

It is therefore my recommendation that the following additional conditions are provided to the hearing officer for their consideration:

1. The applicant provides permanent plantings maintained at approximately 13 feet tall to screen the new Accessory Structure #3 wall facing 815 S. San Rafael in the 10-foot side yard setback.
2. The applicant agrees to maintain existing trees using a qualified and licensed tree care service provider to prune with the goal of preserving the height, form and health to maintain privacy (Fern Pine #51-62, Ash trees 49 and 50, Trees 41-47). In other words, applicant agrees not to top or severely shorten the trees or otherwise deliberately cause damage to the roots, trunk or canopy of said trees except as consistent with the aforementioned pruning and the owner's property rights.
3. The applicant should confirm, via a licensed civil surveyor, the locations of trees 49 and 50 which appear to be on the property line between the two lots, in order to resolve any issue of ownership, property right, and liability for impacts during the proposed construction.

DISCLAIMER

Arborists are tree specialists who employ their education, knowledge, training and experience to examine trees, recommend actions to improve the health and structure of trees, and suggest measures to reduce the risk of having activities under trees. Clients may decide to accept or disregard the recommendations of the arborist or seek additional advice.

Arborists cannot detect every condition that could possibly lead to structural failure of a tree or anticipate extreme weather events that could contribute to failure. Trees are living organisms that fail in ways we do not fully understand. Conditions are often hidden inside trees and below ground. Arborists cannot guarantee that trees will be healthy or safe under all circumstances, or for a specific time period. Likewise, remedial treatments, like any medicine, cannot be guaranteed.

Treatment, pruning and removal of trees may involve considerations beyond the scope of the Arborists services (assignment) such as property ownership, property boundaries, site lines, neighbor's disputes and other issues. Arborists cannot take such considerations into account unless complete and accurate information is disclosed to the arborist. An arborist should be then expected to reasonably rely upon the completeness and accuracy of the information provided.

Trees can be managed, but they cannot be controlled. To live near trees is to accept some degree of risk. The only way to eliminate all risk associated with trees is to eliminate all trees.

Certificate of Performance

I, Rebecca Latta certify that:

- I have personally inspected the trees described in this report and have accurately stated my findings. The extent of the evaluation is stated in the attached report;
- I have no current or future interest in the vegetation or the property that is the subject of the report and no bias with respect to the parties involved;
- The analysis, opinions, evaluation, investigation and conclusions have been prepared using accepted arboricultural practices;
- I performed the work myself and prepared the report and reviewed the report, except as specifically indicated in the report;
- That my compensation is not contingent upon the reporting of a predetermined conclusion that favors the cause of the client or any other party nor the results if the assignment, attainment of stipulated results or the occurrence of any subsequent events.
- I further state that I am a member in good standing with American Society of Consulting Arborists and the International Society of Arboriculture. I have been involved in the practice of arboriculture and the care and study of trees for 30 years.



Rebecca Latta

CONSULTING ARBORIST, HORTICULTURALIST

T: 626 272-8444

E: rlattaconsulting@gmail.com

WEB: www.rebeccalattaconsulting.com

ISA Certified Arborist WE4264A
ISA Tree Risk Assessment Qualified
Member, American Society of Consulting Arborists
Member, California Native Plant Society



PHOTO APPENDIX



Hibiscus hedge along drive in narrow planter



Fern pine hedge from yard behind ash trees 49 and 50



Fern pine hedge in background of shot – Ash trees 49 and 50 in foreground



OP 42 – Silver Dollar Eucalyptus in left corner – Screening trees 39-44 at 801 S San Rafael



Proximity of two dwellings



Car parked next to trunk of Tree #15 in front yard

Fred Hill
The Original Whistle Stop
2490 E. Colorado Blvd.
Pasadena, CA 91107

January 5, 2020

Roxanne Christ-DeWitt
815 S. San Rafael Avenue
Pasadena, CA 91105

Dear Roxanne,

You have asked me to describe the model train collection assembled by your late husband, Robert (Bob) DeWitt (the "DeWitt Collection") in connection with proposed construction at the property next to the "train room" in your house that contains the models (the "Train Room").

My Expertise and Knowledge of the DeWitt Model Train Collection

I own and operate the Original Whistle Stop, one of the nation's largest and oldest model train stores, together with a robust online business. I also own and operate Coachyard, a company that commissions the manufacturing of, and imports, model trains. I have been in business for over 40 years.

On numerous occasions I have been asked to appraise collections of model trains and to render my informal and formal opinion of the attributes of various collections.

I have detailed and first-hand knowledge of the DeWitt Collection and the individual models in the collection as well as the room containing the collection and how they are displayed. From the earliest years of his collecting, Bob consulted me regarding the train models he acquired or wished to acquire and the rarity, cost and value of those models. I knew Bob and his collection starting earlier than 1973, when he first bought your house. In fact, one of the reasons he bought the house was because it had a guest room that could be used to display the DeWitt Collection, as it grew over time.

The DeWitt Collection

The model train collection that Bob amassed is world-class, irreplaceable, extraordinarily fragile and very valuable.

All of the models in Bob's collection are brass and HO scale. Most locomotives and many passenger cars have been custom painted and weathered by Jerry Spoelma. Jerry is one of the world's most renowned model train artists. Given that Jerry is 82, his painting and weathering of models in the DeWitt Collection can never be repeated.

The Collection is World Class

The DeWitt Collection is one of the most extraordinary collections of HO scale, brass model trains assembled by a private collector. I am not aware of any other collection that rivals the DeWitt Collection in terms of comprehensiveness of the railroads it contains, quality, quantity and rarity. In terms of quality, quantity, condition and display, the DeWitt Collection is museum quality.

The Rarity and Irreplaceability of Individual Models and the Collection as a Whole

The models that make up the collection are rare. This is because the manufacturer of each model produced only a limited number of them. Occasionally, there are subsequent manufacturing runs of a few of the models, but subsequent runs are never identical to earlier runs. Moreover, several of the companies that manufactured the models in the collection are no longer in business.

Even if, over time (and it would take a *very long* time), one could locate other models from the particular manufacturing runs in Bob's collection, the collection as a whole could never be replicated. Bob assembled the collection over more than 50 years. It is, in a word, irreplaceable.

The Fragility of the Models

As you know, the train collection is housed in your "train room". The train room contains about 2,250 (two thousand two hundred fifty) linear feet of tracks filled with train models.

There is wire installed on each shelf that runs along the front of each track. Bob added this restraint system in hopes of preventing the models from falling off their shelves and suffering catastrophic damage in the event of a major earthquake. The wire was installed in 2007 and replaced plexiglass doors along the front of the cases. The doors had clouded and yellowed over time. More importantly, in the Northridge quake, they seemed unhelpful, as trains fell off the tracks and piled up on top of each other against the doors.

[Photo of Northridge earthquake "train wreck" below]



The restraint system is untested and, while Bob hoped it would stop trains from falling entirely off their tracks, it will not stop them from being damaged if they are jostled or derailed.

Models will likely be damaged even if all they do is get bumped against the restraining wire. The damage will likely be substantial in the case of locomotives and turbines, as these are the most intricately detailed models. While all of the models are extremely fragile, the locomotives and turbines are most fragile. Locomotives and turbines make up over 70% of the collection.

The models contain very small and fragile parts such as lights, whistles, smokestacks, wheels, wheel drivers, windows, doors, engineer cabs, wiring, and dozens of other parts.

In fact, the wiring on locomotives is little bigger than the width of a hair, and is easily disconnected, loosened, bent, or broken. Moreover, the wiring on the models can become entangled with the wire restraint system, and the model can be banged against the nails that hold the Restraint System in place.

The cars making up the passenger trains are hooked together. If one car tips over, the other cars tend to as well, like dominoes.

Parts from the models can fall off. Reattaching and repairing them takes expert skill and is extremely time consuming and costly. Few people have the skill.

Paint on the models chips easily. As noted, most models are custom painted and weathered. They cannot be repainted without great time, expert skill and expense. Painting and weathering an individual model is extremely costly.

Even then, the quality of painting and weathering by Jerry Spoelma cannot be duplicated. As noted, Jerry, now 82, would not be able to repeat this body of work again.

Merely handling a models can devalue them. Each time the models are handled, they risk being marred by fingerprints. The models cannot easily be cleaned. And, even then, cleaning them requires special skill and carries the strong likelihood that the cleaning process will damage them, leading to a nearly endless loop of repairs, cleaning, more repairs and more cleaning.

The models risk being damaged every time they are picked up. One of the reasons the models contained in the collection are so valuable is because they have seldom if ever been handled since they were first placed on their tracks inside the shelves.

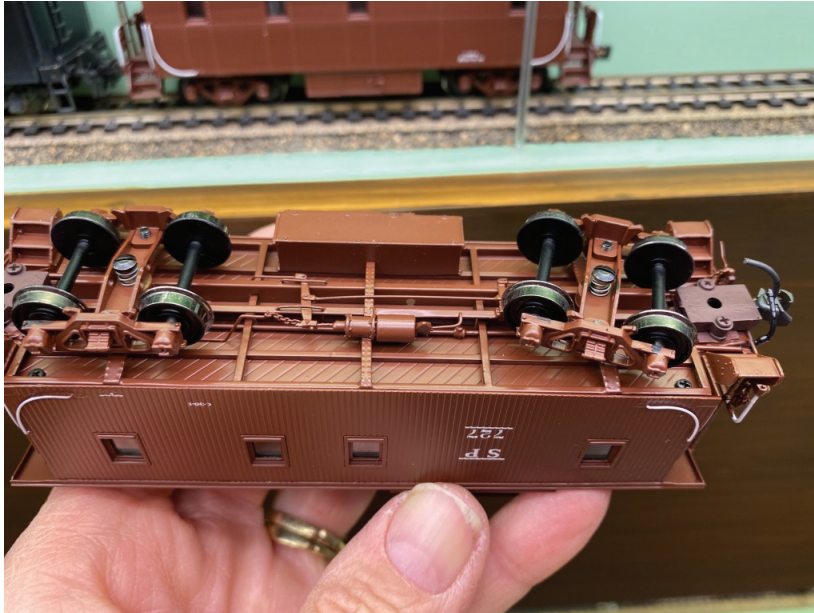
Leaving the risk of a model falling off its track aside, when models are jostled even slightly, the wheels can come off their tracks. The photo shows such a “derailed” train.

[photo of derailed train car below]



Each set of wheels on models pivots around a very small pole on the underside of the model that holds the wheels in place as shown below.

[Insert photo of underside]



Each set of wheels consists of several wheels. If a derailed train's wheels are not put back on the tracks, the model can become unbalanced and damaged. It's a bit like parking only one side of a car on a curb. Whenever a model's wheels come off the tracks, they need to be put back on the tracks. Repositioning wheels on tracks is laborious, time consuming and requires special skill.

Damage From Dust

Bob took pains to seal the train room off from dust. It is extremely difficult to dust off a model. Doing so thoroughly will almost always damage a locomotive or turbine, as the brush used to clean often catches in the fine wiring on the model.

Using compressed air to clean the models is out of the question, as it can blow windows in, blow engineers off their seats, blow windshield wipers off, cause havoc with other delicate parts.

Dust that is slightly "sticky" or humid is the most damaging kind, as it cannot just be effectively removed without dismantling, and sometimes, even repainting the model.

Dust covered models are worth far less than clean models.

Pecuniary Value of the DeWitt Collection

The DeWitt Collection is irreplaceable and, in my view, priceless. Nonetheless, in 2015, following Bob's death, I appraised the fair market value of the DeWitt Collection for tax

purposes at []¹. I estimate the fair market value to be no less than that amount today. However, I cannot over-emphasize priceless nature and the irreplaceability of individual models in the collection and the collection as a whole.

Please do not hesitate to contact me if you have any questions or need more information.

Sincerely,

/T. Fredrick Hill/

T. Fredrick Hill

¹ Appraisal to be provided confidentially and separately upon request.

Roxanne Christ
 815 So San Rafael
 Pasadena, CA
 Jan. 4, 2021

Re: Construction at 801 So. San Rafael

Dear Ms. Christ:

You have requested a computation of the amount of construction triggered by the additions and alterations at 801 So San Rafael.

Definition of renovation area: You pointed us to the following definition, which we have used in our analysis: City of Pasadena Municipal Code (Zoning Code) Sec 17.29.060.E as follows: “Major Renovations. Major renovations to an existing dwelling shall require approval of a Hillside Development Permit. A major renovation is defined as: a. The alteration of more than 50 percent of existing wall facades by exposing the framing. This does not include the removal and replacement of existing exterior finishes or general maintenance; or b. Any alteration of the roofline resulting in an increase in height above the highest point of the existing roof. “

Renovation area covered:

- Building Permit: BLD 2019-01654
- Building Permit: BLD SFR 2020 - 11314
- Certificate of Appropriateness (no drawings- text reviewed); Oct 20, 2020

Conclusions:

<u>House</u>			<u>Guest House</u>			<u>TOTAL</u>
	<u>Existing sf</u>	<u>Renovated sf</u>		<u>Existing sf</u>	<u>Renovated sf</u>	
East	593.7	324.5	East	333.0	0	
North	981.0	231.0	North	250.6	246.5	
West	609.7	248.4	West	303.0	303.0	
South	<u>1143.0</u>	<u>950.7</u>	South	<u>244.6</u>	<u>168.5</u>	
	3327.4	1754.6		1131.2	718.0	2472.6/ 4458.6
		52.7%			63%	55%

Sources: The analysis is based on available sources. We do not have the developer floor plans etc available to us. To our knowledge a comparable analysis isn't available, or an interpretive manual to illustrate the computation of renovation area

- Photographs of exposed re-framing
- Floor Plans (Existing)- Real Estate Listing
- Planning Case Submittal- excerpts
- Los Angeles County Assessor: copies of chronological record

Respectfully submitted:
 OFFENHAUSER/MEKEEL ARCHITECTS



SubSurface Designs, Inc.

PIN # 7387

LOCATION AND TOPOGRAPHY

The subject property is located at the eastern end of a block of and east-west trending portion of the San Rafael Hills in Pasadena, California. The subject site is a developed parcel situated along the southern side of San Rafael Avenue, approximately six hundred and twenty five feet southeast of its intersection with San Remo Road. For reference, see the attached Vicinity Map for the location of the subject property (see APPENDIX D).

Improvements to the property consist of a two-story, single-family residence situated upon a relatively level pad. Further improvements consist of a detached one-story guest house, swimming pool and concrete and asphalt flatwork. Access to the residence is provided by a concrete driveway that extends from the northeast corner of the site. For specific topographic conditions, refer to the attached Site Plan, Plate A (see APPENDIX D).

PROPOSED DEVELOPMENT

Final building plans have not been prepared and await the conclusions and recommendations of this investigation. However, it is our understanding that the proposed development will consist of constructing additions to the eastern side of the existing single-family residence. Additionally, a new detached garage will be constructed northerly of the residence and a new one story guest house will be constructed on the southern portion of the property in the rear yard area.

Grading will include the removal and recompaction of the near surface soil for support of the proposed detached garage and guest house. Grading will also include excavation of future foundations. For reference, the locations of proposed improvements are shown on the attached Geologic Map, Plate A.

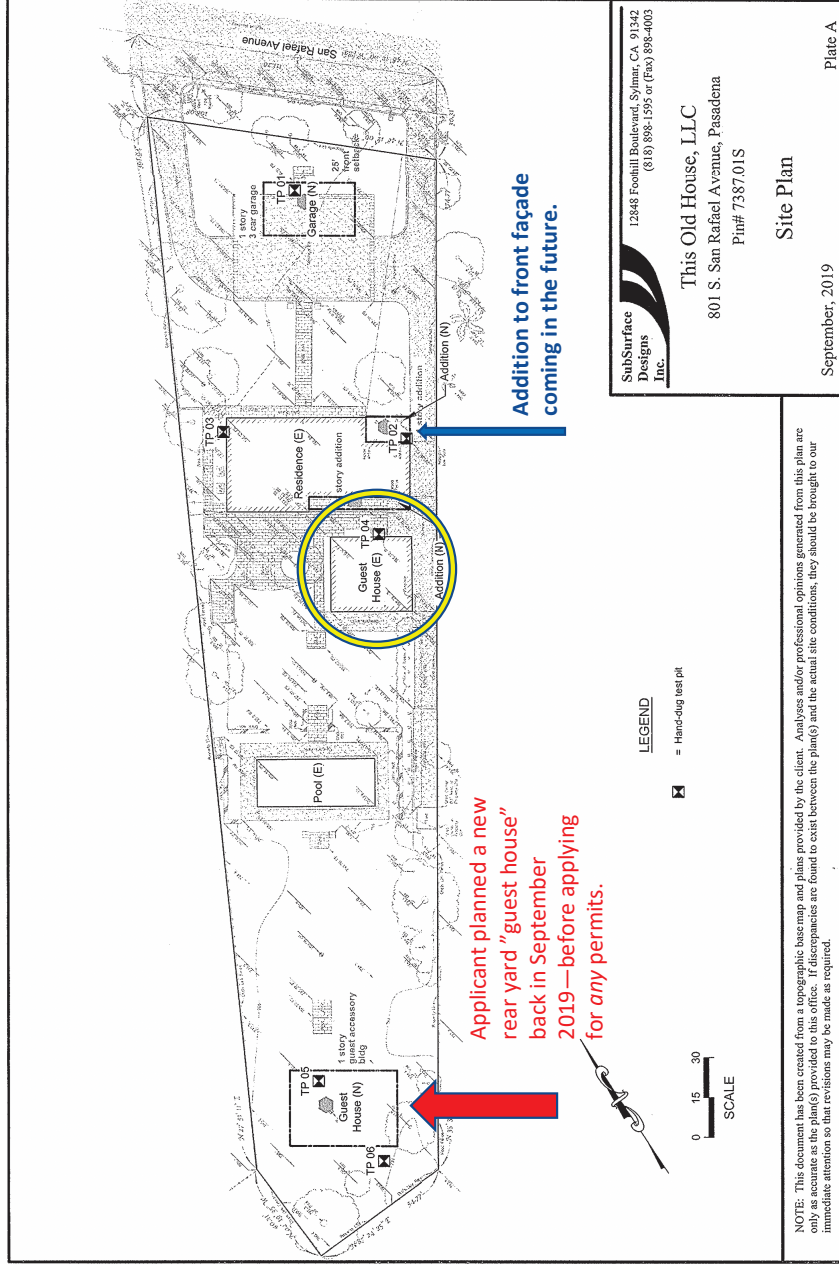
**“a new one story
guest house will be
constructed . . . in
the rear yard area.”**

John Van de Kamp in His Home Office in the Guest House



EXHIBIT TO SUBMISSION FOR 815 S. SAN RAFAEL PROPERTY

OWNER



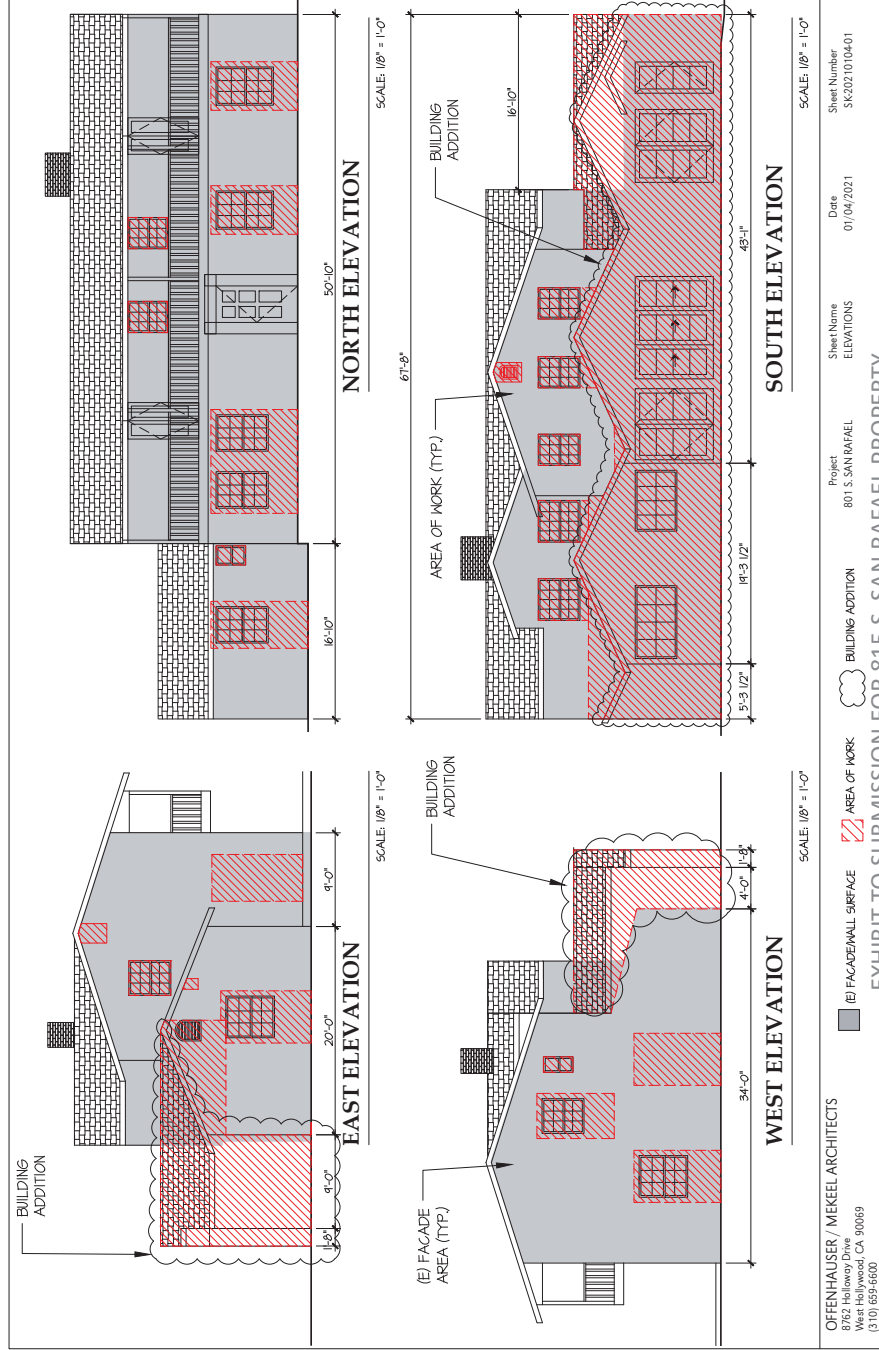
SubSurface Designs Inc.
 12848 Foothill Boulevard, Sylmar, CA 91342
 (818) 898-1595 or (Fax) 898-4003

This Old House, LLC
 801 S. San Rafael Avenue, Pasadena
 Pin# 7387.01S

Site Plan
 September, 2019
 Plate A

NOTE: This document has been created from a topographic base map and this provided by the client. Analysis and/or professional opinions generated from this plan are only as accurate as the plan(s) provided to this office. If discrepancies are found to exist between the plan(s) and the actual site conditions, they should be brought to our immediate attention so that revisions may be made as required.

Majority of Facades Altered



OFFENHAUSER / MEKEEL ARCHITECTS
 8762 Holloway Drive
 West Hollywood, CA 90069
 (310) 659-6000

Majority of Facades Altered

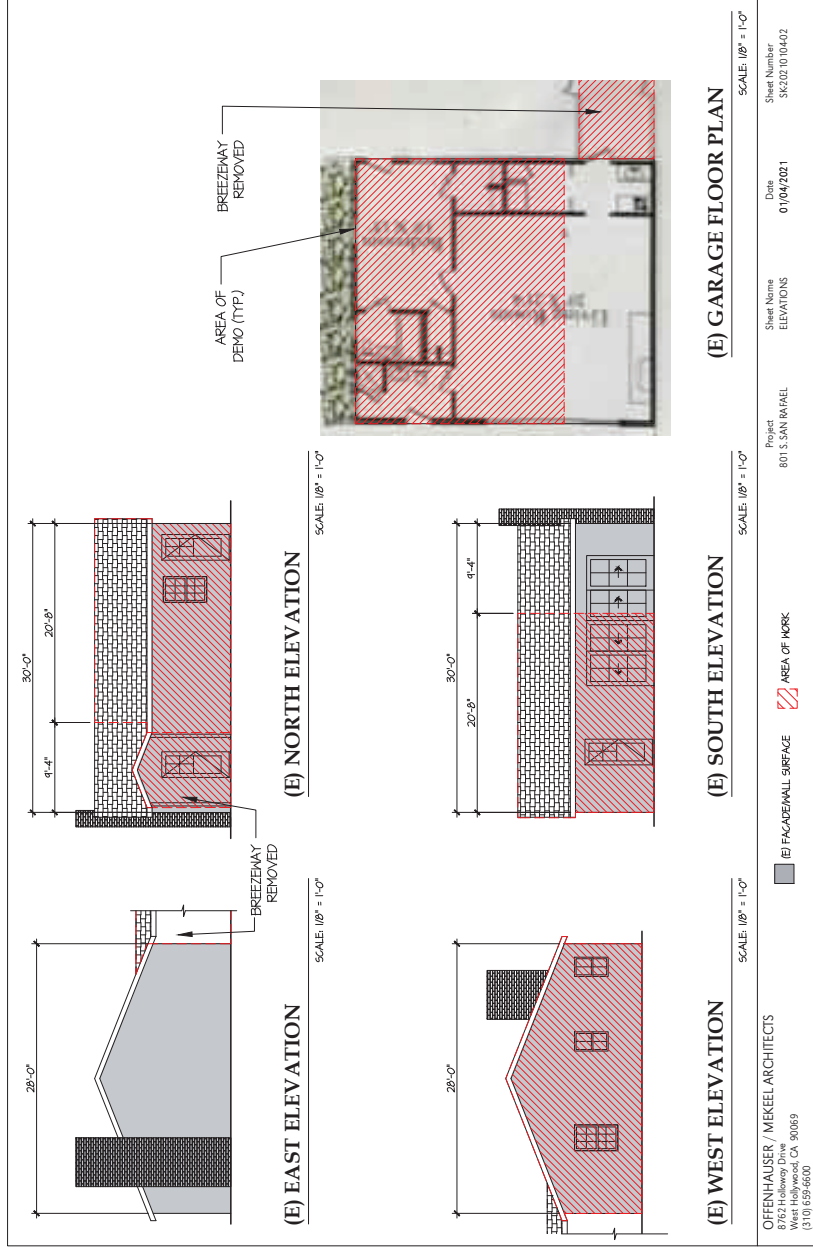


EXHIBIT TO SUBMISSION FOR 815 S. SAN RAFAEL PROPERTY
 OWNER

Majority of Facades Altered

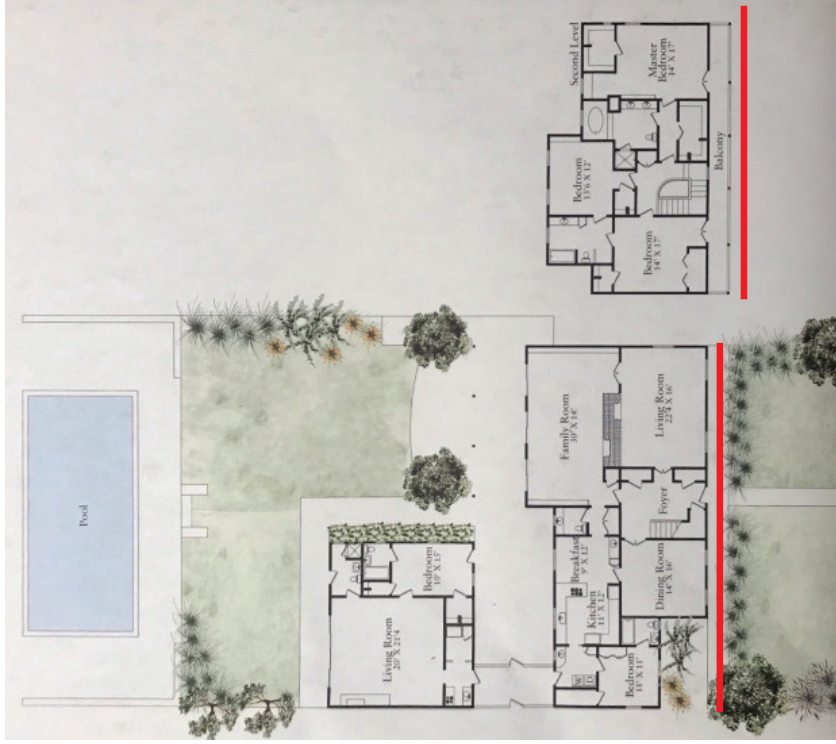
	House			Guest House		TOTAL
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	3327.4	1754.6		1131.2	718.0	2472.6/ 4458.6
		52.7%			63%	55%

North Façade

EXHIBITS TO HDP #6837



Front windows changed to doors



801 San Rafael Avenue

As of Date of Purchase, 6/18/19