



**PUBLIC REQUEST TO ADDRESS  
THE BOARD OF SUPERVISORS  
COUNTY OF LOS ANGELES, CALIFORNIA**

MEMBERS OF THE BOARD

HILDA L. SOLIS  
HOLLY J. MITCHELL  
LINDSEY P. HORVATH  
JANICE HAHN  
KATHRYN BARGER

**Correspondence Received**

The following individuals submitted comments on agenda item:				
Agenda #	Relate To	Position	Name	Comments
3-D.		<b>Oppose</b>	Alen Esmaelian	I am against Affordable housing development proposed at the corner of Briggs and Foothill.
			Annie Marie G Reyes	Extreme Fire & Evacuation Risk: The project is located in a "Very High Fire Hazard Severity Zone" at a single-point evacuation throat for the Briggs Terrace canyon; residents fear a "deadly choke point" during wildfires. Inadequate Traffic Study: The developer's traffic study was criticized for being conducted during low-traffic periods (possibly spring break) and failing to account for school-related congestion. Parking Shortfall: While the plan offers 70 spots for 66 units, residents argue this is insufficient for families and TAY residents, leading to dangerous overflow parking on residential streets. Impact on Local Schools: Concerns were raised regarding the capacity of nearby schools, such as Mountain Avenue Elementary and Rosemont Middle School, to absorb an influx of new students. TAY Population Safety: Residents questioned the lack of 24-hour on-site supervision for the transition-aged youth and expressed worries about potential crime and substance abuse. Infrastructure Limitations: Concerns that local utilities—including water pressure for fire suppression and the electrical grid—are already overtaxed and unable to support high-density builds. Loss of Local Zoning Control: Frustration centered on state "ministerial" mandates and density bonus laws that allow developers to bypass local building standards and public hearings. Architectural Incompatibility: The "monstrosity" of the three- and four-story building was described as out of character with the area's craftsman style and residential scale. Lack of Public Transit: Despite being classified as "affordable," the area lacks robust public transportation, which residents argue will force more cars onto the road.
			Bruce M Hale	
			Caitlin Callaghan	This project- which would add hundreds of people to the exit point of the main evacuation route for Briggs Terrace- poses a significant risk factor for residents becoming trapped in their own homes in the event of natural disaster, such as the Eaton fire. We're past saturation as it is, as is evident from the gridlock when evacuating from Eaton. We have already seen that even minor additional traffic hiccups, such as a car accident on the 210 freeway, can render this logistically vital corner impassible- how much worse will it be when the overflow of 250+ residents, with only 70 provided parking spaces, are narrowing the traffic corridors?
			Carol A Lewis	Deny funding for high-density development at Briggs and Foothill For reasons including children's safety, fire safety, overwhelming traffic conditions, stress on utilities especially water, and negative environmental impact.



**PUBLIC REQUEST TO ADDRESS  
THE BOARD OF SUPERVISORS  
COUNTY OF LOS ANGELES, CALIFORNIA**

MEMBERS OF THE BOARD

HILDA L. SOLIS  
HOLLY J. MITCHELL  
LINDSEY P. HORVATH  
JANICE HAHN  
KATHRYN BARGER

**Correspondence Received**

Agenda #	Relate To	Position	Name	Comments
			The following individuals submitted comments on agenda item:	
3-D.		<b>Oppose</b>	Cecilia Pe	
			Christina Holmquist	Traffic and Fire Safety concerns.
			christine m cancelosi	You have all the reasons why this building will not be good for the community for safety and infrastructure issues La Crescenta is too small to handle a project that is this big. The builders make their profit hiding under Californias low-income housing loopholes and walk away leaving us with a traffic mess, schools that can't handle the extra enrollment, infrastructure that is so old they will land on the current residents to pay for through tax increases, our public safety at risk and disrupts surrounding neighbors. The list is long. No one has a problem with building its the over massive structures they are trying to cram into this town Listen to the people versus the builders.
			Christopher Fong	
			Debra M Lewin	
			Dian Tovar	Strongly oppose this development in a severe fire risk area. I find it disgusting that a true fire risk assessment or valid traffic study can be waived just because of the "affordable housing" aspect of this. There is no way there is enough parking provided for this project. There will be scores of cars flooding onto our surface streets which is not safe. This project must be denied!
			Diane King	I am writing as a resident of La Crescenta to express my profound opposition to the proposed affordable housing project at Foothill and Briggs. While I recognize the state's housing crisis, the application of "one-size-fits-all" ministerial mandates to this specific location is a matter of life and death. This parcel sits in a Very High Fire Hazard Severity Zone and serves as the sole evacuation artery for thousands of residents in the Briggs Terrace canyon. The proposed 66-unit density will create an insurmountable choke point during a wildfire, a reality confirmed by residents who barely escaped previous fires. Furthermore, the project relies on State Density Bonus laws to bypass local zoning, ignoring the fact that our infrastructure, from water pressure to school capacity, is already at a breaking point. I request an immediate stay on funding and approvals until a comprehensive, independent safety and evacuation study is conducted. Public safety must not be sacrificed for state development mandates. Please, I urge you to protect the residents you represent by reconsidering the appropriateness of high-density builds in extreme fire-threatened canyons and deny the funding until proper safety assessments have been completed. Sincerely, Diane King



**PUBLIC REQUEST TO ADDRESS  
THE BOARD OF SUPERVISORS  
COUNTY OF LOS ANGELES, CALIFORNIA**

MEMBERS OF THE BOARD

HILDA L. SOLIS  
HOLLY J. MITCHELL  
LINDSEY P. HORVATH  
JANICE HAHN  
KATHRYN BARGER

**Correspondence Received**

The following individuals submitted comments on agenda item:				
Agenda #	Relate To	Position	Name	Comments
3-D.		<b>Oppose</b>	Donna C Libra	<p>I strongly oppose funding the proposed Abode Communities project at this location due to the serious public safety, traffic, and wildfire evacuation risks it would create for the La Crescenta community.</p> <p>Guest parking and increased traffic from the project would overflow onto Foothill Boulevard, Briggs Avenue, and surrounding residential streets, significantly worsening congestion and delaying emergency response times for first responders.</p> <p>This hillside community already has limited evacuation access, with essentially one primary route in and out via Briggs Avenue. Briggs Terrace and Briggs Avenue contain approximately 1,279 homes. At an average of three vehicles per household, more than 3,800 vehicles could be forced onto Briggs Avenue during an emergency evacuation—excluding additional traffic from nearby side streets.</p> <p>This area is designated as a Very High Fire Hazard Severity Zone. Adding higher-density housing and increased traffic to a hillside community with constrained evacuation routes creates an unacceptable risk during wildfire emergencies. Delayed evacuations and blocked emergency access could have catastrophic consequences. (Government Code Section 65913.4)</p> <p>The area already experiences severe gridlock whenever the westbound 210 Freeway closes and traffic diverts onto Foothill Boulevard from the 2 Freeway. This project would intensify an existing problem and further compromise public safety.</p> <p>For these reasons, I respectfully urge the Supervisors not to fund this project at this location and instead prioritize sites in higher-density urban areas that are better equipped to support this type of development safely.</p> <p>Thank you for your consideration.</p>
			Elita Nazaretian	
			Emily Vincent	



**PUBLIC REQUEST TO ADDRESS  
THE BOARD OF SUPERVISORS  
COUNTY OF LOS ANGELES, CALIFORNIA**

MEMBERS OF THE BOARD

HILDA L. SOLIS  
HOLLY J. MITCHELL  
LINDSEY P. HORVATH  
JANICE HAHN  
KATHRYN BARGER

**Correspondence Received**

			The following individuals submitted comments on agenda item:	
Agenda #	Relate To	Position	Name	Comments
3-D.		<b>Oppose</b>	Erik Olsgaard	I strongly oppose the proposed development at Briggs and Foothill, by Abode Communities. This is a choke point of the only evacuation route for the entire Briggs Terrace (hundreds of homes, thousands of people), Mountain Avenue Elementary School, and our local Sheriff's department, and is in a very high fire zone. We've had multiple disasters, including the recent Eaton fire, requiring evacuation of the entire community. It was completely gridlocked, and that was with us evacuating early before it was required. Abode Communities has never built a development in a high fire zone, so they do not understand the risks involved, but due to SB-9 passing there is nothing in place to stop their shortsighted and uninformed decision to build at this location. I fully support multifamily housing for low income families and feel it's direly needed in Los Angeles, but this is an extremely dangerous location to build one. At the last community meeting, the attendees were heavily opposed to this development with concerns about the dangers it posed to the community, and the Crescenta Valley town councilmembers voted to send a message the Board of Supervisors to indicate that they did not agree with building this development at this location. Please to not fund this project, it will put many lives at risk.
			Frank Sulzberger	While the spirit of this project is commendable, it is simply too big for this location. With significantly inadequate parking spilling onto already taxed neighborhood streets, in the event of a wildfire emergency in this "very high fire risk" zone, will create scenes such as in the Palisades fire of clogged streets being cleared by bulldozers. This community has limited options to get down this stretch of the hill due to topography and infrastructure and this project will add additional hurdles at this particular choke point trapping residents in dire times. The County should not bend to approve a project of this size for this space without considering the multitude of lawsuits which would be filed should this nightmare scenario occur. We ask that a smaller scaled project be considered.
			Haik Nazaretian	
			Hayrik Allahverdian	My name is Hayrik Allahverdian, and I am a resident of the Briggs Terrace community. I strongly urge the Los Angeles County Board of Supervisors to deny County funding, including LCDA NOFA financing, for the proposed 80-unit high-density housing project at 2413 Foothill Boulevard.  This project is fundamentally incompatible with the character, scale, infrastructure, and safety limitations of our community. Briggs Terrace is a residential single-family home community located within a designated Very High Fire Hazard Severity Zone. Constructing a large five-story, high-density apartment complex in this location would significantly increase wildfire evacuation risks and place both existing residents and future occupants in danger.  Briggs Street serves as the primary and, for many residents, the only practical



**PUBLIC REQUEST TO ADDRESS  
THE BOARD OF SUPERVISORS  
COUNTY OF LOS ANGELES, CALIFORNIA**

MEMBERS OF THE BOARD

HILDA L. SOLIS  
HOLLY J. MITCHELL  
LINDSEY P. HORVATH  
JANICE HAHN  
KATHRYN BARGER

**Correspondence Received**

evacuation route for the surrounding neighborhood, including Briggs Canyon and adjacent residential areas. The area is also in close proximity to two elementary schools and one middle school, which already generate substantial daily traffic, student drop-offs, pedestrian crossings, and congestion. During a wildfire or emergency evacuation, these conditions could create severe bottlenecks and dangerous delays for residents, students, emergency responders, and future occupants of the project.

Traffic conditions along Foothill Boulevard and Briggs Avenue are already heavily impacted by commuter traffic and limited roadway capacity. The project proposes only approximately 70 parking spaces for 80 residential units, which is clearly inadequate for a development of this size. The inevitable overflow parking onto surrounding residential streets will worsen congestion, increase unsafe pedestrian activity, obstruct emergency access, and create additional hazards during wildfire evacuations.

Residents are also concerned that the proposed project is intended to serve low-income households and transitional age youth housing in an area that is primarily suburban residential in character and lacks significant local employment opportunities, public transit infrastructure, and urban support services typically associated with projects of this scale and density. Placing a large high-density housing project in a geographically constrained wildfire-prone suburban community without adequate transportation and infrastructure planning raises serious concerns regarding long-term compatibility and sustainability.

Residents are deeply concerned that this project would substantially reduce the quality of life for the existing hard-working, law-abiding residents who have invested years building and maintaining this community. Increased congestion, parking shortages, overcrowding, noise, infrastructure strain, and public safety pressures would permanently alter the character and livability of the neighborhood.

In addition, the area's aging sewer, water, and utility infrastructure has already experienced failures and has not been demonstrated capable of supporting a project of this magnitude and density.

Before any approvals or public funding are considered, the County must require:

- A comprehensive wildfire behavior study;
- A formal evacuation and emergency access study;
- A full traffic impact analysis accounting for nearby schools and evacuation conditions;
- A complete sewer, water, and utility infrastructure capacity assessment.

Public safety, infrastructure reliability, and community compatibility must come before high-density development targets and public financing incentives. I respectfully ask the Board to deny funding for this project and



**PUBLIC REQUEST TO ADDRESS  
THE BOARD OF SUPERVISORS  
COUNTY OF LOS ANGELES, CALIFORNIA**

MEMBERS OF THE BOARD

HILDA L. SOLIS  
HOLLY J. MITCHELL  
LINDSEY P. HORVATH  
JANICE HAHN  
KATHRYN BARGER

**Correspondence Received**

	<p>require full independent safety and infrastructure review before any further action proceeds.</p> <p>Thank you for your consideration.</p>
Janet Allahverdian	<p>I strongly oppose high-density developments that threaten the character, safety, and livability of our communities. These massive projects are too often pushed forward without adequate infrastructure, traffic mitigation, parking, water resources, or meaningful public input. Packing large numbers of units into already congested neighborhoods places enormous strain on roads, schools, emergency services, and utilities while diminishing the quality of life for existing residents.</p> <p>High-density construction frequently benefits developers at the expense of the community, replacing established neighborhoods, green space, and local character with overcrowded buildings that are out of scale and incompatible with the surrounding area. Increased congestion, noise, pollution, and reduced privacy are real consequences that residents are expected to absorb while developers reap the financial rewards.</p> <p>Growth must be responsible, measured, and community-driven — not dictated by one-size-fits-all density mandates or profit-focused interests. Our neighborhoods deserve thoughtful planning that preserves open space, protects property values, respects infrastructure limits, and maintains the unique identity of our community for future generations. We should invest in balanced solutions that fit the community, not overdevelopment that permanently changes it for the worse.</p>
Jill Caballero	Area density cannot support the increased strain on public utilities and infrastructure.
John Holmquist	
Josiane Stickels	
Josiane M Stickels	SEE ATTACHED LETTER
Kerri Lewin	Communities in a VHFSZ do not need density to congest the only evacuation route for an entire neighborhood and elementary school who must use Briggs as an exit. Added parking to slow down response time for Sheriff Station across the street on same evacuation route which services multiple cities such as La Canada and Altadena. Not enough off street parking. Limited resources for at risk youth. No public transportation on Sundays. Bus wait times exceed 50 minutes. Car dependent community. Not possible to walk to parks and limited shopping nearby.
May Aboudiab	
Melissa B	Don't feel confident that the area impact has been thoroughly thought through-impact on fire evacuation routes with an influx of new residents on a street that provides the only exit for residents up Briggs, impacts on nearby schools and capacity, safety impacts with lack of transparency around providing housing for Transition Age Youth. This is not the right location for a project of this size, and certainly not without much more analysis on impacts



**PUBLIC REQUEST TO ADDRESS  
THE BOARD OF SUPERVISORS  
COUNTY OF LOS ANGELES, CALIFORNIA**

MEMBERS OF THE BOARD

HILDA L. SOLIS  
HOLLY J. MITCHELL  
LINDSEY P. HORVATH  
JANICE HAHN  
KATHRYN BARGER

**Correspondence Received**

	<p>to the surrounding community, impact on traffic with Briggs being a one lane street and the housing structure not providing enough parking spots for the number of units which likely will clog traffic in the area.</p>
<p>Melissa Krikorian</p>	<p>This Parcel sits on a very HIGH FIRE HAZARD Zone and serves as the sole evacuation and public safety.</p>
<p>Michael Anderson</p>	<p>When tragedy strikes, people are often heard saying "this type of thing doesn't happen in our community" or how could this happen?.</p> <p>Following a tragedy, further evaluation outlines warning flags that were missed and a road map to how the tragedy unfolded becomes more understood.</p> <p>This leads to action by elected officials and the community that protect citizens from a future repeat of the horrible and catastrophic event. Safe guards are put in place and action is taken to ensure better outcomes in the future and policies and decisions are made to minimize or prevent a repeat of the tragedy.</p> <p>The fire threat in California is real and the Palisades and Eaton fire brought that to the for front. I am sure the visuals of the destruction and the chaos of people leaving their cars and running to escape are still fresh in your minds.</p> <p>By voting yes to Multifamily Development in La Crescenta, YOU are laying the groundwork for something much more catastrophic than whet was seen in Palisades and Eaton.....those communities had a variety of ways to escape and unfortunately I believe 31 people still lost their lives.</p> <p>The development in question will bring hundreds of more people and more importantly a glut of vehicles to an already saturated traffic area. An area with two elementary schools, and a middle school all above Foothill Blvd which everyone would need to reach to escape a fire and will already be jammed with traffic by the time they get in their cars to leave.</p> <p>Along the street of Briggs (the corner where the development will be) there is only one road down from the mountains for many residents who will be fleeing out of multiple cul de sacs that only allow one way out in this already bottlenecked area.</p> <p>Had the Eaton Fire or Palisades fire happened in this area (which already has examples of fires and calls for evacuation that were impeded by traffic) the fatalities would have mounted much more than what was seen last year in the two tragic fires mentioned above.</p> <p>By adding a building the size of this development with the amount of additonal people and vehicles that they will bring to the only escape route, you are choking off the only escape people up the hill have.</p> <p>With a fire breathing down on them from the mountains, they will be bumper</p>



**PUBLIC REQUEST TO ADDRESS  
THE BOARD OF SUPERVISORS  
COUNTY OF LOS ANGELES, CALIFORNIA**

MEMBERS OF THE BOARD

HILDA L. SOLIS  
HOLLY J. MITCHELL  
LINDSEY P. HORVATH  
JANICE HAHN  
KATHRYN BARGER

**Correspondence Received**

to bumper like a 1 road highway shut down from an accident.

People will not be able to drive down the hill as they will be stuck in unmovable traffic. Additionally, the fire trucks will not be able to get up the hill to fight the fire due to the congestion.

The result of this catastrophic scenario will be scrutinized by citizens, the media and of course the lawyers. They will investigate and ask how did this happen.

THEY WILL ALL ASK:

Who allowed a building this size to be built at the bottom of a EXTREME HIGH FIRE ZONE area. What were they thinking when they approved to saturate escape routes and over congest an area that has a history of fires and is labeled as an extreme fire zone following the tragedies in Eaton and the Palisades?

They will ask...how did this happen, how and why would you build a monstrous residential building in that spot. Near all the cut de sac streets, near all the crowded schools and in an area they know is a HIGH FIRE RISK? What could they have been thinking?

If you vote yes for this development you will be a contributor to this nightmare. Fires have happened in that area and will happen again.

Please consider if you want to be tethered to a tragedy of this magnitude.

Do you want to look back and be a person that helped minimize or prevent this catastrophic nightmare?

Or, do you want to be a part of laying the groundwork and increase the potential for a seismic tragedy that you could have helped to minimize or prevent.

When hundreds of people can't get down the hill and escape due to the largest building residence in La Crescenta having to evacuate and clogging the escape route, the answers for how a development with hundreds of people and cars could be approved in that location with those involved being told the risks YOU will need to take ownership in the tragedy.

At the very least, this board needs to pause this project and do a proper study on traffic flow in and around where this development is going. Visit the area during school drop off and pick up. Drive around during end of work day time or after school is let out.

During this time all roads are bottled down to a choke point where they only fit one car going one direction. There is not room to drive around or for two cars to pass.



**PUBLIC REQUEST TO ADDRESS  
THE BOARD OF SUPERVISORS  
COUNTY OF LOS ANGELES, CALIFORNIA**

MEMBERS OF THE BOARD

HILDA L. SOLIS  
HOLLY J. MITCHELL  
LINDSEY P. HORVATH  
JANICE HAHN  
KATHRYN BARGER

**Correspondence Received**

			<p>The additional cars parking in the streets from this project will intensify the serious congestion and volume of people in the area.</p> <p>At a recent meeting with the developer I saw mothers almost in tears expressing how they fear the scenario of trying to get down the hill and competing with what this development will bring in terms of more people and cars to the already over congested area with only 1 way out for them.</p> <p>The developers never addressed the issue of congestion or fire danger other than a weak traffic study and an addition to the plans.</p> <p>The addition was plans for a road behind their building that would serve as an open emergency area that would always be open for the fire department to come in case of a fire. They said NO cars would be able to park there and it would always be clear for emergency evacuation.</p> <p>The irony of this is I live up the hill with hundreds of other families. We do NOT have an emergency road that will stay clear for us. We will be in a traffic jam and unable to escape while we wait for this big unit to clear out...with us not being able to get away from the fire and with the fire deparment unable to get to the fire.</p> <p>I beg you to vote NO on this project. I am sure many of you have families and children....please don't contribute to what could bring the fears of our residents to fruition by allowing this to be built in this location.</p> <p>I am sure as a representative you are working hard to serve the public and your constituents. Please don't let them down. This should be an easy decision to vote NO and end this project in this location. Many other area exist that would not threaten lives in the manner that this will.</p> <p>I am confident you can find another location and solution other than the putting constituents at risk in a life and death manner as this project does.</p> <p>Respectfully, Mike Anderson</p>	
		Mike Anderson		<p>When tragedy strikes, people are often heard saying "this type of thing doesn't happen in our community" or how could this happen?. Following a tragedy, further evaluation outlines warning flags that were missed and a road map to how the tragedy unfolded becomes more understood. This leads to action by elected officials and the community that protect citizens from a future repeat of the horrible and catastrophic event. Safe guards are put in place and action is taken to ensure better outcomes in the future and policies and decisions are made to minimize or prevent a repeat of the tragedy. The fire threat in California is real and the Palisades and Eaton fire brought that to the for front. I am sure the visuals of the destruction and the chaos of people</p>



**PUBLIC REQUEST TO ADDRESS  
THE BOARD OF SUPERVISORS  
COUNTY OF LOS ANGELES, CALIFORNIA**

MEMBERS OF THE BOARD

HILDA L. SOLIS  
HOLLY J. MITCHELL  
LINDSEY P. HORVATH  
JANICE HAHN  
KATHRYN BARGER

**Correspondence Received**

leaving their cars and running to escape are still fresh in your minds. By voting yes to Multifamily Development in La Crescenta, YOU are laying the groundwork for something much more catastrophic than what was seen in Palisades and Eaton.....those communities had a variety of ways to escape and unfortunately I believe 31 people still lost their lives. The development in question will bring hundreds of more people and more importantly a glut of vehicles to an already saturated traffic area. An area with two elementary schools, and a middle school all above Foothill Blvd which everyone would need to reach to escape a fire and will already be jammed with traffic by the time they get in their cars to leave. Along the street of Briggs (the corner where the development will be) there is only one road down from the mountains for many residents who will be fleeing out of multiple cul de sacs that only allow one way out in this already bottlenecked area. Had the Eaton Fire or Palisades fire happened in this area (which already has examples of fires and calls for evacuation that were impeded by traffic) the fatalities would have mounted much more than what was seen last year in the two tragic fires mentioned above. By adding a building the size of this development with the amount of additional people and vehicles that they will bring to the only escape route, you are choking off the only escape people up the hill have. With a fire breathing down on them from the mountains, they will be bumper to bumper like a 1 road highway shut down from an accident. People will not be able to drive down the hill as they will be stuck in unmovable traffic. Additionally, the fire trucks will not be able to get up the hill to fight the fire due to the congestion. The result of this catastrophic scenario will be scrutinized by citizens, the media and of course the lawyers. They will investigate and ask how did this happen. THEY WILL ALL ASK: Who allowed a building this size to be built at the bottom of a EXTREME HIGH FIRE ZONE area. What were they thinking when they approved to saturate escape routes and over congest an area that has a history of fires and is labeled as an extreme fire zone following the tragedies in Eaton and the Palisades? They will ask...how did this happen, how and why would you build a monstrous residential building in that spot. Near all the cut de sac streets, near all the crowded schools and in an area they know is a HIGH FIRE RISK? What could they have been thinking? If you vote yes for this development you will be a contributor to this nightmare. Fires have happened in that area and will happen again. Please consider if you want to be tethered to a tragedy of this magnitude. Do you want to look back and be a person that helped minimize or prevent this catastrophic nightmare? Or, do you want to be a part of laying the groundwork and increase the potential for a seismic tragedy that you could have helped to minimize or prevent. When hundreds of people can't get down the hill and escape due to the largest building residence in La Crescenta having to evacuate and clogging the escape route, the answers for how a development with hundreds of people and cars could be approved in that location with those involved being told the risks YOU will need to take ownership in the tragedy. At the very least, this board needs to pause this project and do a proper study on traffic flow in and around where this development is going. Visit the area during school drop off and pick up. Drive around during end of work day time or after school is let out. During this time all roads are bottled down to a choke point where they only fit one car going



**PUBLIC REQUEST TO ADDRESS  
THE BOARD OF SUPERVISORS  
COUNTY OF LOS ANGELES, CALIFORNIA**

MEMBERS OF THE BOARD

HILDA L. SOLIS  
HOLLY J. MITCHELL  
LINDSEY P. HORVATH  
JANICE HAHN  
KATHRYN BARGER

**Correspondence Received**

	<p>one direction. There is not room to drive around or for two cars to pass. The additional cars parking in the streets from this project will intensify the serious congestion and volume of people in the area. At a recent meeting with the developer I saw mothers almost in tears expressing how they fear the scenario of trying to get down the hill and competing with what this development will bring in terms of more people and cars to the already over congested area with only 1 way out for them. The developers never addressed the issue of congestion or fire danger other than a weak traffic study and an addition to the plans. The addition was plans for a road behind their building that would serve as an open emergency area that would always be open for the fire department to come in case of a fire. They said NO cars would be able to park there and it would always be clear for emergency evacuation. The irony of this is I live up the hill with hundreds of other families. We do NOT have an emergency road that will stay clear for us. We will be in a traffic jam and unable to escape while we wait for this big unit to clear out....with us not being able to get away from the fire and with the fire department unable to get to the fire. I beg you to vote NO on this project. I am sure many of you have families and children....please don't contribute to what could bring the fears of our residents to fruition by allowing this to be built in this location. I am sure as a representative you are working hard to serve the public and your constituents. Please don't let them down. This should be an easy decision to vote NO and end this project in this location. Many other area exist that would not threaten lives in the manner that this will. I am confident you can find another location and solution other than the putting constituents at risk in a life and death manner as this project does. Respectfully, Mike Anderson</p>
Navid Nahidi	<p>We are writing as residents of La Crescenta to express our profound opposition to the proposed affordable housing project at Foothill and Briggs.</p> <p>While we recognize the state's housing crisis, the application of "one-size-fits-all" ministerial mandates to this specific location is a matter of life and death. This parcel sits in a Very High Fire Hazard Severity Zone and serves as the sole evacuation artery for thousands of residents in the Briggs Terrace canyon. The proposed 66-unit density will create an insurmountable choke point during a wildfire, a reality confirmed by residents who barely escaped previous fires.</p> <p>Furthermore, the project relies on State Density Bonus laws to bypass local zoning, ignoring the fact that our infrastructure, from water pressure to school capacity, is already at a breaking point. We request an immediate stay on funding and approvals until a comprehensive, independent safety and evacuation study is conducted.</p> <p>Public safety must not be sacrificed for state development mandates. We urge you to protect the residents you represent by reconsidering the appropriateness of high-density builds in extreme fire-threatened canyons and deny the funding until proper safety assessments have been completed.</p>
owen lin	<p>The proposed project at 2413 Foothill Boulevard in La Crescenta is located in</p>



**PUBLIC REQUEST TO ADDRESS  
THE BOARD OF SUPERVISORS  
COUNTY OF LOS ANGELES, CALIFORNIA**

MEMBERS OF THE BOARD

HILDA L. SOLIS  
HOLLY J. MITCHELL  
LINDSEY P. HORVATH  
JANICE HAHN  
KATHRYN BARGER

**Correspondence Received**

a Very High Fire Hazard Severity Zone. Because Developer seeks streamlined ministerial approval under SB 35, the project must satisfy every applicable requirement in Government Code section 65913.4. If the project fails even one applicable requirement, it does not qualify for streamlined approval.

Government Code section 65913.4 bars SB 35 approval for a project located "within a very high fire hazard severity zone, as determined by the Department of Forestry and Fire Protection pursuant to Section 51178." (Gov. Code, § 65913.4, subd. (a)(6)(D).) The CAL FIRE fire hazard map shows that the project site is located within a Very High Fire Hazard Severity Zone. Therefore, the project is barred from SB 35 unless Developer qualifies for the statutory exception.

That exception is strict. Developer must adopt "fire hazard mitigation measures pursuant to existing building standards or state fire mitigation measures applicable to the development, including, but not limited to" Public Resources Code section 4291 or section 51182, Public Resources Code section 4290, and Chapter 7A of the California Building Code. (Gov. Code, § 65913.4, subd. (a)(6)(D).) The phrases "including, but not limited to" and "all of the following" mean Developer must comply with all applicable fire safety standards, not just some of them.

Developer's own plan shows that they cannot comply with the applicable fire hazard mitigation measures. The proposed building sits very close to the property lines, with only 5 foot side setbacks and 15 foot front and rear setbacks. That design appears inconsistent with the fire safety requirements needed to qualify for the SB 35 exception.

First, the project appears unable to satisfy Public Resources Code section 4291, which requires 100 feet of defensible space around a structure:

The proposed units sit only 15 feet from the front and rear property lines and only 5 feet from the side property lines. There are residential and wooden houses directly behind the project and trees on public property immediately next to the left side of the project. There does not appear to be enough space in Developer's current design to maintain the required 100 feet of defensible space.

Second, the project violates the Public Resources Code section 4290 and the State Minimum Fire Safe Regulations. Section 1276.01, subdivision (a) requires that "all parcels shall provide a minimum thirty (30) foot setback for all Buildings from all property lines and/or the center of a Road." Developer's plans show 5 foot side setbacks and 15 foot front and rear setbacks. Each appears to fall below the required 30 foot minimum setback.

Third, Developer's fire lane also appears deficient. Section 1273.05 requires a turnaround at the end of each dead end road. Section 1270.01, subdivision (e) defines a dead end road as "a Road that has only one point of vehicular ingress/egress." The plans show a 28 foot fire lane that appears to terminate without connecting through to another road. No compliant turnaround is visible. This is not allowed.

Developer proposes to develop high density in a Very High Fire Hazard Severity Zone. The applicable fire safety standards exist to protect residents, neighbors, emergency access, and evacuation capacity.

This does not mean Developer can never develop the property. It means



**PUBLIC REQUEST TO ADDRESS  
THE BOARD OF SUPERVISORS  
COUNTY OF LOS ANGELES, CALIFORNIA**

MEMBERS OF THE BOARD

HILDA L. SOLIS  
HOLLY J. MITCHELL  
LINDSEY P. HORVATH  
JANICE HAHN  
KATHRYN BARGER

**Correspondence Received**

			<p>Developer must either revise the project to comply with all applicable fire hazard mitigation requirements or proceed through the ordinary nonministerial review process.</p>
		<p>Ricardo G Reyes</p>	<p>Extreme Fire &amp; Evacuation Risk: The project is located in a "Very High Fire Hazard Severity Zone" at a single-point evacuation throat for the Briggs Terrace canyon; residents fear a "deadly choke point" during wildfires.          Inadequate Traffic Study: The developer's traffic study was criticized for being conducted during low-traffic periods (possibly spring break) and failing to account for school-related congestion.          Parking Shortfall: While the plan offers 70 spots for 66 units, residents argue this is insufficient for families and TAY residents, leading to dangerous overflow parking on residential streets.          Impact on Local Schools: Concerns were raised regarding the capacity of nearby schools, such as Mountain Avenue Elementary and Rosemont Middle School, to absorb an influx of new students.          TAY Population Safety: Residents questioned the lack of 24-hour on-site supervision for the transition-aged youth and expressed worries about potential crime and substance abuse.          Infrastructure Limitations: Concerns that local utilities—including water pressure for fire suppression and the electrical grid—are already overtaxed and unable to support high-density builds.          Loss of Local Zoning Control: Frustration centered on state "ministerial" mandates and density bonus laws that allow developers to bypass local building standards and public hearings.          Architectural Incompatibility: The "monstrosity" of the three- and four-story building was described as out of character with the area's craftsman style and residential scale.          Lack of Public Transit: Despite being classified as "affordable," the area lacks robust public transportation, which residents argue will force more cars onto the road.</p>
		<p>Robert Manciero</p>	<p>To the Board of Supervisors,          As a resident of this community for more than 20 years, I respectfully oppose the funding for the proposed 66-unit Abode development planned for the corner of Briggs Avenue and Foothill Boulevard, and I urge the Board to deny funding for this project.          This proposed development is located within a high fire hazard zone, which raises significant concerns regarding public safety and emergency preparedness. The site is also located near the Crescenta Valley Sheriff's Station, and the increase in traffic generated by a project of this size could negatively impact emergency response times for law enforcement and first responders.          In addition, Briggs Avenue serves as one of the primary evacuation routes for the many homes located in the Briggs Terrace foothill area. Increased congestion along this corridor during an emergency could place residents at greater risk. Our community has already experienced the dangers associated with wildfire events, including the Station Fire, which required evacuations</p>



**PUBLIC REQUEST TO ADDRESS  
THE BOARD OF SUPERVISORS  
COUNTY OF LOS ANGELES, CALIFORNIA**

MEMBERS OF THE BOARD

HILDA L. SOLIS  
HOLLY J. MITCHELL  
LINDSEY P. HORVATH  
JANICE HAHN  
KATHRYN BARGER

**Correspondence Received**

	<p>throughout the area. More recently, the devastating Altadena fire has further highlighted the importance of maintaining safe and efficient evacuation access in foothill communities.</p> <p>While state-mandated development policies may address broader housing goals, they are not necessarily appropriate for every community. La Crescenta is a small community with a limited business corridor and unique public safety considerations that should not be overlooked.</p> <p>I respectfully ask the Board to carefully consider the long-term impacts this project would have on residents, traffic, evacuation safety, and the overall character of our community. Please do not fund this project.</p> <p>Thank you for your time and consideration.</p> <p>Sincerely, Robert Manciero Resident 3020 Highridge Rd. La Crescenta, Ca 91214 818-515-3554</p>
Susan Haines	There are few jobs to sustain transition for young adults
Susan Haines	
Svetlana Oganessian	<p>To the LA County Board of Supervisors,</p> <p>We are writing as residents of La Crescenta to express our profound opposition to the proposed affordable housing project at Foothill and Briggs. While we recognize the state's housing crisis, the application of "one-size-fits-all" ministerial mandates to this specific location is a matter of life and death. This parcel sits in a Very High Fire Hazard Severity Zone and serves as the sole evacuation artery for thousands of residents in the Briggs Terrace canyon. The proposed 66-unit density will create an insurmountable choke point during a wildfire, a reality confirmed by residents who barely escaped previous fires.</p> <p>Furthermore, the project relies on State Density Bonus laws to bypass local zoning, ignoring the fact that our infrastructure, from water pressure to school capacity, is already at a breaking point. We request an immediate stay on funding and approvals until a comprehensive, independent safety and evacuation study is conducted.</p> <p>Public safety must not be sacrificed for state development mandates. We urge you to protect the residents you represent by reconsidering the appropriateness of high-density builds in extreme fire-threatened canyons and deny the funding until proper safety assessments have been completed.</p> <p>Sincerely, Concerned Residents Svetlana Oganessian</p>
Tammy Miller	Too many units, too high, too much added cars for an area that's already congested. We don't want this!
Tatyana Esmaelian	The Abode Community developers get paid over 300k per year and are taking advantage of the state's relaxed measures to allow affordable housing to be built more easily with waivers to bypass city ordinance and zoning laws. I urge all LA supervisors to vote no to the funding of this project under SB 423

			which includes a state responsibility to restrict such builds in high fire zones. This area from the time of original proposal was not in a hire fire zone and now it is. It's time to take responsibility to keep the CV community safe and able to act in emergency events and at the same time build affordable housing in more appropriate locations within la crescenta. This corner isn't it.
		Thomas King	
		Valentina Nazaretian	
		Zareh Karapetian	Strongly oppose as non profit companies should be considerate of current neighborhoods residents and certainly could find alternate location for their project. Number of schools in the area & traffic study performed was bias and conflict if interested by the development team . Visit the neighborhood during school start and end time and use common sense. Not a suitable location for such a development. Thank you
		<b>Item Total</b>	<b>42</b>
<b>Grand Total</b>			<b>42</b>

For 25 years my wife and I have lived in La Crescenta. We raised our 2 children who attended Mountain Ave, Rosemont and CV HS and have seen the community change over the years, some good and some bad. The proposed apartment building development at Foothill and Briggs is a bad idea. Too many cars already jam Briggs Blvd daily with parents dropping off their children at Mountain Ave. along with people making their way to work from upper Briggs Terrace. Adding a 60 unit apartment building at the bottom of Briggs will bring access up and down the hill to a screeching halt. Not only to residents but also emergency vehicles. The last thing we need when the next fire comes along is a bottleneck at the bottom of Briggs that prevents residents from flee a high wind wildfire that could envelope the whole community in minutes with no quick exit.

Do the right thing and shut down this project, before it's too late.

John Holmquist

I strongly oppose funding the proposed Abode Communities project at this location due to the serious public safety, traffic, and wildfire evacuation risks it would create for the La Crescenta community.

Guest parking and increased traffic from the project would overflow onto Foothill Boulevard, Briggs Avenue, and surrounding residential streets, significantly worsening congestion and delaying emergency response times for first responders.

This hillside community already has limited evacuation access, with essentially one primary route in and out via Briggs Avenue. Briggs Terrace and Briggs Avenue contain approximately 1,279 homes. At an average of three vehicles per household, more than 3,800 vehicles could be forced onto Briggs Avenue during an emergency evacuation—excluding additional traffic from nearby side streets.

This area is designated as a Very High Fire Hazard Severity Zone. Adding higher-density housing and increased traffic to a hillside community with constrained evacuation routes creates an unacceptable risk during wildfire emergencies. Delayed evacuations and blocked emergency access could have catastrophic consequences. (Government Code Section 65913.4)

The area already experiences severe gridlock whenever the westbound 210 Freeway closes and traffic diverts onto Foothill Boulevard from the 2 Freeway. This project would intensify an existing problem and further compromise public safety.

For these reasons, I respectfully urge the **Supervisors not to fund** this project at this location and instead prioritize sites in higher-density urban areas that are better equipped to support this type of development safely.

Thank you for your consideration,

Donna Libra

Resident of La Crescenta  
3020 Highridge Rd.  
La Crescenta  
818-606-4662

La Cresenta 2300W  
**Mountain Av**  
La Cresenta 4700N  
**Triggs Av**









La Crescent 4900N  
La Crescent Av

La Crescent 2700W  
Orange Av

SPEED  
LIMIT  
25

8HMT726

2736

2413 Foothill Blvd, La Crescenta-Montrose, CA 91214



Esri Community Maps Contributors | County of Los Angeles | California State Parks | © OpenStreetMap, Microso... Powered by [Esri](#)

Results:4

### Your Responsibility Area

This property is in **Local Responsibility Area (LRA)**, meaning the financial responsibility of preventing and suppressing wildfires is primarily the responsibility of a Local agency (city, county, city and county, or district).

View additional information about your Local agencies below.

### Your Recommended Fire Hazard Severity Zone

The geographic center of this parcel is located in a **Very High Fire Hazard Severity Zone (FHSZ)**, as recommended by the State Fire Marshal in 2025. Please inspect the map visually to determine if other zone recommendations exist in your parcel.

The FHSZs displayed in this viewer are the **recommended** zones provided to Local agencies by the Office of the State Fire Marshal. The final adopted zones may differ from what is currently shown on this map. **For the FHSZ maps that have been officially adopted for your location, please contact your Local agencies using the information below.**



3573 HAYDEN AVENUE  
CULVER CITY, CA 90232  
310.399.7975  
KFALOSANGELES.COM

# LA CRESCENTA APARTMENTS

2413 FOOTHILL BLVD  
LA CRESCENTA CA

## NOTES

01 28'-0" FIRE LANE

## SHEET NOTES

- ALL DIMENSIONS ARE TO FOS, FOM OR CENTERLINE OF WALL UNO.
- ALL DIMENSIONS INDICATED AS "CLR" ARE FROM FINISH TO FINISH.
- SEE SHEETS G040-G042 FOR TYP ACCESSIBILITY REQUIREMENTS.
- ROOMS LABELED AS HAVING A FIRE RATING SHALL HAVE RATED WALL AND CEILING ASSEMBLIES.
- DWELLING UNITS SHALL BE SEPARATED WITH 1-HOUR FIRE-RESISTIVE CONSTRUCTION AT WALLS AND FLOORS.
- SEE SHEET A9XX FOR SOUND TRANSMISSION CONTROL DETAILS.
- SEE SHEET A970 FOR TYP FIRESTOPPING DETAILS.
- PROVIDE ROOM & UNIT IDENTIFICATION SIGNAGE.
- PROVIDE LEVEL LANDINGS @ EXT DOORS AND GATES.

ABODE COMMUNITIES  
1149 S HILL ST STE 700  
LOS ANGELES CA 90015

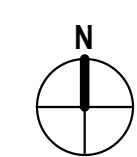
THIS DRAWING AND THE INFORMATION CONTAINED HEREIN ARE THE COPYRIGHTED WORK OF KFA, L.L.P. AND MAY NOT BE REPRODUCED WITHOUT WRITTEN PERMISSION.  
SUBMITTAL

## ENTITLEMENT SET

JOB NUMBER:  
2024-092  
DATE:  
JANUARY 2025  
REVISIONS:

## LEGEND

- 3-HOUR FIRE WALL
- 2-HOUR RATED WALL
- WOOD POST PER STRUCT DWGS
- WATER CURTAIN
- DOWNSPOUT
- SOFFIT ABOVE @ 7'-0" AFF
- DECK DRAIN. SLOPE TO DRAIN AT 1/4" PER FT MIN
- PLANTER DRAIN. SLOPE TO DRAIN AT 1/4" PER FT MIN
- ELECTRICAL PANEL



5



2ND FLOOR PLAN  
3/32" = 1'-0"

## SHEET TITLE SECOND FLOOR PLAN

SHEET NUMBER:  
**A120**

1/11/2025 12:33 PM

## **SB 35**

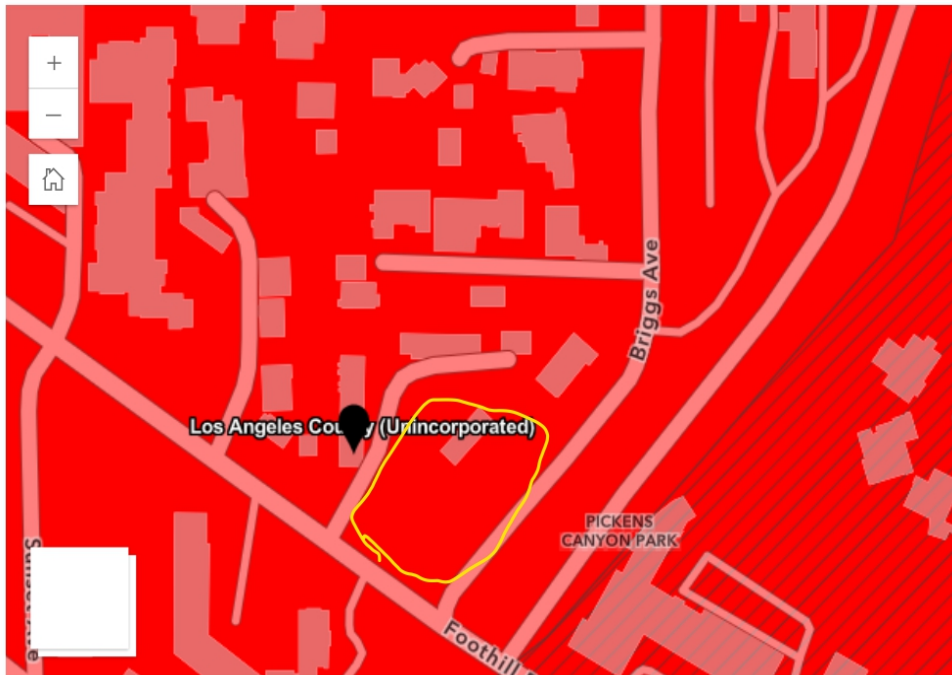
SB 35, codified as Government Code § 65913.4, allows a developer to bypass the normal approval process and obtain fast-track, ministerial approval for a housing project but only if the project meets every one of a list of required standards. If the project fails even one, it does not qualify.

### **VERY HIGH FIRE HAZARD SEVERITY ZONE EXCEPTION**

One of those required standards prohibits construction on certain categories of land. Specifically, a project is **not allowed** on a site located "**within a very high fire hazard severity zone**, as determined by the Department of Forestry and Fire Protection pursuant to **Section 51178**." (Gov. Code, § 65913.4(a)(6)(D).)

The official fire hazard severity zone map published by CAL FIRE (the Department of Forestry and Fire Protection) pursuant to Section 51178 shows that the project site at 2413 Foothill Blvd. is located within a very high fire hazard severity zone.

2413 Foothill Blvd, La Crescenta-Montrose, CA 91214



Esri Community Maps Contributors | County of Los Angeles | California State Parks | © OpenStreetMap, Microso... Powered by Esri

Results:4

### Your Responsibility Area

This property is in **Local Responsibility Area (LRA)**, meaning the financial responsibility of preventing and suppressing wildfires is primarily the responsibility of a Local agency (city, county, city and county, or district).

View additional information about your Local agencies below.

### Your Recommended Fire Hazard Severity Zone

The geographic center of this parcel is located in a **Very High Fire Hazard Severity Zone (FHSZ)**, as recommended by the State Fire Marshal in 2025. Please inspect the map visually to determine if other zone recommendations exist in your parcel.

The FHSZs displayed in this viewer are the **recommended** zones provided to Local agencies by the Office of the State Fire Marshal. The final adopted zones may differ from what is currently shown on this map. **For the FHSZ maps that have been officially adopted for your location, please contact your Local agencies using the information below.**

## **DEVELOPER ESCAPE HATCH**

There is an escape hatch for the developer. Even if the site is located within a very high fire hazard severity zone, the project may still qualify for SB 35 if the project adopts "fire hazard mitigation measures pursuant to existing building standards or state fire mitigation measures applicable to the development, **including, but not limited to**, standards established under **all of the following** or their successor provisions:

- (i) Section **4291** of the Public Resources Code or Section 51182, as applicable.
- (ii) Section **4290** of the Public Resources Code.
- (iii) Chapter **7A** of the California Building Code (Title 24 of the California Code of Regulations)." (Government Code § 65913.4(a)(6)(D))

The key language here is "including, but not limited to" and "all of the following". This means that the standards under (i), (ii), and (iii) all have to be met and are only the starting point.

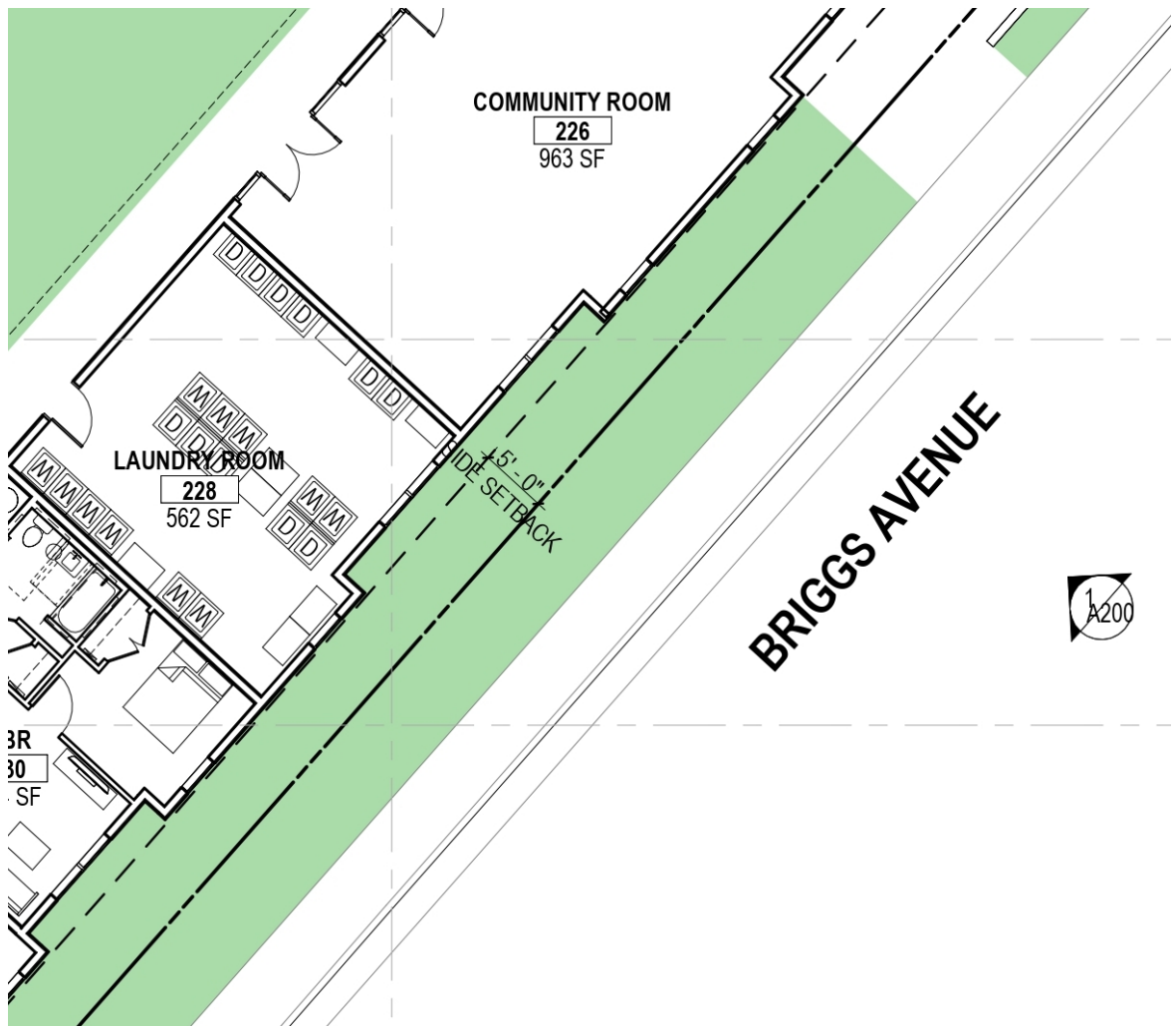
## **THE UNITS ARE SITTING RIGHT ON THE EDGE OF THE PROPERTY**

Based on the architectural drawings provided by the developer, the proposed building wraps around the perimeter of a triangular lot on Foothill Boulevard. The building appears to sit at or near the property line on multiple sides.

According to the developer's own plans, the proposed units are set back only 5 feet from the left side property line, 15 inches from the top property line, 15 inches from the right property line, and 5 inches from the bottom property line. As explained later on, this design will violate Section **4291** of the Public Resources Code and Section **4290** of the Public Resources Code.



from the side property lines. As shown in the photograph below, a wood structure sits directly behind the project, and a flammable tree stands on the public road immediately to the left of the project. There is simply not enough space in developer's design to create the defensible space required for development in a very high fire hazard severity zone.



3  
A300

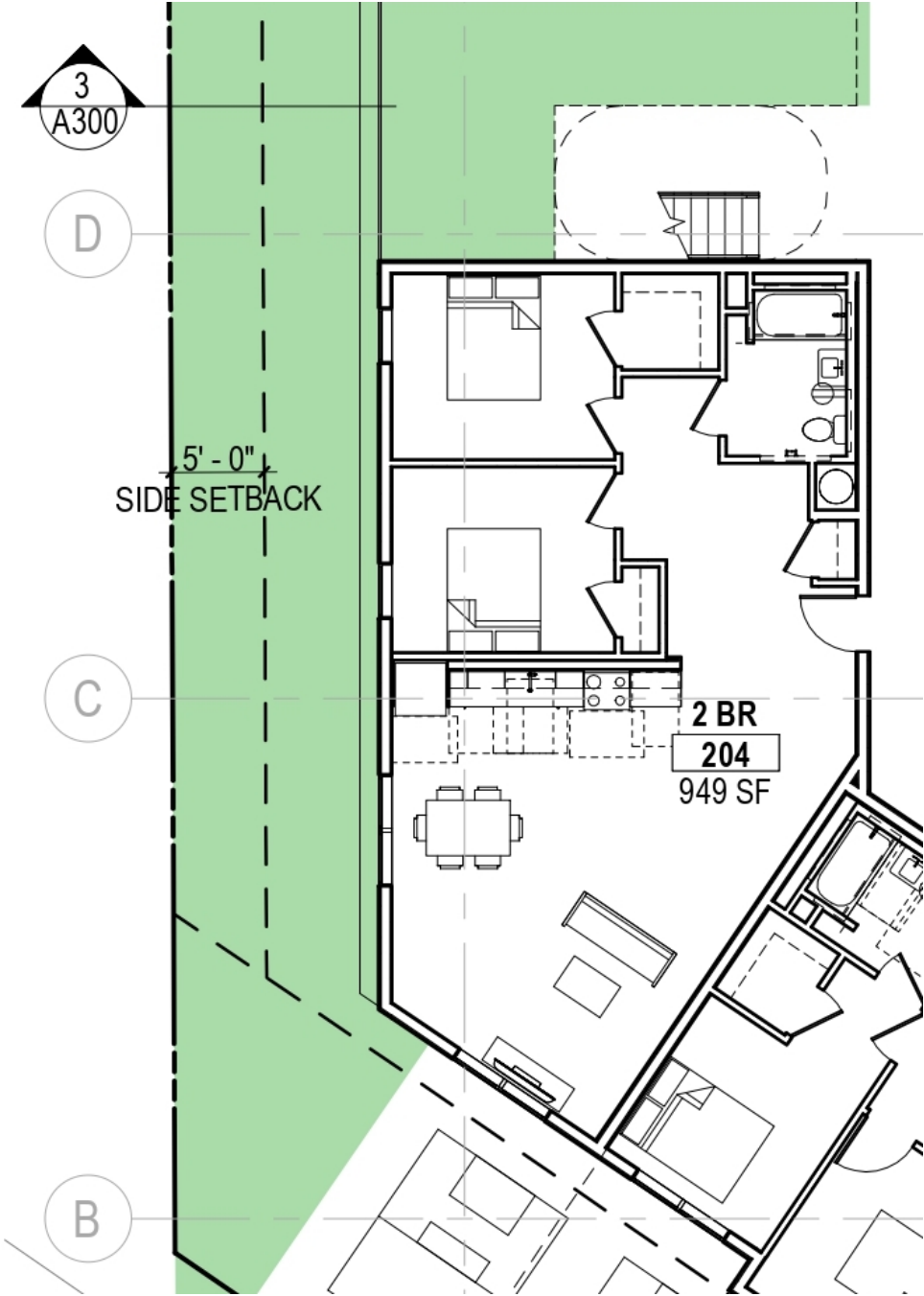
D

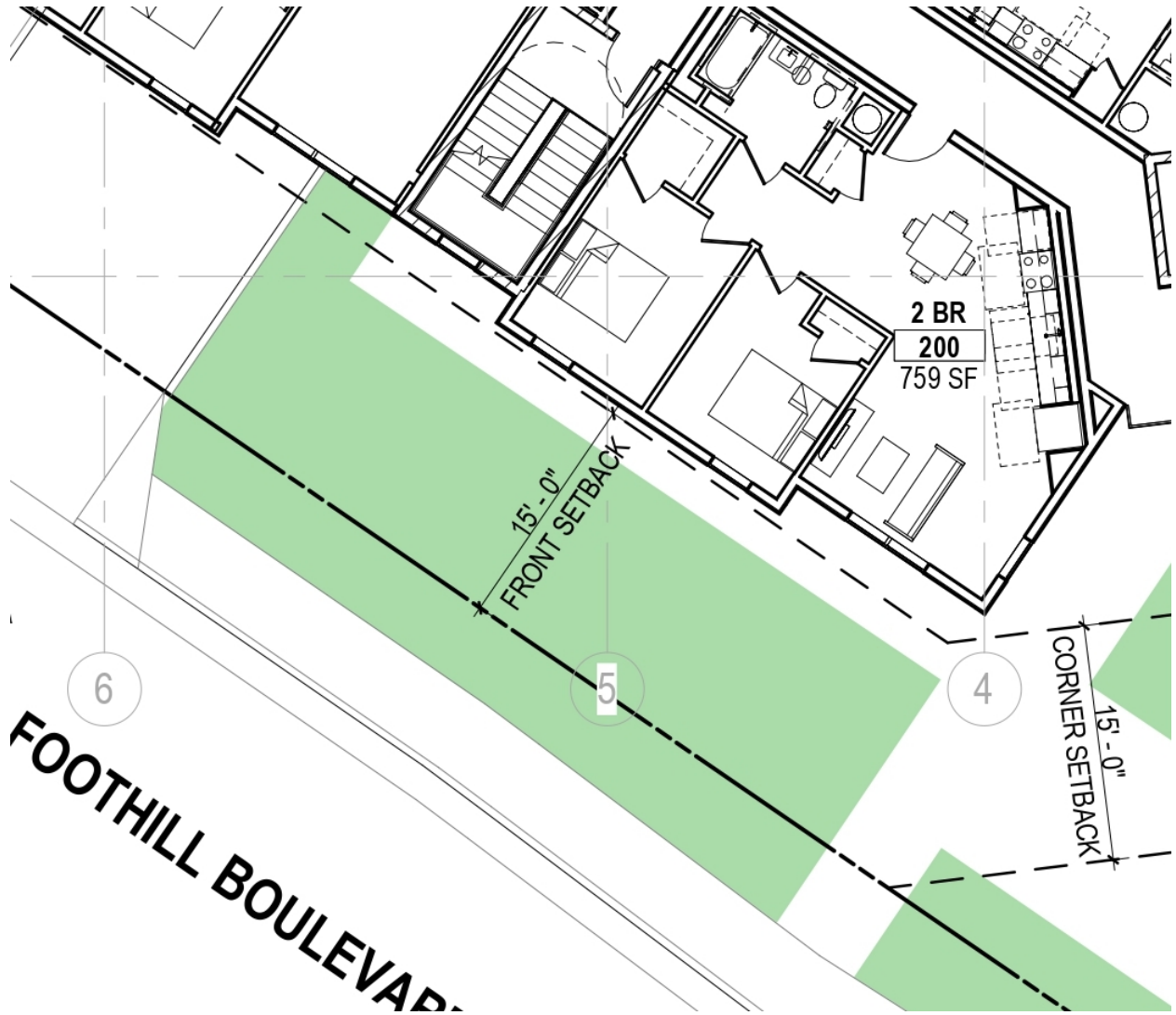
5' - 0"  
SIDE SETBACK

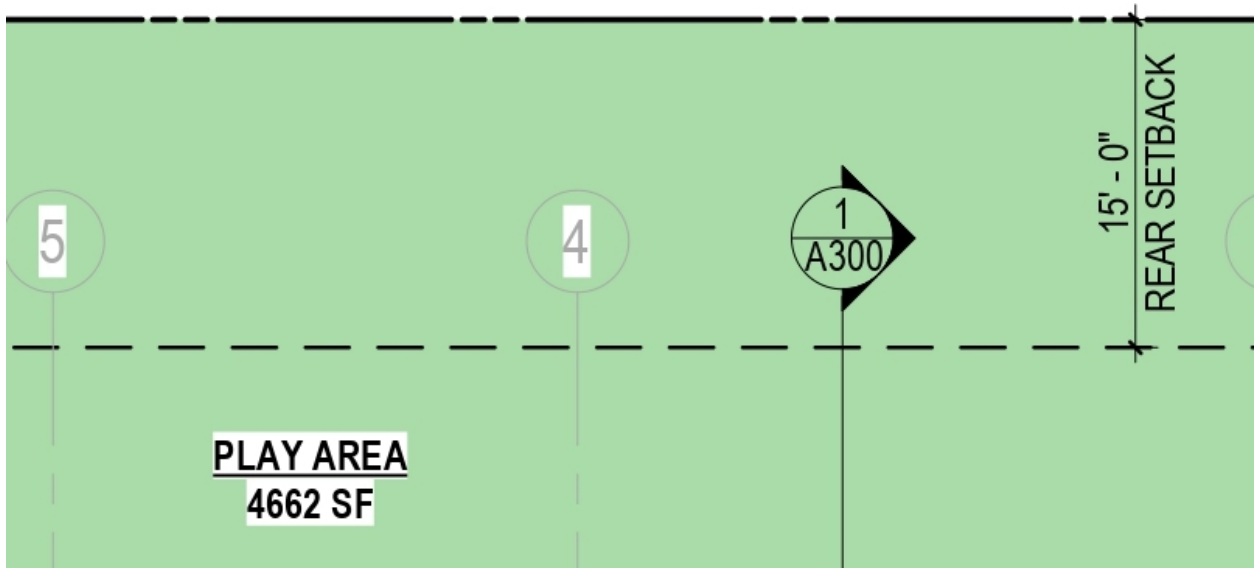
C

B

2 BR  
204  
949 SF









A wooden house sits directly behind the project site



Tree sits just outside the project on a public street located right next to the left property line.

## DEVELOPER VIOLATED STATE MINIMUM FIRE SAFE REGULATIONS

Another requirement that developer has to meet to qualify for the escape hatch is section 4290 of the Public Resources Code.

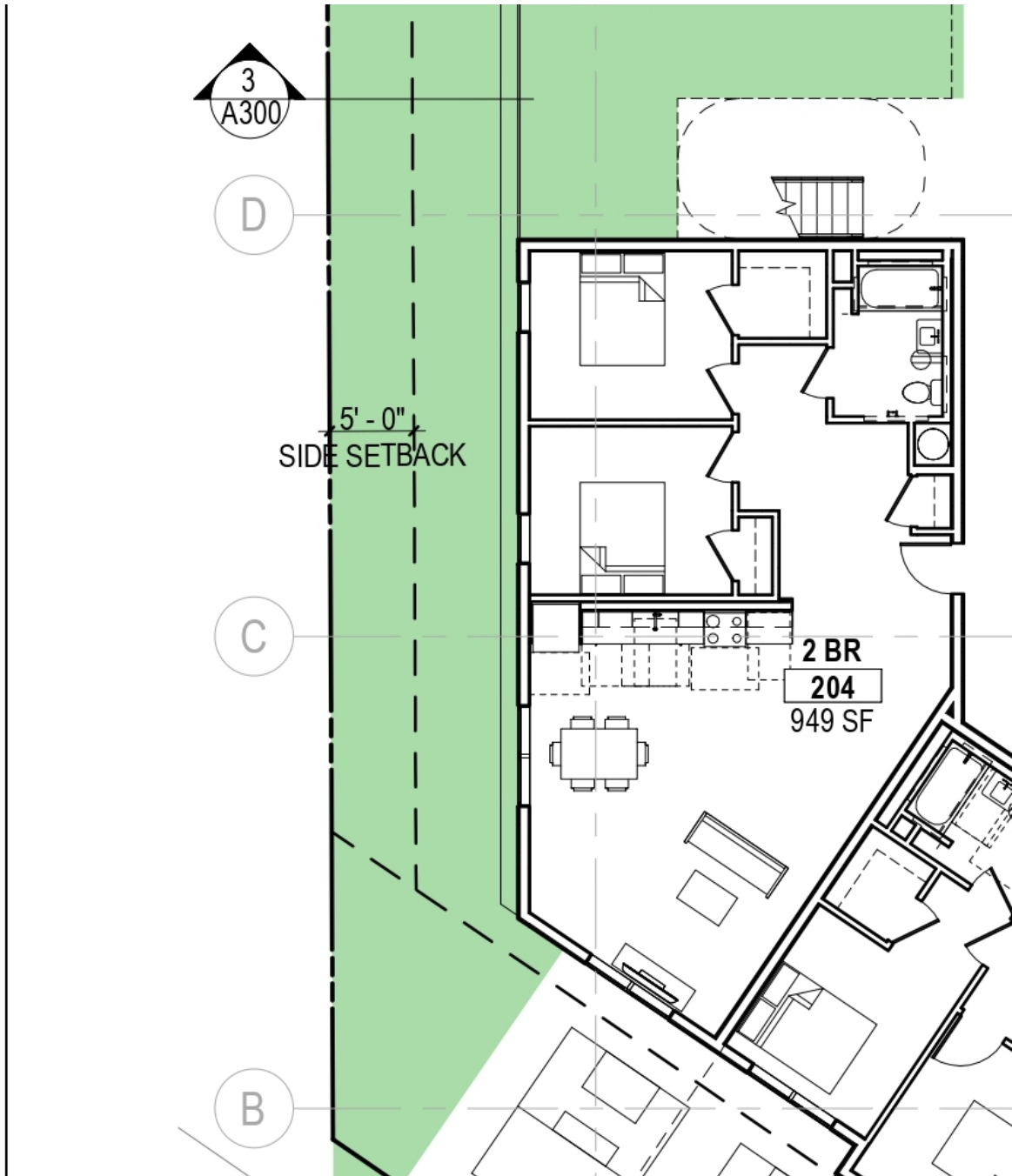
Public Resources Code § 4290 (a) directs the California Board of Forestry and Fire Protection to “adopt regulations implementing **minimum fire safety standards** related to defensible space applicable to very high fire hazard severity zones”. Pursuant to that authority, the California Board of Forestry and Fire Protection adopted the State Minimum Fire Safe Regulations, which constitute the minimum wildfire protection standards for very high fire hazard severity zones. (see Exhibit A Pertinent portions of the State Minimum Fire Safe Regulations.)

Under the State Minimum Fire Safe Regulations there are at least two sections that the project violated.

### I. Setback — § 1276.01

Section 1276.01, subdivision (a) of the State Minimum Fire Safe Regulations requires that “all parcels shall provide a minimum thirty (30) foot setback for all Buildings from all property lines and/or the center of a Road.”

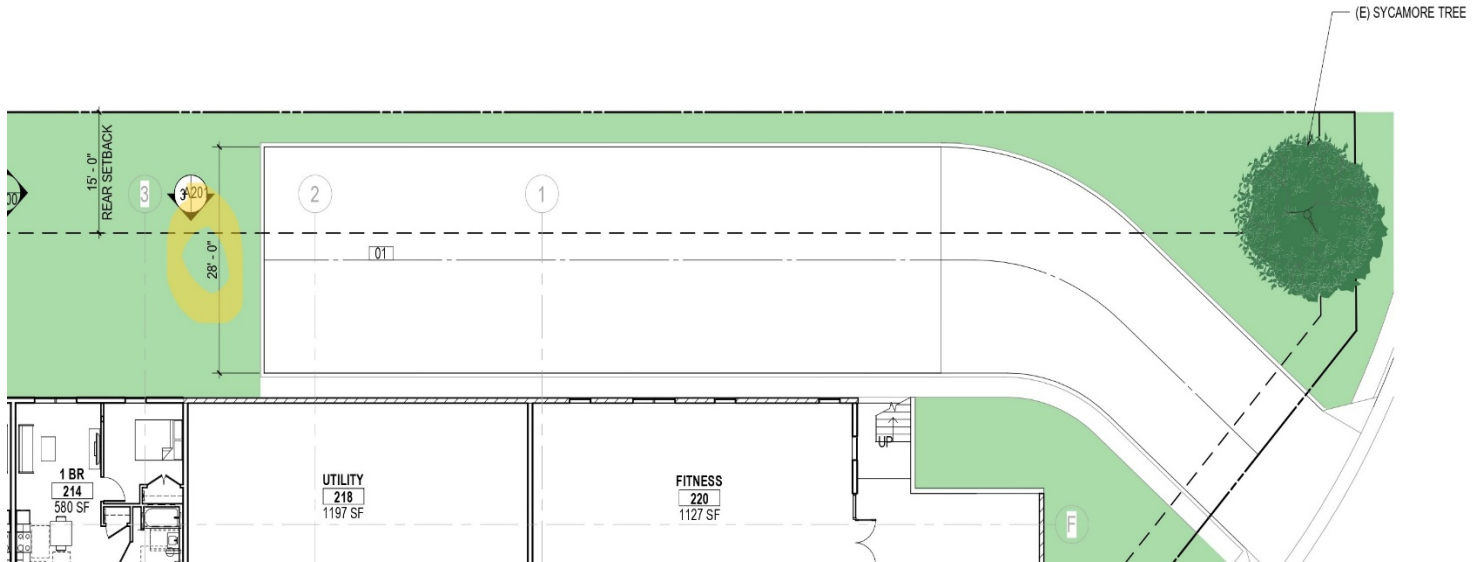
According to the architectural plan shown above, the project does satisfy this requirement. The **right setback** on the left is **only 5** feet instead of the required 30 feet. The **left setback** on the right is also **only 5 feet**. The **front setback** is **15 feet**, and the **rear setback** is also **15 feet**. Each of these setbacks appears to fall below the minimum 30 foot setback required by section 1276.01, subdivision (a).



## II. Dead-End Road and Turnaround — § 1273.05

Section 1273.05 of the State Minimum Fire Safe Regulations requires that each dead-end road have a turnaround at its terminus. Section 1270.01(e) defines a dead-end road as "a Road that has only one point of vehicular ingress/egress, including cul-de-sacs and Roads that loop back on themselves." Where a turnaround is required, it

must provide a minimum **40-foot turning radius** or a **60-foot hammerhead/T configuration**. Section 1273.05(b)



The fire lane as shown on the developer's own plans appears to terminate without connecting through to another road. This constitutes a dead-end road. Yet no turnaround is visible anywhere on the plan and it is only 28 feet wide. This is a direct violation of § 1273.05(b).

To qualify for the escape hatch, the requirements are strict. The statute uses the phrases “including, but not limited to” and “all of the following,” which means Developer must comply with all applicable building standards and state fire mitigation measures, including each specific statutory and regulatory requirement listed in the provision.

After all, we are trying to build a 80 unit project housing over 300 occupants in a Very High Fire Hazard Severity Zone. Upon review of only the first two listed statutes so far, and the project appears to violate both. These violations alone raise serious doubt as to whether Developer can qualify for the escape hatch. They also strongly suggest that there may be additional violations once other code and regulations are reviewed.

### **COUNTY WILL INCUR SIGNIFICANT LIABILITY BY APPROVING THE PROJECT**

What the developer is asking the County to do is permit construction of this structure in a Very High Fire Hazard Severity Zone despite apparent clear violations of the applicable fire safety requirements. If residents of the building or neighboring residents are later injured because the building catches fire, or because neighboring residents cannot evacuate quickly due to increased traffic congestion, the County will

face liability for permitting a project that violates the statute. This is especially true where the specific violations have already been clearly identified and brought to the County's attention.

Again, this does not mean Developer cannot develop the property. It means Developer must either propose a new plan that complies with the existing building standards and state fire mitigation measures, or proceed through the ordinary nonministerial review process.

## Article 1. Administration

### § 1270.00. Title.

Subchapter 2 shall be known as the “State Minimum Fire Safe Regulations,” and shall constitute the minimum Wildfire protection standards of the California Board of Forestry and Fire Protection.

NOTE: Authority cited: Section 4290, Public Resources Code. Reference: Sections 4102, 4126, 4127 and 4290, Public Resources Code.

### § 1270.01. Definitions.

The following definitions are applicable to Subchapter 2.

- (a) Agriculture: Land used for agricultural purposes as defined in a Local Jurisdiction's zoning ordinances.
- (b) Board: California Board of Forestry and Fire Protection.
- (c) Building: Any Structure used or intended for supporting or sheltering any use or Occupancy, except those classified as Utility and Miscellaneous Group U.
- (d) CAL FIRE: California Department of Forestry and Fire Protection.
- (e) Dead-end Road: A Road that has only one point of vehicular ingress/egress, including cul-de-sacs and Roads that loop back on themselves
- (f) Defensible Space: The area within the perimeter of a parcel, Development, neighborhood or community where basic wildland fire protection practices and measures are implemented, providing the key point of defense from an approaching Wildfire or defense against encroaching Wildfires or escaping Structure fires. The perimeter as used in this regulation is the area encompassing the parcel or parcels proposed for construction and/or Development, excluding the physical Structure itself. The area is characterized by the establishment and maintenance of emergency vehicle access, emergency water reserves, Road names and Building identification, and fuel modification measures.
- (g) Development: As defined in section 66418.1 of the California Government Code.
- (h) Director: Director of the Department of Forestry and Fire Protection or their designee.
- (i) Driveway: A vehicular pathway that serves no more than four (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.
- (j) Exception: An alternative to the specified standard requested by the applicant that may be necessary due to health, safety, environmental conditions, physical site

## § 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.
- (b) Road and Driveway Structures shall be designed and maintained to support at least 40,000 pounds.
- (c) Project proponent shall provide engineering specifications to support design, if requested by the Local Jurisdiction.

NOTE: Authority cited: Section 4290, Public Resources Code. Reference: Sections 4290 and 4291, Public Resources Code.

## § 1273.03. Grades.

- (a) At no point shall the grade for all Roads and Driveways exceed 16 percent.
- (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.

NOTE: Authority cited: Section 4290, Public Resources Code. Reference: Sections 4290 and 4291, Public Resources Code.

## § 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.
- (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.

NOTE: Authority cited: Section 4290, Public Resources Code. Reference: Sections 4290 and 4291, Public Resources Code.

## § 1273.05. Turnarounds.

- (a) Turnarounds are required on Driveways and Dead-end Roads.
- (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.
- (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.
- (d) A turnaround shall be provided on Driveways over 300 feet in length and shall be within fifty (50) feet of the building.
- (d) 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.
- (e) Figure A. Turnarounds on roads with two ten-foot traffic lanes.
- (f) Figure B. Turnarounds on driveways with one ten-foot traffic lane.

Figure A/Image 1 is a visual representation of paragraph (b).

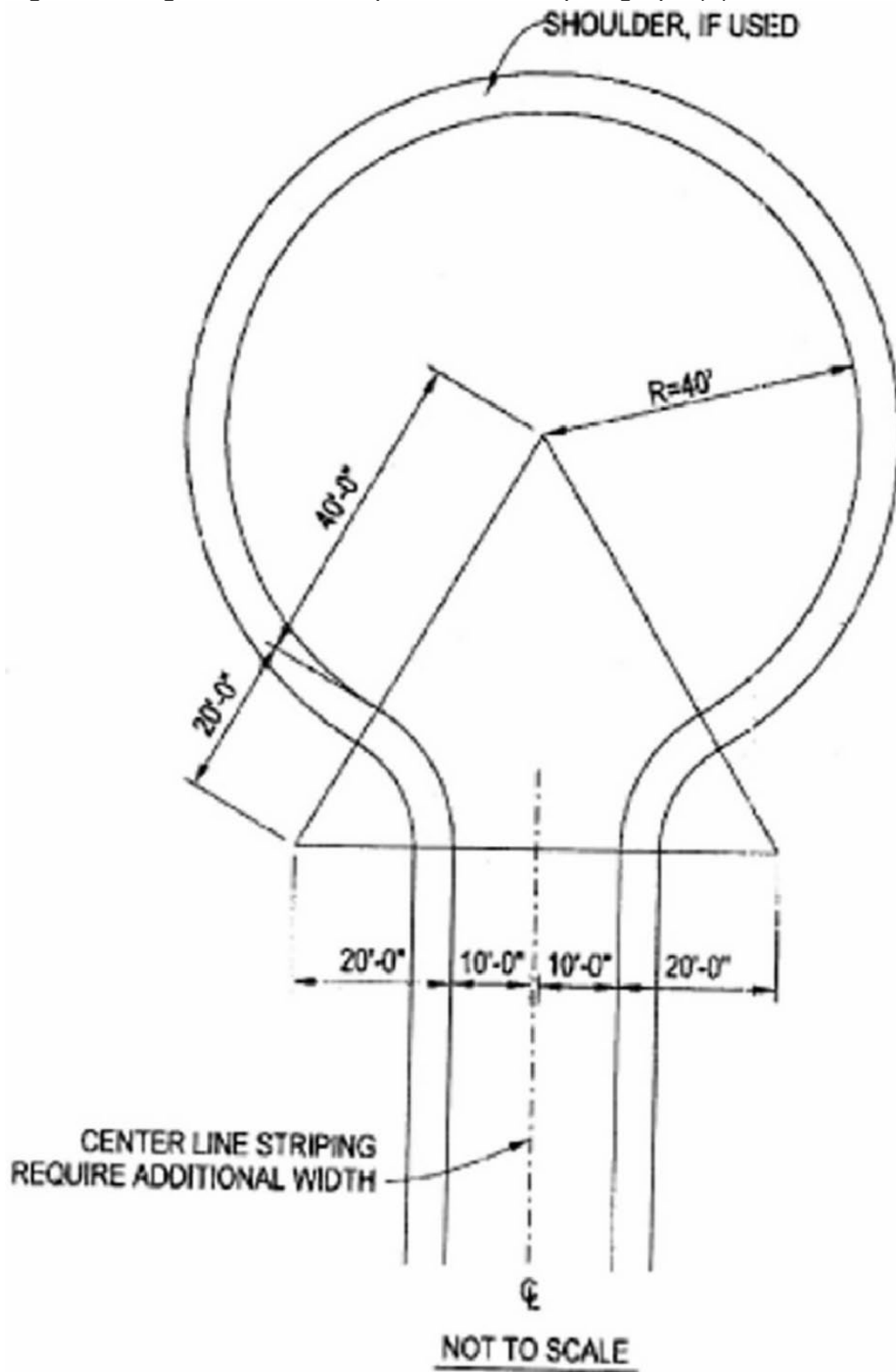
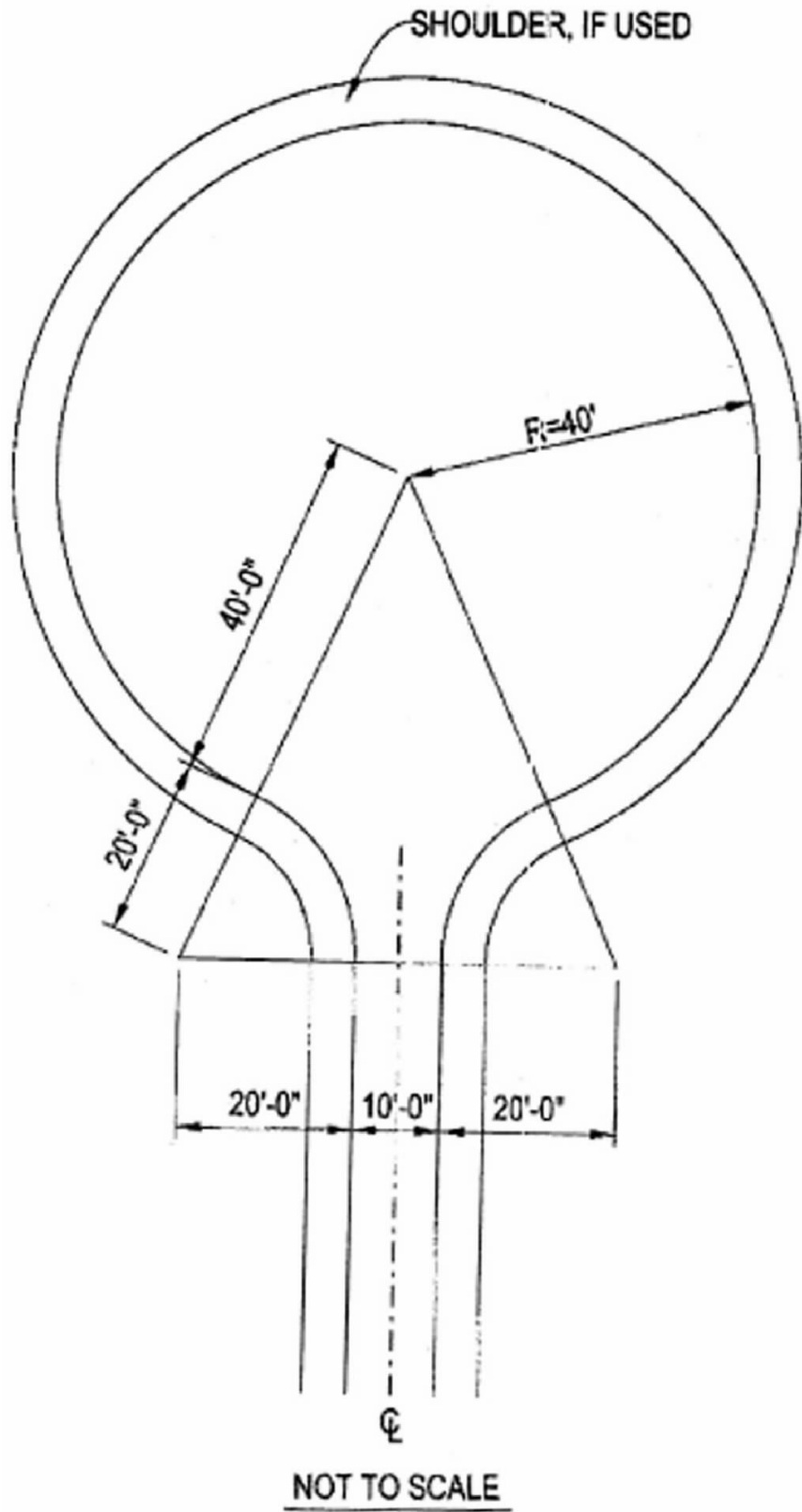


Figure B/Image 2 is a visual representation of paragraph (b).



NOTE: Authority cited: Section 4290, Public Resources Code. Reference: Sections 4290 and 4291, Public Resources Code.

(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.

(c) Fire Hydrants shall be wet or dry barrel and have suitable freeze or crash protection as required by the Local Jurisdiction.

NOTE: Authority cited: Section 4290, Public Resources Code. Reference: Sections 4290 and 4291, Public Resources Code.

### § 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,

(1) 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 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

(2) as specified in the State Fire Marshal's Guidelines for Fire Hydrant Markings Along State Highways and Freeways, May 1988.

NOTE: Authority cited: Section 4290, Public Resources Code. Reference: Sections 4290 and 4291, Public Resources Code.

## Article 5. Building Siting, Setbacks, and Fuel Modification

### § 1276.00. Intent.

To reduce the intensity of a Wildfire, reducing the volume and density of flammable vegetation around Development through strategic fuel modification, parcel siting and Building setbacks, and the protection of Undeveloped Ridgelines shall provide for increased safety for emergency fire equipment, including evacuating civilians, and a point of attack or defense from a Wildfire.

NOTE: Authority cited: Section 4290, Public Resources Code. Reference: Sections 4290 and 4291, Public Resources Code.

### § 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).

(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, as required by the Local Jurisdiction.

NOTE: Authority cited: Section 4290, Public Resources Code. Reference: Sections 4290 and 4291, Public Resources Code.

### § 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.

(b) Preservation of Undeveloped Ridgelines identified as strategically important shall be required pursuant to this section.

(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.

(d) The Local Jurisdiction may implement further specific requirements to preserve Undeveloped Ridgelines.

NOTE: Authority cited: Section 4290, Public Resources Code. Reference: Sections 4290 and 4291, Public Resources Code.

### § 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:

To the Board of Supervisors,

As a resident of this community for more than 20 years, I respectfully oppose the funding for the proposed 66-unit Abode development planned for the corner of Briggs Avenue and Foothill Boulevard, and I urge the Board to deny funding for this project.

This proposed development is located within a high fire hazard zone, which raises significant concerns regarding public safety and emergency preparedness. The site is also located near the Crescenta Valley Sheriff's Station, and the increase in traffic generated by a project of this size could negatively impact emergency response times for law enforcement and first responders.

In addition, Briggs Avenue serves as one of the primary evacuation routes for the many homes located in the Briggs Terrace foothill area. Increased congestion along this corridor during an emergency could place residents at greater risk. Our community has already experienced the dangers associated with wildfire events, including the Station Fire, which required evacuations throughout the area. More recently, the devastating Altadena fire has further highlighted the importance of maintaining safe and efficient evacuation access in foothill communities.

While state-mandated development policies may address broader housing goals, they are not necessarily appropriate for every community. La Crescenta is a small community with a limited business corridor and unique public safety considerations that should not be overlooked.

I respectfully ask the Board to carefully consider the long-term impacts this project would have on residents, traffic, evacuation safety, and the overall character of our community. **Please do not fund this project.**

Thank you for your time and consideration.

Sincerely,

Robert Manciero  
Resident  
3020 Highridge Rd.  
La Crescenta, Ca 91214

818-515-3554