

## BABCNC PLU LIST OF QUESTIONS

Motion for Applicant/Owner to return to the BABCNC PLU committee with answers to the following questions from our July PLU (2261 BOWMONT Drive 90210 DIR-2021-9948-DRB-SPP-MSP) are:

Weisberg:

1. Provide construction parking plan and DOT approved plan.

The concerned construction issues are addressed in the attached report titled "Hillside Development Construction Traffic Management Plan" and has been approved by DOT.

2. Provide information on hillside failure mitigation (mud slide uphill). And can you provide a soils report?

Soils engineer and Geologist have been retained by the property owners of 2261 Bowmont Dr. and 2300 Kimridge Rd. They are working on preparing the requested reports and remedial grading plans for slope repair by the Department of Building and Safety Grading Div.

3. Provide information on wildlife ordinance considerations (as stated in the meeting).

The proposed project complies with the requirements of the proposed Wildlife Ordinance. Note that as part of the permitting process, LADBS will verify the compliance with all the applicable requirements including Wildlife Ordinance.

4. Will the ADU be rented? It is intended for family/personal use.

Savage:

1. Typos on applications, states 14490 sf and also 1440 sf, please clarify! MDRB application states existing SF is 2918, and states SF 1990, clarify! Application states 3618 sf of proposed RFA. ADU is 1100 sf? Neighborhood compatibility page states your project will be 4,367 sf, what is the SF?

The typo error on the application has been corrected.

1990 SF	<i>Existing House</i>
+ 928 SF	<i>ADU</i>
<hr/>	
2918 SF	<i>Total for Existing + ADU</i>
+ 1449 SF	<i>Addition</i>
<hr/>	
4,367 SF	<i>Total Residential RFA</i>

Total Residential RFA (existing plus proposed) = 4367 SF which is less than the 5661.57 SF Max Allowable for this property per Hillside Ord.

2. How many retaining walls do you have on property (existing and proposed) and their heights?

Existing:

- One 10' high retaining wall built 2017, after effective date of the retaining wall Ordinance 176,445, Eff 3/9/05 (LAMC 12.21.C8),
- Two 3.0' high planter walls & One 7' high retaining wall supporting the existing pad of building and garage. These walls were constructed with the existing house.

Proposed:

- One retaining wall along the north property line (3' to 8' high), continuation of the existing wall.

3. Toe of Slope requirement not meet, plans show 14' horizontal distance when 15' min. is required per uphill slope. (Confirm height envelope allowed for a flat roof in RE-15?)

Max allowable envelope height for RE15-1H zone property is 30', when the roof of the building has slope of less than 25%. The setback of building to the rear retaining wall is the existing.

4. Verify your grading quantity? Plans state 527 cy total, however the volume for the garage and workshop cut (alone) show an excavated volume of over 410 cy.

After verification, the total grading quantity for the proposed addition is 553.36 CY.

5. Hillside referral form signed by Dinah Garin States 20' street (and 3' req. dedication) and references vault drawing P-3976 which is for the street in front of the subject property, not the CPR. The continuous paved roadway (CPR) must be checked at road widths to the hillside boundary of (Coldwater Canyon). Many segments of Cherokee are very narrow and should be confirmed. One can get a basic investigation (or licensed survey) to verify CPR width or do you need another entitlement for a ZA case for under 12.24-X,28?

See **items 2 and 3 Under "Vehicular Access" in the same Referral Form**, that indicate the CPR is at least 20', and no ZA action is required. This has been verified.

6. Drawings show fence in the front yard setback to be 6', however an entitlement is needed if gate, fence or wall exceeds 3.5' in height. The Lot is an RE-15 lot with a required FYSB of 20' (if applicant is using prevailing no calculations were included in application. And google earth show most FYSB's from street to street exceed 5'. An average FYSB of 5' would not occur, verify!

The proposed fence is beyond the required prevailing front setback of 5'. Therefore the 3.5' height limit is not applicable to it. The addition under DRB review has a 23' setback from the front property line. All information has been verified. See LA Zoning Code for how to calculate the prevailing setback and the attached Prevailing Setback Survey. Building and Safety enforces the fence height regulations.

7. Low Impact Dev. planter in the FYSB, verify if allowed per Ordinance. (Detached ADU's can be 16'h and a 4' of side and rear yard setbacks. Your attached ADU is 26'h, verify please the FYSB?).

Yes, Low Impact planter in the FYSB is allowable. The ADU is attached. The side setback of the attached ADU is 11' with the required rear setback for the main building on the lot. FYSB is 5' (prevailing) and the same height limit of the main building applies to the ADU.

8. Parking based on declared RFA appears to require (5) spaces, yet 4 are provided. (1) req. for ADU & (4) for a house over 3401 SF. See question 1 and confirm SF of proposed project.

The total SF of the project is 4367 SF (Existing + Proposed addition). Replacement parking is not needed for the existing parking spaces when a garage is demolished in conjunction with ADU construction. Therefore only 3 spaces required for the proposed project, and 4 are provided.

9. Parking layout and physical site limitations. Layout is challenged as turning radius must be considered. The layout on plans will not work especially because of the tall fence in the driveway.

The driveway access from the street, and location of the driveway are existing. The proposed fence will not encroach into the existing turning radius. There is enough room on the site for car maneuvering without the need to back up in the street (see the attached Plans, sheet E-7-E/ PAGE 40).

10. Driveway slopes (north-south) appear to be 14% grade based on provided finished elevations (and no transitions on site for over 12%). Slope from garage (east-west) to street appear to be 22% grade based on provided finished elevations, plans state both 10% and 20%. Entitlement?

Please see sheet E-7-E / PAGE 40.

Lowest level of driveway E.E. 1107.50, 8'-0" driveway with 10% slope  $1107.50 + 0.80 = 1108.35$ , 10'-9" with 20% slope driveway ( $1108.35 + 2.15 = 1110.50$ ) and 8'-0' driveway with 10% ( $1110.50 + 0.80 = 1111.30$ ) reach to garage elevation

Longcore:

1. Concerns with CPR less than 20' width, please verify?

Verified. It is minimum 20'. See the signed Hillside referral form from public works.

2. Concerns with front yard fence height, please verify?

The 6' high fence is not in the required front yard setback. It can be greater than 6' high.

3. Please provide information on the large area of glazing (house doors & windows and guardrails) and how you plan to avoid bird strikes?

The glass panels measuring larger than 24 square feet between the seams, joints or frames will comply with the proposed Wildlife Ordinance requirements for bird safety and will be treated as UV-reflective glass.

4. Areas of proposed artificial turf, can you consider an alternative material?

There isn't any proposal for providing new artificial turf. They all exist and mostly will be removed except the existing artificial turf with width of maximum 18" adjacent to the existing rear retaining wall.

Note: The retaining wall in rear of house has a 7' wide foundation that extends towards the main house. This is located 12" below the finished grade and cannot be planted for protection and safety of the wall and its foundation system.

Greenberg:

Miner:

1. Confirm the street width and continuous paved roadway (CPR)?  
It is 20'. See plans for the signed copy of Department of Building and Safety/Public Works Referral Form for Baseline Hillside Ordinance.

Greenberg:

1. When is your hearing with MDRB? The next meeting is to be determined.

Schlesinger:

1. How many retaining walls do you have on property (existing and proposed) and their heights?

Existing:

- One 10' high retaining wall built 2017, after effective date of the retaining wall Ordinance 176,445, Eff 3/9/05 (LAMC 12.21.C8),
- Two 3.0' high planter walls & One 7' high retaining wall supporting the existing pad of building and garage. These walls were constructed with the existing house.

Proposed:

- One retaining wall along the north property line (3' to 8' high), continuation of the existing wall.

2. What is the mitigation to repair the landslide? Can you provide this information?

Soils engineer and Geologist have been retained by the property owners of 2261 Bowmont DR. and 2300 Kimridge Rd. They are working on preparing the requested reports and remedial grading plans for slope repair by the Department of Building and Safety Grading Div.

Stojka:

1. What are the plans to repair the slope failure above the project on your property?

Soils engineer and Geologist have been retained by the property owners of 2261 Bowmont DR. and 2300 Kimridge Rd. They are working on preparing the requested reports and remedial grading plans for slope repair by the Department of Building and Safety Grading Div.

2. The house design (mass) is out of character with the majority of the neighborhood, why?

We disagree with this comment. The project is compatible with the building constructions done in the last two decades in Bowmont Dr. See the attached pictures of the 2241 Bowmont Dr. (2<sup>nd</sup> lot south of this project, building permit issued in 2005), 2210 Bowmont Dr. (C of O issued in 2016). Also 2215 and 2211 Bowmont Dr.

In addition. a few months ago, MDRB approved construction of a new building with total of 7245 S.F. Residential Floor Area, 2-story with basement (2,265 S.F.) on the property located at 2350 N Bowmont Dr.

Weinberg:

1. Your proposed RFA average is closer to the (2) larger projects in your study, why did you choose the larger project size when most houses are within the 2400 sf range?

The project is compatible with the buildings that were renovated or built in the last two decades in Bowmont Dr.

Other MDRB requires ADMIN review on ADU's over 801 SF and MDRB requires all onsite parking to be covered.

City Planning approval for MDRB ADMIN review has been obtained and required covered onsite covered parking has been provided.

## EXHIBIT I

### **LAMC 12.21.C8-Retaining Walls in Hillside Areas. (Added by Ordinance 176,445, Eff 3/9/05.):**

(e) **Exception for prior approved retaining walls.** This subdivision does not apply to a retaining wall that received a final discretionary approval, as determined by the Director of Planning, from the City under another provision of the Code prior to the effective date of the ordinance adding this new Subdivision 8. to Subsection C. of Section [12.21](#) of the Los Angeles Municipal Code.

(f) **Exception for retaining walls required by Building and Safety.** The provisions of this subdivision do not apply to any retaining wall built to comply with an order issued by the Department of Building and Safety to repair an unsafe or substandard condition.

### **LAMC 12.21.C10. Single-Family Zone Hillside Area Development Standards. (Amended by Ord. No. 184,802, Eff. 3/17/17.):**

#### **LAMC 12.21.C10.(a)(1): Prevailing Front Yard Setbacks.**

(i) Where there are two or more developed Lots which have Front Yards that vary in depth by not more than 10 feet, and such Lots comprise 40% or more of the Frontage, then the minimum Front Yard depth shall be the average depth of the Front Yards of such Lots.

(ii) Where there are two or more possible combinations of developed Lots comprising 40% or more of the Frontage, and these Lots have Front Yards that vary in depth by not more than 10 feet, then the minimum Front Yard depth shall be the average depth of the Front Yards of that combination which has the shallowest average depth.

(iii) In determining the required Front Yard, the following shall not be taken into account: Buildings located on key Lots, entirely on the rear half of Lots, or on Lots in the “C” or “M” Zones.

(iv) Nothing contained in this Subparagraph (1) shall, however, be deemed to require Front Yards which exceed 40 feet in depth or allow Front Yards that are less than 5 feet in depth. **(Amended by Ord. No. 184,802, Eff. 3/17/17.)**

**LAMC 12.21.C10.(a)(2) Front Yard Setback on Lots Fronting on Substandard Hillside Limited Street.** For any Lot that fronts on a Substandard Hillside Limited Street, there shall be a minimum Front Yard setback of at least five feet. However, the prevailing Front Yard setback regulations, as outlined in Subparagraph (1) of this Paragraph (a), shall apply, so long as a Front Yard setback of no less than five feet is provided.

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# Hillside Development Construction Traffic Management Plan

Proposed Addition to Single-Family Dwelling  
2261 Bowmont Drive  
Beverly Hills, CA 90210

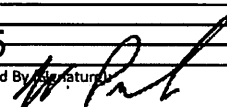
May 8, 2021

Prepared for:

Dr. Matthew Nejad  
2261 N Bowmont Dr., Beverly Hills, CA 90210

Prepared by:

KM Engineering Consulting Group LLC  
P.O.BOX 6875  
Woodland Hills, CA 91365-6875  
818.667.5176

City of Los Angeles DEPARTMENT OF TRANSPORTATION Metro Development Review	
APPROVED FOR:	
The Construction Traffic Management Plan as described in this document.	
Approved By (Signature):	
Wes Pringle	
DATE:	May 20, 2021
NOTE:	APPROVAL MAY NOT BE VALID IF APPROVED PRIOR TO ACTION DATE OF ANY PUBLIC HEARING INVOLVING THE SUBJECT PROPERTY / PROJECT. ANY PREVIOUSLY APPROVED CONDITIONS OR REQUIREMENTS IMPOSED ON THE PROPERTY / PROJECT CONCERNING THE DEPARTMENT OF TRANSPORTATION SHOULD BE PRESENTED TO THE DEPARTMENT PRIOR TO APPROVAL.



**OVERVIEW**

This document represents the required Traffic Management Plan (PLAN) by the Los Angeles Department of Transportation (LADOT) Transportation Assessment Guidelines-Hillside Development (TAG-HD) for a proposed addition to the existing single-family dwelling at 2261 Bowmont Drive, Beverly Hills, CA 90210. The TAG-HD requirements are applicable to new land use development projects, requiring discretionary entitlements, proposed in hillside communities on streets less than 24' wide (on any roadway segment used by the project for hauling materials and equipment). Bowmont Drive is a substandard hillside limited street with R/W width of 30 feet and improved roadway width of 20 feet. The project site is in a hillside community within a "Very High Fire Hazard Severity Zone" and has frontage along Bowmont Drive.

This PLAN is prepared to better addresses safety, access, circulation, and parking concerns related to construction activities by identifying measures to offset them. The approved PLAN by LADOT, will be followed by the property owner, General Contractor, and all Subcontractors in connection with the construction of the proposed addition. The terms of the LADOT approved PLAN will be incorporated on all project plans reviewed by the Department of Building and Safety, and the ones provided for the construction to any contractors.

**PROJECT DESCRIPTION**

The proposed project is construction of a 1,449 s.f. new 2-story addition over 669 s.f. basement storage and 437 s.f. basement 2-car garage to the existing single-family dwelling, remodeling, new pool/spa and new retaining wall (extension of existing wall). It includes 527.73 cubic yards cut, 0 cubic yards fill, with 527.73 cubic yards export and 0 cubic yards import. Total import and export of soil for the project is less than 1000 cubic yards and it is exempt from the haul route hearing requirements before the Board of Building and Safety Commissioners (BBSC).

**PLAN OBJECTIVE**

The PLAN objective is facilitating on time delivery of the project combined with minimizing the safety concerns and any potential adverse impacts that may be experienced by the neighboring community during all aspect of construction of the Project. The owner's designated agent or the project's General Contractor will make all reasonable efforts to coordinate the scheduling of construction traffic movement with other nearby developments and those on the construction impacted areas (Attachment A). The deliveries to active development sites must be coordinated to always maintain access and minimize disruption. In addition, it will be coordinated with LADOT to avoid any traffic problems relating to the scheduling of the construction activities in the area.

**CONSTRUCTION ACTIVITIES****Construction Hours:**

To ensure timely completion of the project while minimizing impacts on the surrounding community, pursuant to the provisions of the Los Angeles Municipal Code (LAMC) Sections 41.40 and 62.61, exterior noise-generating construction activities shall be limited to Monday through

Saturday from 8:00 AM to 6:00 PM. No construction work is permitted on Sundays or nationally recognized holidays unless, it is approved by the appropriate agencies and the required permits are obtained. Management, supervisory, administrative and inspection activities shall take place within the designated construction hours to the extent feasible. However, such activities may take place outside of these hours, if approved by the appropriate agencies.

**Construction Contact & Hotline:**

The applicant shall appoint a construction contact to respond to the concerned issues and inquiries of the surrounding neighbors and the public. The construction contact may be owner's agent, General Contractor, or General Contractor's employee. In addition, a project hotline will be provided for complaints/inquiries that the surrounding neighbors may have regarding the construction activities. The anticipated hotline number [(XXX) XXX\_XXXX] shall be conspicuously posted at the construction site. The messages received will be responded within 3 business days of receipt. The construction contact shall notify the owner of any potential violations related to the PLAN requirements.

**Construction Site Security:**

The owner will utilize all appropriate measures necessary to maintain safety and security of the construction site (inside and around) including but not limited to temporary fencing, locks at gates, lighting.

**Construction Fence:**

All construction fences will be maintained in accordance with the City of Los Angeles requirements and kept in a visually attractive manner throughout the construction period, free of graffiti and unauthorized postings. Signs will be posted along the fencing stating that positing of unauthorized materials are not permitted. The General Contractor or his/hers designee will inspect the temporary fencing, daily. Any unauthorized posting and graffiti will be removed or covered at the earliest possible time, after the General Contractor has been made aware of its existence.

**Emergency Access:**

Emergency access to the project site and adjacent areas shall be maintained clear and unobstructed at all phases of construction. Staged vehicles or construction materials shall not impede street access by residents or emergency vehicles. The nearest hospital to the construction site is Sherman Oaks Hospital, located at 4929 Van Nuys Blvd., Sherman Oaks, CA 91403.

**Very High Fire Hazard Severity Zones (VHFHSZ) Fire Safety:**

The project is located in the VHFHSZ and shall comply with the Los Angeles Fire Department (LAFD) brush clearance requirements (L.A.M.C. 57.322.1.1 Specific Requirements). The owner and/or General Contractor will cooperate with the local Fire Station to ensure fire safety of the project and minimizing fire hazard throughout the construction period. During the LAFD Red Flag warning days and high wind days, the grading and hauling activities shall be discontinued. The nearest Fire Station to the project is LAFD Station 108, located at 12520 Mulholland Dr., Beverly Hills, CA 90210, and can be reached at (818) 756-8608.

**CONSTRUCTION CIRCULATION****Traffic Control Plans:**

When it is required by the City of Los Angeles, a worksite traffic control plans (TCP) will be prepared by the owner and LADOT approval will be obtained for any lane closures, detours, on-street staging areas and/or temporary changes in street traffic control that may be necessary during the construction. Appropriate temporary traffic control procedures will be utilized, as needed, to address circulation requirements, such as traffic cones, temporary signs, flagmen with communication devices.

The TCP and procedures will be developed in compliance with the standards/requirements of the latest edition of "California Manual on Uniform Traffic Control Devices" or "Work Area Traffic Control Handbook" and any other applicable City of Los Angeles guidelines.

The regulations and required permits for construction activities that are within or obstruct a public street or right-of-way (LAMC Section 62.61) will be followed by the General Contractor and owner of the project. The Peak Traffic Hours is defined as Monday through Friday, 6:00 AM to 9:00 AM and 3:30 PM to 7:00 PM. To the extent possible, all deliveries and collections shall be restricted to between 9.00 AM and 3.00 PM, Monday to Friday, unless it is approved by the Department of Public Works.

Care should be taken to not interfere with trash pick-up by the Bureau of Sanitation. Construction and delivery vehicles are subject to trash pick-up parking restrictions of LADOT (LAMC 80.69).

**Construction Truck Hours:**

All trucks deliveries, collections and hauling during the construction period of the project shall be conducted outside of the peak traffic hours, to the extent feasible. Otherwise, to be minimized as much as practical. The truck trips schedules shall be restricted to between 9.00 AM and 3.00 PM, Monday to Friday, to avoid generating trips during the weekly morning and afternoon peak commute hours. No hauling shall be scheduled on weekend and National Holidays.

In addition, coordinated scheduling efforts shall be made to keep the loading/unloading time periods of trucks within reasonable range and ensuring that the traffic flow on surrounding streets will not be blocked, while trucks waiting to enter the construction site. The driver must stay with the vehicle at all times and be ready to move on request, if vehicular access to a neighboring property is required or in the event of an emergency.

**Construction Employee Parking and Material Staging:**

The General Contractor will be responsible to plan and minimize on-street employees parking during the construction of project. However, no feasible options are available for off-street parking areas that can be used for this small project. It is anticipated that 2 to 4 vehicles will be parked on-street during the partial demo, and basement excavation/construction. To minimize parking, employees will be encouraged to carpool. Some parking spaces will be available on-site during the building construction.

All construction materials staging will be on site and material deliveries will not take place before basement excavation. The General Contractor shall provide specific information to subcontractors

and vendors delivering materials regarding locations that materials can be unloaded, stored, or staged on the project site.

The General Contractor shall be responsible for informing subcontractors, construction workers, vendors of these requirements that will be monitored and enforced by him/her.

**Site Access:**

The project is exempt from the haul route hearing requirements before the BBSC.

The project site has frontage along Bowmont Drive. Vehicular ingress and egress to the site is provided along Bowmont Drive, entering from Cherokee Lane and Coldwater Canyon Drive. The delivery and hauling trucks and other construction vehicles can use the following routes to/from US 101 (Ventura Freeway) or Interstate 405 (I-405), San Diego Freeway.

**Outbound Vehicles/Trucks:**

Exit the project site, turn right and head south on Bowmont Drive

Continue onto Cherokee Lane, turn right onto Coldwater Canyon Drive

Continue slight right on Coldwater Canyon Avenue

Turn left onto US 101 (northbound)

Turn right onto US 101 (southbound)

**Inbound Vehicles/Trucks, US 101 Northbound:**

Exit 15 for Coldwater Canyon Avenue, turn left onto Coldwater Canyon Avenue

Continue onto Mulholland Drive

Turn slightly right onto Coldwater Canyon Drive

Turn left onto Cherokee Lane

Continue straight onto Bowmont Drive, continue to project site

**Inbound Vehicles/Trucks, US 101 Southbound:**

Exit 15 for Coldwater Canyon Avenue, turn right onto Coldwater Canyon Avenue

Continue onto Mulholland Drive

Turn slightly right onto Coldwater Canyon Drive

Turn left onto Cherokee Lane

Continue straight onto Bowmont Drive, continue to project site

**Alternate Routes (to/from I-405):****Outbound Vehicles/Trucks:**

Exit the project site, turn right and head south on Bowmont Drive

Continue onto Cherokee Lane

Turn left onto Coldwater Canyon Drive

Continue onto N Beverly Drive, turn right to stay on N Beverly Drive

Turn right onto Sunset Boulevard,

Turn right onto I-405 (northbound)

Turn left onto I-405 (southbound)

**Inbound Vehicles/Trucks, I-405 Northbound:**

Exit 57A for Sunset Boulevard, turn right onto Sunset Boulevard

Turn left onto N Beverly Drive, turn left to stay on N Beverly Drive

Continue onto Coldwater Canyon Drive

Turn right onto Cherokee Lane

Continue straight onto Bowmont Drive, continue to project site.

**Inbound Vehicles/Trucks, I-405 Southbound:**

Exit Sunset Boulevard, turn left onto N Church Lane

Turn left onto Sunset Boulevard

Turn left onto N Beverly Drive, turn left to stay on N Beverly Drive

Continue onto Coldwater Canyon Drive

Turn right onto Cherokee Lane

Continue straight onto Bowmont Drive, continue to project site.

**TRAFFIC RELATED ENVIRONMENTAL CONTROLS**

**Vehicle Air Quality Measures:**

All materials transported off-site to be secured by trimming or watering at the project site or securely covered to prevent excessive amount of dust and spillage. The load is not required to be covered (Section 23114.e.4 of CA Vehicle Code) if the load, where it contacts all sides of the cargo container area, remains at least six inches from the upper edge of the container, and if the load does not extend, at its peak, above any part of the upper edge of the cargo container area.

During the construction, all areas of vehicle movement at the project site will be kept damp enough to prevent blowing dust, and trucks will be cleaned of loose dirt before leaving the construction site to prevent spilling dirt and dust onto streets.

Street and sidewalk adjacent to construction site will be swept and kept free of construction debris, dirt and/or mud dropped by the construction vehicles, as needed.

Care should be taken to not overfill concrete trucks during deliveries. If spills occur, it is the responsibility of the concrete company to immediately provide clean up (LAMC Section 62.130).

**Vehicle Water Quality Measures:**

Gravel pads shall be installed at all access points, if truck traffic is frequent, to prevent tracking of mud onto streets.

Maintenance, repair and washing of equipment/vehicles shall be done away from storm drains. Drip pans or drop cloths shall be used to catch spills and drips. All major repair work for any construction equipment/vehicles shall be conducted off-site.

**Idling:**

No construction vehicles may idle (on-site or off-site) for more than 5 consecutive minutes.

**ATTACHMENT A**

**NEARBY CONSTRUCTION ACTIVITIES**

TAG Addendum for Hillside Development requires that the potential cumulative effects of the traffic, related to the construction project, on the nearby streets to be considered and addressed. The Los Angeles City Planning Department was contacted for the list of other known development activities within a one-half mile radius of the project site, as recommended by the TAG. At the time of writing, the following is an assessment of the construction and permit activities in the impacted areas in vicinity of the project site that could have overlapping construction schedules and traffic.

**2320 N BOWMONT DR**

**Cases are DIR-2018-5476-DRB-SSP-MSP**

**Interior remodel and addition to existing dwelling, new recreation room, and two new accessory living quarters (IN PLAN CHECK)**

**2350 N BOWMONT DR.**

**Cases are DIR-2021-681-DRB-SSP-MSP**

**Grading Administrative approval granted, and Soils & Geology reports filed in November 2020.**

**9363 W HAZEN DR**

**Cases are DIR-2018-5476-DRB-SSP-MSP**

**No current permit application has been filed.**

**9228 W HAZEN DR**

**Cases are DIR-2018-1386-DRB-SSP-MSP**

**Remodel and addition to existing dwelling and retaining walls (UNDER CONSTRUCTION)**

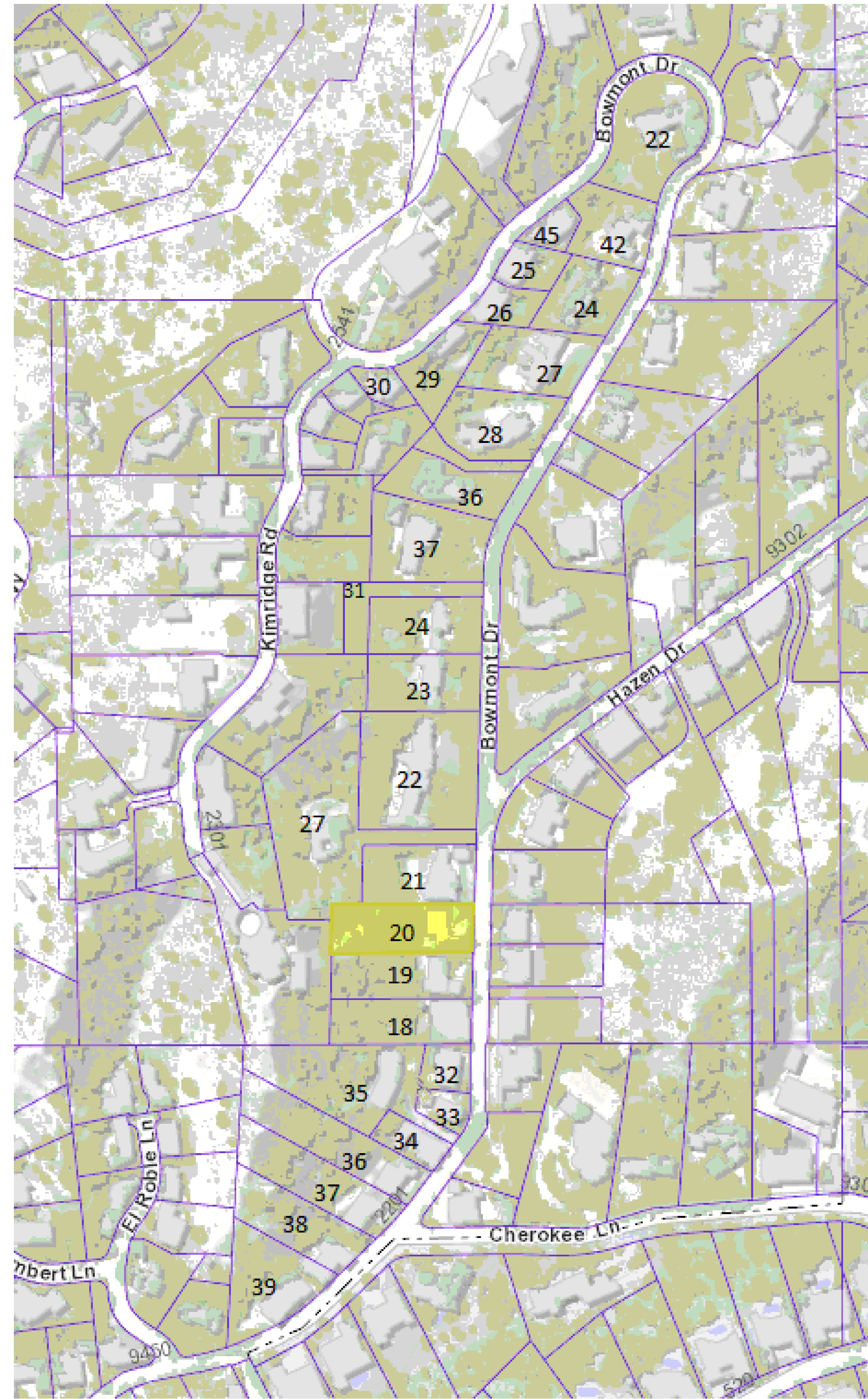
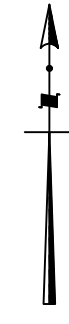
**9153 W JANICE PL**

**Cases are DIR-2018-3843-DRB-SSP-MSP**

**Major remodel and addition to existing dwelling and retaining wall (UNDER CONSTRUCTION)**

The owner and General Contractor with good faith will attempt to coordinate their construction activities with other developers in immediate vicinity to minimize the impact of the construction traffic in the surrounding areas.





Add Lot		
Lot	Frontage (ft)	Setback (ft)
39	199.41	10.38 x
38	112.41	6.60 x
37	86.00	15.64 x
36	80.00	27.05 x
34	60.54	6.06 x
35	19.16	x
33	79.02	1.55 x
32	86.31	13.10 x
18	80.00	4.93 x
19	80.00	20.88 x
20	85.15	20.72 x
21	105.00	15.94 x
27	26.15	x
22	208.10	83.61 x
23	100.05	36.72 x
24	100.00	61.02 x
31	26.01	x
37	109.86	82.87 x
36	100.45	70.14 x
35	23.40	x
28	127.86	39.13 x
27	125.88	53.04 x
24	100.05	57.91 x
42	170.04	4.51 x
22	566.80	2.34 x
43	116.28	4.99 x
25	78.00	0.43 x
26	99.62	0.47 x
29	140.06	2.5 x
30	100.32	6.55 x

Results		
Number of lots: <b>30</b>		
Prevailing Setback: <b>4.28 ft</b>		
Calculation		
Total no of lots entered: <b>30</b>		
Total frontage entered: <b>3391.93 ft</b>		
40% from total frontage entered: <b>1356.77 ft</b>		
No of lots used in the calculation: <b>12</b>		
Setback range used: <b>0.43 ft - 10.38 ft</b>		
Total frontage used in the calculation: <b>1802.50 ft</b>		
Lots Used		
Lot	Frontage (ft)	Setback (ft)
18	80.00	4.93
22	566.80	2.34
25	78.00	0.43
26	99.62	0.47
29	140.06	2.50
30	100.32	6.55
33	79.02	1.55
34	60.54	6.06
38	112.41	6.60
39	199.41	10.38
42	170.04	4.51
43	116.28	4.99

**Calculation Details**

Setback Range Used (ft)	No Lots Used	Lots Designation	Frontages Used (ft)	Total Frontage (ft)	Setbacks Used (ft)	Total Setback (ft)
0.43 - 10.38	12	18, 22, 25, 26, 29, 30, 33, 34, 38, 39, 42, 43	80.00, 566.80, 78.00, 99.62, 140.06, 100.32, 79.02, 60.54, 112.41, 199.41, 170.04, 116.28	1802.50	4.93, 2.34, 0.43, 0.47, 2.50, 6.55, 1.55, 6.06, 6.60, 10.38, 4.51, 4.99	51.31

PREVAILING SETBACK SURVEY

PREPARED FOR:

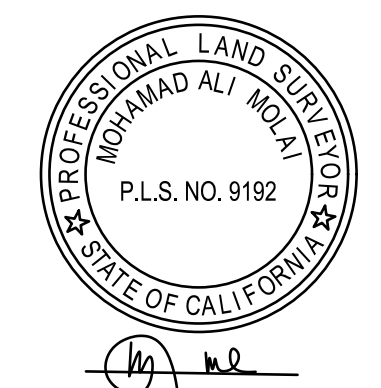
MATT NEJAD  
310-667-3585

NOTES:

No.	Revision/Issue	Date

Firm Name and Address

MOLAI LAND & DESIGN  
24308 BURBANK BLVD  
WOODLAND HILLS, CA 91367  
818-325-9225  
MOLAI2@YAHOO.COM



Project Name and Address

2261 BOWMOUNT DR.  
BEVERLY HILLS, CA. 90210

Project	3506	Sheet	1 OF 1
Date	01-05-2019		
Scale	N.T.S.		



# 2261 N. Bowmont Drive, Beverly Hills, CA

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## Immediate Context



2241 N. Bowmont Drive



2215 N. Bowmont Drive



2211 N. Bowmont Drive



2210 N. Bowmont Drive