, storage areas, parking lots, aircraft parking areas, wharves, railroads, runways, taxiways, navigable waterways, bridle trails, service roads, fire lanes and golf-cart paths, except where the activity will involve removal of a scenic resource including but not limited to a stand of trees, a rock outcropping or an historic building.
>
> (21) Modifications to existing storm drain systems for collection of local water at alternate points within an existing local drainage area unless impact on a park is anticipated.

The proposed roadway improvements within the existing public right of way fall within this class of exemptions. Two feet of material will be removed and replaced with re-compacted classified fill. Three inches of AC pavement over 4 inches of crushed miscellaneous base material will be placed over the newly compacted fill. An AC berm is proposed on the uphill side and a metal beam guardrail on the downhill side of the roadway for almost the whole length of the segment. The applicant will

also be required to provide a cut-off trench or other barrier to prevent rodents from undermining the roadway.

Class 3. New Construction of Small Structures.

Class 3 consists of construction and location of limited numbers of new, small facilities or structures, installation of small new equipment and facilities in small structures; and the conversion of existing small structures from one use to another where only minor modifications are made in the exterior of the structure. The numbers of structures described in this section are the maximum allowable on any legal parcel or associated with a project within a two year period. Examples of this exemption include but are not limited to:

> (12) Storm drains constructed to collect low flow or alleviate other local drainage problems unless impact on a park is anticipated.

The proposed area drain system or drainage system improvements to manage run-off in the roadway and the drainage and erosion control on the restored slope area of TR 4696 Lots 58, 59, 60, and 61 fall within this class of exemptions.

Class 4. Minor Alterations to Land.

Class 4 consists of minor public or private alterations to the condition of land, water and/or vegetation which do not involve removal of mature, scenic trees except for forestry and agricultural purposes:

> (2) Grading on land with a slope of fifteen percent (15%) or more and/or involving grading in excess of 20,000 cubic yards. This exemption will not apply if the project is located in a waterway, in any wetland, in an officially designated (by federal, State or local governmental action) scenic area, in officially mapped areas of severe geologic hazard, or contains scenic trees.

The proposed grading along the roadway falls within this class of exemptions. Two feet of material will be removed and replaced with re-compacted classified fill. The applicant will also be required to provide a cut-off trench or other barrier to prevent rodents from undermining the roadway.

Class 5 Minor Alterations in Land Use Limitations.

Class 5 consists of minor alterations in land use limitations in areas with an average slope of less than 20%, which do not result in any changes in land use or density, including but not limited to:

> (1) Minor lot line adjustments, side yard and setback variances not resulting in the creation of any new parcel nor in any change in land use or density.
>
> (2) Issuance of minor encroachment permits.

Although the parcels from which the easements are to be acquired have average slopes exceeding 20%, the areas over which easements are proposed have slopes of less than 20%. The acquisition of minor easements for the roadway alignment outside of the public right of way falls within this class of exemptions.

Consideration of Potential Exceptions to Use of a Categorical Exemption

The State CEQA Guidelines (CCR Sec 15300.2) limit the use of categorical exemptions in the following circumstances:

1. Location. Exemption Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located – a project that is ordinarily insignificant in its impact on the environment may be significant in a particularly sensitive environment. Therefore, these classes are considered to apply all instances, except where the project may impact on an environmental resource of hazardous or

critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies. The roadway improvements are exempt under Class 1 (existing facility), therefore, this exception has no application to the roadway improvements. Some of the additional measures requested by the City may constitute new construction of small structures (Class 3), minor alterations to land (Class 4), or minor alterations in land use limitations (Class 5). However the project area does not include any environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies. Therefore this exception by location has no application here.

2. Cumulative Impact. This exception applies when, although a particular project may not have a significant impact, the cumulative impact of successive projects of the same type in the same place, over time is significant.

The easement(s) would allow the proposed temporary improvements to extend to the full width of the existing path of travel. In no case would this width meet or exceed 20 feet. As such, the roadway would continue to be below the minimum required to meet the Hillside Ordinance requirements (LAMC 12.21 A.17 (e)). Therefore, the proposed temporary improvements will not enable new development along Bulwer Dr. Also, there is little incentive for owners of vacant properties served by Bulwer Dr. west of the proposed project to propose similar projects. Successive projects of the same type in the same place, over time are unlikely. Therefore this exception has no application here.

3. Significant Effect. This exception applies when, although the project may otherwise be exempt, there is a reasonable possibility that the project will have a significant effect due to unusual circumstances. There are no unusual circumstances known to this office. Although several plant and animal species of concern occur in the Santa Monica Mountains, all of the proposed work will occur in areas that are either in use as travelled roadway or are recently graded slopes. There is negligible risk of significantly affecting a plant or animal species of concern. Therefore, this exception has no application here.

4. Scenic Highway. A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. The proposed project is not within sight of any state designated scenic highway. Therefore, this exception has no application here.

5. Hazardous Waste Site. This exception applies when a project is located on a site listed as a hazardous waste site under Government Code Section 65962.5. As of February 24, 2014, the State Department of Toxic Substances Control had not listed the site as a hazardous waste site (Envirostor at www.envirostor.dtsc.ca.gov). Therefore, this exception has no application here.

6. Historical Resources. This exception applies when a project may cause a substantial adverse change in the significance of a historical resource. No historical resource is involved in the proposed project so this exception has no application here.