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October 22, 2026

Los Angeles City Council
c/o Office of the City Clerk
City Hall, Room 395
Los Angeles, California 90012

Attention: PLUM Committee

Dear Honorable Members:

APPEAL RESPONSE FOR CASE NO. ENV-2025-2857-CE, FOR A PROPERTY LOCATED AT 1236 NORTH CLIFF DRIVE WITHIN THE NORTHEAST LOS ANGELES COMMUNITY PLAN AREA; CF 26-1311

On July 8, 2026, the East Los Angeles Area Planning Commission (ELAAPC) denied an appeal in part and granted an appeal in part, resulting in the denial of a Conditional Use to allow the construction, use, and maintenance of two new single-family dwellings on a lot fronting a Substandard Hillside Limited Street without providing a minimum 20-foot wide roadway adjacent to the property; and the approval of Conditional Uses to allow the construction, use, and maintenance of two new single-family dwellings fronting on a Substandard Hillside Limited Street where a minimum 20-foot wide continuous paved roadway is not provided from the driveway apron to the boundary of the Hillside Area; and a reduced front yard setback in lieu of the minimum five feet otherwise required; and a Specific Plan Project Compliance for the construction, use, and maintenance of two new single-family dwellings totaling approximately 3,693.83 square feet on an approximately 9,305.80 square-foot vacant hillside lot. The ELAAPC determined that the Project was categorically exempt from the California Environmental Quality Act (CEQA) based on a Class 3 (construction or conversion of small structures) Categorical Exemption (CE), Environmental Case No. ENV-2025-2857-CE, in connection with its approval of the Project with conditions.

Subsequently, the appellant, Brianna MacGillivray, challenged whether the Project was eligible to use a Class 3 CE as its environmental clearance.

The Department of City Planning, after review of the appeal of Environmental Case No. ENV-2025-2857-CE, recommends that the appeal be denied.

BACKGROUND

On April 10, 2026, the Zoning Administrator acted to determine that the Project is exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines, Section 15303, Class 3, and took the following actions:

> Pursuant to Los Angeles Municipal Code Section (LAMC) 12.24 X.28 of Chapter 1 and Section 13B.2.1. of Chapter 1 A, **denied** a Class 1 Conditional Use to allow the construction, use, and maintenance of two new single-family dwellings on a lot fronting a Substandard Hillside Limited Street without providing a minimum 20-foot wide roadway adjacent to the property as required by LAMC Chapter 1 Section 12.21 C.10(i)(2);
>
> pursuant to Los Angeles Municipal Code Section 12.24 X.28 of Chapter 1 and Section 13B.2.1. of Chapter 1A, **approved** Class 1 Conditional Uses to allow the construction, use, and maintenance of two new single-family dwellings fronting on a Substandard Hillside Limited Street where a minimum 20-foot wide continuous paved roadway is not provided from the driveway apron to the boundary of the Hillside Area, as required by LAMC Chapter 1 Section 12.21 C.10(i)(3); and a reduced front yard setback in lieu of the minimum five feet otherwise required by LAMC Chapter 1 Section 12.21 C.10(a); and
>
> pursuant to Los Angeles Municipal Code Section 13B.4.2. of Chapter 1A, and the Mount Washington/Glassell Park Specific Plan Ordinance No. 168,707, and **approved** a Specific Plan Project Compliance for the construction, use, and maintenance of two new single-family dwellings totaling approximately 3,693.83 square feet on an approximately 9,305.80 square-foot vacant hillside lot.

On April 28, 2026, the determination was appealed to the East Los Angeles Area Planning (ELAAPC) Commission by Brianna MacGillivray, and at the hearing conducted on July 8, 2026, the ELAAPC denied the appeal in part and granted the appeal in part, amending the conditions of approval and the findings to address the Project's compliance with California Title 14 requirements, sustained the action of the Zoning Administrator, and approved the Project.

Subsequently, on August 27, 2026, the Project's Class 3CE, Case No. ENV-2025-2857-CE was appealed to City Council by the appellant, Brianna MacGillivray.

The appellant argues that there are unusual circumstances pertaining to the property's location and the Project itself that disqualifies the use of the Class 3 CE.

An analysis has been prepared considering the Project's conformity with the requirements of California Code of Regulations Title 14, California Fire Minimum Fire Safe Regulations. That analysis, a "Compliance Checklist", is attached to this report.

DISCUSSION

California Code of Regulations Title 14, Division 6, Chapter 3, Article 19, Section 15300.2 provides the following exception for the use of a Class 3 Categorical Exemption:

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

To support the argument of unusual circumstances, the appellant cites the property's location on a Substandard Hillside Street that is improved with a less-than-20-foot in width roadway; its location within a Very High Fire Hazard Severity Zone; its location on a roadway that has a blind

curve and no sidewalks; that it results in a project that eliminates the front yard setback requirement; and that it affects stormwater drainage from the street and farther uphill. Further, the appellant argues that the project will be in violation of California Code of Regulations Title 14, California Fire Minimum Fire Safe Regulations.

The appellant provides no evidence or analysis of the impact(s) these conditions could have a significant effect on the environment beyond listing them.

The Project's location within a Very High Fire Hazard Severity Zone or upon a Substandard Hillside Street alone are not generally considered "unusual circumstances" as these conditions are commonly found throughout many City of Los Angeles hillside areas. No argument, evidence, or analysis has been received to support how the Project would exacerbate the existing condition or result in a significant environmental effect.

The Project's location on a roadway that has a blind curve and no sidewalks is not an "unusual circumstance". The proposed project did not create the blind curve or eliminate existing sidewalks. The Project is required by operation of the Municipal Code to make improvements to the condition of the existing roadway along the property frontage. As part of the regulatory permitting process for this Project, the Bureau of Engineering will also ensure that vehicle traffic along this roadway will not become more hazardous in conjunction with the Project. The project has been conditioned to comply with a Construction Traffic Mitigation Plan that has been reviewed and approved by the Department of Transportation, as well as additional conditions that specifically relate to construction activity that may obstruct or impede traffic along the property frontage. No argument, evidence, or analysis has been received to support how the Project would exacerbate the existing condition or result in a significant environmental effect.

Elimination of the Project's front yard setback requirement is not an "unusual circumstance". The Project does not result in any encroachment by the Project into the adjoining public right-of-way. Many dwellings exist within the hillside areas with reduced front yard setbacks. No argument, evidence, or analysis has been received to support how the project would exacerbate the existing condition or result in a significant environmental effect.

The Project's improvement of the existing stormwater drainage from the street is not an "unusual circumstance". The Project will result in replacement of an existing drainage system and does not propose a new outflow location. No argument, evidence, or analysis has been received to support how the project would exacerbate the existing condition or result in a significant environmental effect.

In a separate recent Hillside case, City Council (Council File No. 26-0412), granted the appeal of the CE, but only so far as to require additional analysis regarding the Project's compliance with Title 14 fire regulations and further consideration of the continued appropriateness of the CEQA clearance in light of that analysis. With this recent case in mind and to address similar concerns related to Title 14 compliance for Hillside projects that Council may have in this case, Planning prepared the attached Compliance Checklist analyzing the Project's conformity with Title 14. Additionally, Condition 19 of the ELAAPC's Letter of Determination requires Title 14 compliance in order to issue a building permit. With consideration of the analysis included in the chart as well as the whole of the administrative record, it can be found that the CEQA Class 3 CE remains the appropriate environmental clearance for the Project. It should be reiterated that the Department of City Planning, and by extension, the Area Planning Commission and the Zoning Administrator, are not empowered to grant deviations from the requirements of these State regulations.

CONCLUSION

The appellant has failed to meet their burden as there is no evidence in the record to conclude that the Project does not qualify for a Class 3 CE or that an exception to the CE under 15300.2 applies . The appellant has also not submitted any substantial evidence for the record to support their claims.

Planning Staff recommends that the PLUM Committee and City Council deny the appeal, sustain the Determination of the East Los Angeles Area Planning Commission, and determine that based on the whole of the administrative record as found in the Zoning Administrator's case file, the Project is exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines, Section 15303, Class 3 (New Construction or Conversion of Small Structures), and there is no substantial evidence demonstrating that any exceptions contained in Section 15300.2 of the State CEQA Guidelines regarding cumulative impacts, significant effects or unusual circumstances, scenic highways, or hazardous waste sites, or historical resources applies.

Sincerely,

VINCENT P. BERTONI, AICP
Director of Planning

Jonathan A. Hershey, AICP
Associate Zoning Administrator

VPB:JAH

Enclosure:

Title 14 Fire Safe Regulations Compliance Checklist for Case No. ZA-2025-2856-CU1-SPPC-HCA

Title 14 Fire Safe Regulations

Compliance Checklist for Case No. ZA-2025-2856-CU1-SPPC-HCA
1236 N Cliff Dr

PRC Section 4290 establishes minimum fire safety standards for development in VHFHSZ and SRA areas, with implementing regulations in Title 14, California Code of Regulations, Division 1.5, Chapter 7, Subchapter 2 ("State Minimum Fire Safe Regulations"). These regulations apply to construction within SRA and, after July 1, 2021, to development within VHFHSZ (PRC §4290(d)). The Fire Safe Regulations address four principal categories: Ingress and Egress (Article 2); Signing and Building Numbering (Article 3); Emergency Water Standards (Article 4); Building Siting, Setbacks and Fuel Modifications (Article 5).

No building permit will be issued unless LAFD clears the project for all relevant Title 14 requirements.

The following table identifies the relevant Fire regulation, requirement and compliance status for the proposed project at 1236 N Cliff Dr.

Article 2: Ingress and Egress: Road standards for safe access by emergency wildfire equipment and concurrent civilian evacuation, including minimum road width (two 10-ft traffic lanes), grade (not to exceed 16%), vertical clearance (13 ft-6 in.), and turnaround/dead-end provisions. The regulations define "road" to include access serving more than four parcels or dwelling units.

	Fire Regulation	Requirement	Compliance
1.	§ 1273.01. Width	(a) All roads shall be constructed to provide a minimum of two ten (10) foot traffic lanes, not including shoulder and striping. These traffic lanes shall provide for two-way traffic flow to support emergency vehicle and civilian egress, unless other standards are provided in this article or additional requirements are	Not Applicable. No new Roads are being constructed or altered. • "Road" is defined as a public or private vehicular pathway to more than four (4) Residential Units, or to any industrial or commercial Occupancy.

		mandated by Local Jurisdictions or local subdivision requirements. Vertical clearances shall conform to the requirements in California Vehicle Code section 35250.1	
2.		(b) All One-way Roads shall be constructed to provide a minimum of one twelve (12) foot traffic lane, not including Shoulders. The Local Jurisdiction may approve One-way Roads. (1) All one-way roads shall, at both ends, connect to a road with two traffic lanes providing for travel in different directions, and shall provide access to an area currently zoned for no more than ten (10) Residential Units. (2) In no case shall a One-way Road exceed 2,640 feet in length. A turnout shall be placed and constructed at approximately the midpoint of each One-way Road.	Not Applicable. No new Roads are being constructed or altered.
3.		(c) All driveways shall be constructed to provide a minimum of one (1) ten (10) foot traffic lane, fourteen (14) feet unobstructed horizontal clearance, and unobstructed vertical clearance of thirteen feet, six inches (13′ 6″).	Driveway shown on plans meet requirements.

4.	§ 1273.02. Road Surface	(a) Roads shall be designed and maintained to support the imposed load of Fire Apparatus weighing at least 75,000 pounds and provide an aggregate base.	The Project will comply with standard City requirements which will be verified during plan check by Fire, prior to the issuance of a building permit.
5.		(b) Road and Driveway Structures shall be designed and maintained to support at least 40,000 pounds.	Not Applicable. No new Road and Driveway Structures are being constructed or altered. • "Driveway" is defined as a vehicular pathway that serves no more than 4 Residential Units and any number of non-commercial or non-industrial Utility or Miscellaneous Group U Buildings on each parcel. A Driveway shall not serve commercial or industrial uses at any size or scale.
6.		(c) Project proponent shall provide engineering specifications to support design, if requested by the Local Jurisdiction.	Not Applicable. No new Road and Driveway Structures are being constructed or altered.
7.	§ 1273.03. Grades	(a) At no point shall the grade for all Roads and Driveways exceed 16 percent.	Not Applicable. No new Road and Driveway Structures are being constructed or altered.
8.		(b) The grade may exceed 16%, not to exceed 20%, with approval from the Local Jurisdiction and with mitigations to provide for Same Practical Effect.	Not Applicable. No new Road and Driveway Structures are being constructed or altered.

9.	§ 1273.04. Radius	(a) No Road or Road Structure shall have a horizontal inside radius of curvature of less than fifty (50) feet. An additional surface width of four (4) feet shall be added to curves of 50-100 feet radius; two (2) feet to those from 100-200 feet.	Not Applicable. No new Road and Driveway Structures are being constructed or altered.
10.		(b) The length of vertical curves in Roadways, exclusive of gutters, ditches, and drainage structures designed to hold or divert water, shall be not less than one hundred (100) feet.	Not Applicable. No new Road and Driveway Structures are being constructed or altered.
11.	§ 1273.05. Turnarounds	(a) Turnarounds are required on Driveways and Dead-end Roads.	Not Applicable. No Turnarounds are required on this project per Fire Department Review and Building Permit clearance on March 3, 2025. No Dead-end Roads are being constructed.
12.		(b) The minimum turning radius for a turnaround shall be forty (40) feet, not including parking, in accordance with the figures in 14 CCR §§ 1273.05(e) and 1273.05(f). If a hammerhead/T is used instead, the top of the "T" shall be a minimum of sixty (60) feet in length.	Not Applicable. No Turnarounds or hammerhead/Ts are required on this project per Fire Department Review and Building Permit clearance on March 3, 2025.
13.		(c) Driveways exceeding 150 feet in length, but less than 800 feet in length, shall provide a turnout near the midpoint of the Driveway. Where the driveway exceeds 800 feet, turnouts shall be provided no more than 400 feet apart.	Not Applicable. No new Driveway Structures are being constructed or altered. • "Driveway" is defined as a vehicular pathway that serves no more than 4 Residential Units and any number of non-commercial or non-industrial Utility or

			Miscellaneous Group U Buildings on each parcel. A Driveway shall not serve commercial or industrial uses at any size or scale.
14.		(d) A turnaround shall be provided on Driveways over 300 feet in length and shall be within fifty (50) feet of the building.	Not Applicable. Driveways do not exceed 150 feet in length, as shown on Corrected Exhibit A Page G-021.0.
15.		(e) Each Dead-end Road shall have a turnaround constructed at its terminus. Where parcels are zoned five (5) acres or larger, turnarounds shall be provided at a maximum of 1,320 foot intervals.	Not Applicable. No Dead-end Roads are being constructed.
16.		(f) Figure A. Turnarounds on roads with two ten-foot traffic lanes.	Not Applicable. No Turnarounds are required on this project per Fire Department Review and Building Permit clearance on March 3, 2025.
17.		(g) Figure B. Turnarounds on driveways with one ten-foot traffic lane.	Not Applicable. No Turnarounds are required on this project per Fire Department Review and Building Permit clearance on March 3, 2025.
18.	§ 1273.06. Turnouts	Turnouts shall be a minimum of twelve (12) feet wide and thirty (30) feet long with a minimum twenty-five (25) foot taper on each end.	Not Applicable. No Turnouts are required on this project per Fire Department Review and Building Permit clearance on March 3, 2025.

19.	§ 1273.07. Road and Driveway Structures	(a) Appropriate signing, including but not limited to weight or vertical clearance limitations, One-way Road or single traffic lane conditions, shall reflect the capability of each bridge.	Not Applicable. No new bridge or elevated surface being constructed or altered.
20.		(b) Where a bridge or an elevated surface is part of a Fire Apparatus access road, the bridge shall be constructed and maintained in accordance with the American Association of State and Highway Transportation Officials Standard Specifications for Highway Bridges, 17th Edition, published 2002 (known as AASHTO HB-17), hereby incorporated by reference. Bridges and elevated surfaces shall be designed for a live load sufficient to carry the imposed loads of fire apparatus. Vehicle load limits shall be posted at both entrances to bridges when required by the local authority having jurisdiction.	Not Applicable. No new bridge or elevated surface being constructed or altered.
21.		(c) Where elevated surfaces designed for emergency vehicle use are adjacent to surfaces which are not designed for such use, barriers, or signs, or both, as approved by the local authority having jurisdiction, shall be installed and maintained.	Not Applicable. No elevated surfaces are designed for emergency vehicle use in this project.
22.		(d) A bridge with only one traffic lane may be authorized by the Local Jurisdiction; however, it shall provide for unobstructed visibility from	Not Applicable. No new bridge or elevated surface being constructed or altered.

		one end to the other and turnouts at both ends.	
23.	§ 1273.08. Dead-end Roads	(a) The maximum length of a Dead-end Road, including all Dead-end Roads accessed from that Dead-end Road, shall not exceed the following cumulative lengths, regardless of the number of parcels served: parcels zoned for less than one acre- 800 ft parcels zoned for 1 acre to 4.99 acres- 1,320 ft parcels zoned for 5 acres to 19.99 acres- 2,640 ft parcels zoned for 20 acres or larger- 5,280 ft All lengths shall be measured from the edge of the Road surface at the intersection that begins the Road to the end of the Road surface at its farthest point. Where a dead-end road crosses areas of differing zoned parcel sizes requiring different length limits, the shortest allowable length shall apply.	Not Applicable. No new Roads being constructed or altered. • "Road" is defined as a public or private vehicular pathway to more than four (4) Residential Units, or to any industrial or commercial Occupancy.
24.		(b) See 14 CCR § 1273.05 for dead-end road turnaround requirements.	Not Applicable. No new Roads being constructed or altered.

25.	§ 1273.09. Gate Entrances	(a) Gate entrances shall be at least two (2) feet wider than the width of the traffic lane(s) serving that gate and a minimum width of fourteen (14) feet unobstructed horizontal clearance and unobstructed vertical clearance of thirteen feet, six inches (13′ 6″).	Not Applicable. No gates being constructed or altered.
26.		(b) All gates providing access from a Road to a Driveway shall be located at least thirty (30) feet from the roadway and shall open to allow a vehicle to stop without obstructing traffic on that Road.	Not Applicable. No gates being constructed or altered.
27.		(c) Where a One-way Road with a single traffic lane provides access to a gated entrance, a forty (40) foot turning radius shall be used.	Not Applicable. No gates are being constructed or altered.
28.		(d) Security gates shall not be installed without approval. Where security gates are installed, they shall have an approved means of emergency operation. Approval shall be by the local authority having jurisdiction. The security gates and the emergency operation shall be maintained operational at all times.	Not Applicable. No gates are being constructed or altered.

Article 3: Signage and Building Numbering: Requirements for clear identification of streets, roads, and buildings visible from public access points.

	Fire Regulation	Requirement	Compliance

29.	§ 1274.01. Road Signs	(a) Newly constructed or approved Roads must be identified by a name or number through a consistent system that provides for sequenced or patterned numbering and/or non-duplicative naming within each Local Jurisdiction. This section does not require any entity to rename or renumber existing roads, nor shall a Road providing access only to a single commercial or industrial Occupancy require naming or numbering.	The Project will comply with standard City requirements for addresses which will be verified during construction of the building, prior to the issuance of a Certificate of Occupancy.
		(b) The size of letters, numbers, and symbols for Road signs shall be a minimum four (4) inch letter height, half inch (.5) inch stroke, reflectorized, contrasting with the background color of the sign.	The Project will comply with standard City requirements for addresses which will be verified during construction of the building, prior to the issuance of a Certificate of Occupancy.
30.	§ 1274.02. Road Sign Installation, Location, and Visibility.	(a) Road signs shall be visible and legible from both directions of vehicle travel for a distance of at least one hundred (100) feet. (b) Signs required by this article identifying intersecting Roads shall be placed at the intersection of those Roads. (c) A sign identifying traffic access or flow limitations, including but not limited to weight or vertical clearance limitations, dead-end roads, one-way roads, or single lane conditions, shall be placed: (1) at the intersection preceding the traffic access limitation, and (2) no more than one hundred (100) feet before such traffic access limitation.	The Project will comply with standard City requirements for addresses which will be verified during construction of the building, prior to the issuance of a Certificate of Occupancy.

		(d) Road signs required by this article shall be posted at the beginning of construction and shall be maintained thereafter.	
31.	§ 1274.03. Addresses for Buildings	(a) All Buildings shall be issued an address by the Local Jurisdiction which conforms to that jurisdiction's overall address system. Utility and miscellaneous Group U Buildings are not required to have a separate address; however, each Residential Unit within a Building shall be separately identified.	The Project will comply with standard City requirements for addresses which will be verified during construction of the building, prior to the issuance of a Certificate of Occupancy.
32.		(b) The size of letters, numbers, and symbols for addresses shall conform to the standards in the California Fire Code, California Code of Regulations title 24, part 9.	The Project will comply with standard City requirements for addresses which will be verified during construction of the building, prior to the issuance of a Certificate of Occupancy.
33.		(c) Addresses for residential Buildings shall be reflectorized.	The Project will comply with standard City requirements for addresses which will be verified during construction of the building, prior to the issuance of a Certificate of Occupancy.
34.	§ 1274.04. Address Installation, Location, and Visibility	(a) All buildings shall have a permanently posted address which shall be plainly legible and visible from the Road fronting the property.	The Project will comply with standard City requirements for addresses which will be verified during construction of the building, prior to the issuance of a Certificate of Occupancy.

35.		(b) Where access is by means of a private road and the address identification cannot be viewed from the public way, an unobstructed sign or other means shall be used so that the address is visible from the public way.	Not Applicable. Access is not by means of a private road.
36.		(c) Address signs along one-way Roads shall be visible from both directions.	Not Applicable. No one-way Roads are being proposed or altered.
37.		(d) Where multiple addresses are required at a single driveway, they shall be mounted on a single sign or post.	The Project will comply with standard City requirements for addresses which will be verified during construction of the building.
38.		(e) Where a Road provides access solely to a single commercial or industrial business, the address sign shall be placed at the nearest Road intersection providing access to that site, or otherwise posted to provide for unobstructed visibility from that intersection.	Not Applicable. No Roads to a single commercial or industrial business being proposed.
39.		(f) In all cases, the address shall be posted at the beginning of construction and shall be maintained thereafter.	The Project will comply with standard City requirements for addresses which will be verified during construction of the building.

Article 4: Water Supply and Fire Hydrants: Emergency water supply reserves, fire hydrant access and specifications, and fire flow capacity. The regulations reference compliance with the California Fire Code or, where a community water system is not available, NFPA 1142 (Standard on Water Supplies for Suburban and Rural Firefighting).

	Fire Regulation	Requirement	Compliance
40.	§ 1275.02. Water Supply	(a) When a water supply for structure defense is required to be installed, such protection shall be installed and made serviceable prior to and during the time of construction except when alternative methods of protection are provided and approved by the Local Jurisdiction.	Per §1275.01, the Project does not involve a tentative or parcel map process when new parcels are being approved. Therefore, this provision is not applicable.
41.		(b) Water systems equaling or exceeding the California Fire Code, California Code of Regulations title 24, part 9, or, where a municipal-type water supply is unavailable, National Fire Protection Association (NFPA) 1142, “Standard on Water Supplies for Suburban and Rural Fire Fighting,” 2017 Edition, hereby incorporated by reference, shall be accepted as meeting the requirements of this article.	Per §1275.01, the Project does not involve a tentative or parcel map process when new parcels are being approved. Therefore, this provision is not applicable.
42.		(c) Such emergency water may be provided in a fire agency mobile water tender, or naturally occurring or man-made containment structure, as long as the specified quantity is immediately available.	Per §1275.01, the Project does not involve a tentative or parcel map process when new parcels are being approved. Therefore, this provision is not applicable.
43.		(d) Nothing in this article prohibits the combined storage of emergency Wildfire and structural firefighting water supplies unless so prohibited by local ordinance or specified by the local fire agency.	Per §1275.01, the Project does not involve a tentative or parcel map process when new parcels are being approved. Therefore, this provision is not applicable.

44.		(e) Where freeze or crash protection is required by Local Jurisdictions, such protection measures shall be provided.	Per §1275.01, the Project does not involve a tentative or parcel map process when new parcels are being approved. Therefore, this provision is not applicable.
45.	§ 1275.03. Hydrants	(a) The Fire Hydrant shall be eighteen (18) inches above the finished surface. Its location in relation to the Road or driveway and to the Building(s) or Structure(s) it serves shall comply with California Fire Code, California Code of Regulations title 24, part 9, Chapter 5, and Appendix C.	Fire Department Review and Building Permit clearance on March 3, 2025.
46.		(b) The Fire Hydrant head shall be a two and half (2 1/2) inch National Hose male thread with cap for pressure and gravity flow systems and four and a half (4 1/2) inch for draft systems.	Fire Department Review and Building Permit clearance on March 3, 2025.
47.		(c) Fire Hydrants shall be wet or dry barrel and have suitable freeze or crash protection as required by the Local Jurisdiction.	Fire Department Review and Building Permit clearance on March 3, 2025.
48.	§ 1275.04. Signing of Water Sources	(a) Each Fire Hydrant or access to water shall be identified as follows: (1) if located along a Driveway, a reflectorized blue marker, with a minimum dimension of three (3) inches shall be located on the Driveway address sign and mounted on a fire-retardant post, or (2) if located along a Road, (i) a reflectorized blue marker, with a minimum dimension of three (3) inches, shall be mounted on a fire-retardant post. The sign post shall be within three (3) feet of said Fire	Fire Department Review and Building Permit clearance on March 3, 2025.

		Hydrant with the sign no less than three (3) feet nor greater than five (5) feet above ground, in a horizontal position and visible from the Driveway, or (ii) as specified in the State Fire Marshal's Guidelines for Fire Hydrant Markings Along State Highways and Freeways, May 1988.	

Article 5: Fuel Modification and Greenbelts: Vegetation modification requirements, fuel breaks, and flammable vegetation disposal requirements, including setback and fuel modification zones where applicable.

	Fire Regulation	Requirement	Compliance
49.	1276.01. Building and Parcel Siting and Setbacks	(a) All parcels shall provide a minimum thirty (30) foot setback for all Buildings from all property lines and/or the center of a Road, except as provided for in subsection (b).	Project to meet the most protective requirements in the California Building Code, California Code of Regulations Title 24, Part 2, Chapter 7A [now Title 24, Part 7, Chapter 5 in the 2025 edition], as required by the Local Jurisdiction as verified by LADBS through the Building Permit review process.
50.		(b) A reduction in the minimum setback shall be based upon practical reasons, which may include but are not limited to, parcel dimensions or size, topographic limitations, Development density requirements or other Development patterns that promote low-carbon emission outcomes; sensitive habitat; or other site constraints, and shall provide for an alternative method to reduce Structure-to-Structure ignition by incorporating features such as, but not limited to: (1) non-combustible block walls or fences; or	

		(2) non-combustible material extending five (5) feet horizontally from the furthest extent of the Building; or (3) hardscape landscaping; or (4) a reduction of exposed windows on the side of the Structure with a less than thirty (30) foot setback; or **(5) the most protective requirements in the California Building Code, California Code of Regulations Title 24, Part 2, Chapter 7A [now Title 24, Part 7, Chapter 5 in the 2025 edition], as required by the Local Jurisdiction.**	
51.	§ 1276.02. Ridgelines	(a) The Local Jurisdiction shall identify Strategic Ridgelines, if any, to reduce fire risk and improve fire protection through an assessment of the following factors: (1) Topography; (2) Vegetation; (3) Proximity to any existing or proposed residential, commercial, or industrial land uses; (4) Construction where mass grading may significantly alter the topography resulting in the elimination of Ridgeline fire risks; (5) Ability to support effective fire suppression; and (6) Other factors, if any, deemed relevant by the Local Jurisdiction.	The Project site has not been identified as being on a Strategic Ridgeline.

52.		(b) Preservation of Undeveloped Ridgelines identified as strategically important shall be required pursuant to this section.	The Project site has not been identified as being on a Strategic Ridgeline.
53.		(c) New Buildings on Undeveloped Ridgelines identified as strategically important are prohibited, as described in subsections (c)(1), (c)(2), and (c)(3). (1) New Residential Units are prohibited within or at the top of drainages or other topographic features common to Ridgelines that act as chimneys to funnel convective heat from Wildfires. (2) Nothing in this subsection shall be construed to alter the extent to which utility infrastructure, including but not limited to wireless telecommunications facilities, as defined in Government Code section 65850.6, subdivision (d)(2), or Storage Group S or Utility and Miscellaneous Group U Structures, may be constructed on Undeveloped Ridgelines. (3) Local Jurisdictions may approve Buildings on Strategic Ridgelines where Development activities such as mass grading will significantly alter the topography that results in the elimination of Ridgeline fire risks.	The Project site has not been identified as being on a Strategic Ridgeline.
54.		(d) The Local Jurisdiction may implement further specific requirements to preserve Undeveloped Ridgelines.	The Project site has not been identified as being on a Strategic Ridgeline.

55.	§ 1276.03. Fuel Breaks	(a) When Building construction meets the following criteria, the Local Jurisdiction shall determine the need and location for Fuel Breaks in consultation with the Fire Authority: (1) the permitting or approval of three (3) or more new parcels, excluding lot line adjustments as specified in Government Code (GC) section 66412(d); or (2) an application for a change of zoning increasing zoning intensity or density; or (3) an application for a change in use permit increasing use intensity or density.	The Project will comply with L.A.M.C. 57.4906.5.2.
56.		(b) Fuel Breaks required by the Local Jurisdiction, in consultation with the Fire Authority, shall be located, designed, and maintained in a condition that reduces the potential of damaging radiant and convective heat or ember exposure to Access routes, Buildings, or infrastructure within the Development	The Project will comply with L.A.M.C. 57.4906.5.2.
57.		(c) Fuel Breaks shall have, at a minimum, one point of entry for fire fighters and any Fire Apparatus. The specific number of entry points and entry requirements shall be determined by the Local Jurisdiction, in consultation with the Fire Authority.	The Project will comply with L.A.M.C. 57.4906.5.2.
58.		(d) Fuel Breaks may be required at locations such as, but not limited to: (1) Directly adjacent to defensible space as defined by 14 CCR § 1299.02 to reduce radiant	The Project will comply with L.A.M.C. 57.4906.5.2.

		and convective heat exposure, ember impacts, or support fire suppression tactics; (2) Directly adjacent to Roads to manage radiant and convective heat exposure or ember impacts, increase evacuation safety, or support fire suppression tactics; (3) Directly adjacent to a Hazardous Land Use to limit the spread of fire from such uses, reduce radiant and convective heat exposure, or support fire suppression tactics; (4) Strategically located along Ridgelines, in Greenbelts, or other locations to reduce radiant and convective heat exposure, ember impacts, or support community level fire suppression tactics.	
59.		(e) Fuel Breaks shall be completed prior to the commencement of any permitted construction.	The Project will comply with L.A.M.C. 57.4906.5.2.
60.		(f) Fuel Breaks shall be constructed using the most ecologically and site appropriate treatment option, such as, but not limited to, prescribed burning, manual treatment, mechanical treatment, prescribed herbivory, and targeted ground application of herbicides.	The Project will comply with L.A.M.C. 57.4906.5.2.
61.		(g) Where a Local Jurisdiction requires Fuel Breaks, maintenance mechanisms shall be established to ensure the fire behavior objectives and thresholds are maintained over time.	The Project will comply with L.A.M.C. 57.4906.5.2.

62.		(h) The mechanisms required shall be binding upon the property for which the Fuel Break is established, shall ensure adequate maintenance levels, and may include written legal agreements; permanent fees, taxes, or assessments; assessments through a homeowners' association; or other funding mechanisms.	The Project will comply with L.A.M.C. 57.4906.5.2.
63.	§ 1276.04. Greenbelts, Greenways, Open Spaces and Parks.	(a) Where a Greenbelt, Greenway, open space, park, landscaped or natural area, or portions thereof, is intended to serve as a Fuel Break, the space or relevant portion thereof shall conform with the requirements in § 1276.03 (Fuel Breaks).	There are no Greenbelt, Greenway, open space, park, landscaped or natural area, or portions thereof in proximity to the site that is intended to serve as a Fuel Break.
64.	§ 1276.05. Disposal of Flammable Vegetation and Fuels	The disposal, including burning or removal to a site approved by the Local Jurisdiction, in consultation with the Fire Authority, of flammable vegetation and fuels caused by site construction, Road, and Driveway construction shall be in accordance with all applicable laws and regulations.	As a matter of regulatory compliance, the project shall comply with the LAMC with regard to disposal of flammable vegetation and fuels caused by site construction and Driveway construction.