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If you have any questions, please contact the Commission Office at (213) 978-1300.



Howard Robinson & Associates

Via Email: apcsouthvalley@lacity.org

South Valley Area Planning Commission
c/o Alice Inawat, Commission Executive Assistant
200 North Spring Street, Room 272
Los Angeles, CA 90012

Re: Case No. AA-2019-1556-PMLA-1A
15102, 15106 W. Haynes Street, 15105 W. Hamlin Street
July 28, 2022 Commission Meeting
Support for Approval of Appeal

Dear Honorable Commissioners,

This office represents Paul Katz (the “Appellant”) in support of Ruben Gulkarov (the “Applicant”) and in opposition to the City of Los Angeles’ (“City”) denial per Condition 21(e) that would have allowed for mergers of portions of Noble Avenue and Hamlin Street as part of an approved subdivision, Case No. AA-2019-1556-PMLA.

Although approved by the Deputy Advisory Agency on May 26, 2022, the Parcel Map can not be effectuated without the requested mergers, or without filing for further discretionary entitlements. More importantly to Appellant Paul Katz, Condition 21(e) prevents this unused portion of Noble Avenue from being improved with a pedestrian path, and the existing, unimproved section of Noble Avenue to remain a security hazard for Appellant Katz, as an adjacent neighbor. **This correspondence requests that the appeal be approved, and that the City’s denial of the requested vacation and mergers in Case No. AA-2019-1556-PMLA be overturned.**

A. PROJECT BACKGROUND

The subject property is a 20,151.5 square foot parcel with frontages on both Haynes Street and Hamlin Street. The property abuts on the east side an unimproved section of Noble Avenue, approximately 29 feet wide. This remnant portion of Noble Avenue is not paved, has never been used as a street by the City and is blocked to vehicular traffic at the intersection of Haynes Street and Noble Avenue (see photo, below).

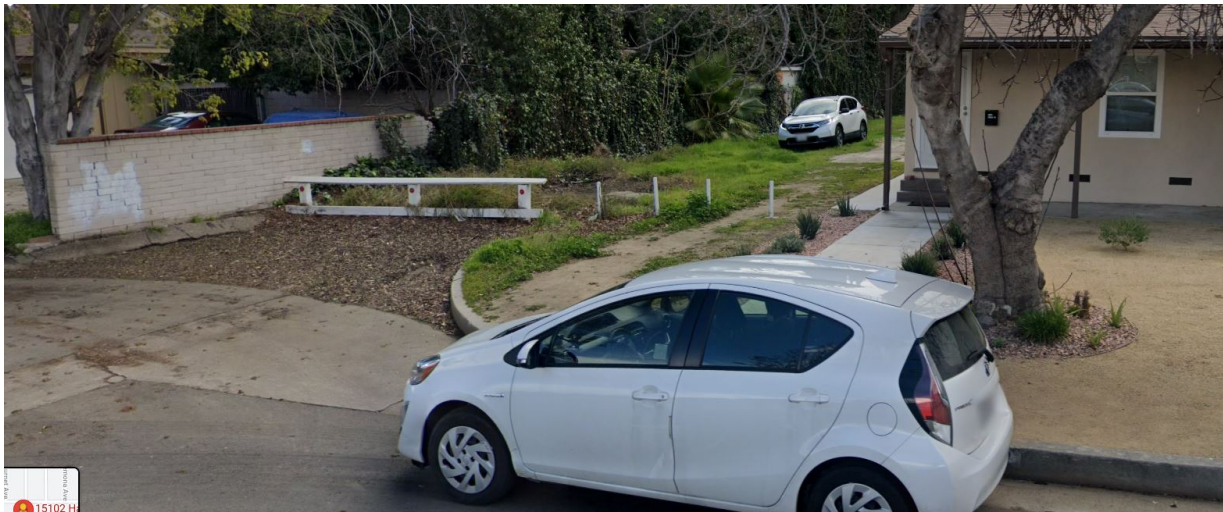
The site is improved with three single family dwellings, which will remain. The approved Parcel Map case sought to subdivide the property into three lots, to have one single family dwelling on each lot, along with the accompanying street vacations and mergers.¹

¹ See the approved Parcel Map, included as Appendix A.

A virtual public hearing was held by the City's Deputy Advisory Agency (decision maker Laura Frazin Steele) on August 24, 2021. On May 26, 2022, a Letter of Determination was issued for the Parcel Map (Case Nos. AA-2019-1556-PMLA, ENV-2019-1557-CE). No Letter of Determination was ever issued by the City for related case ZA-2021-929-ZAA, nor was a public hearing before the Zoning Administrator held.

B. STREET MERGERS – CONDITION 21(e)

The requested street mergers would have allowed the Applicant to vacate the unused portion of Noble Avenue and approximately 10 feet of Hamlin and merge those areas into the Applicant's property. The City took this land from the subject property, so the requested vacation and merger would be return these portions of land to the original property. Over the last 50+ years since the City took this land "for future street purposes" they have never improved it. Furthermore, it could never be widened to the City's street standards without taking additional land from property owners to the north and east, including the Appellant's property.



The image above shows the barricades blocking access to the unimproved Noble Avenue as seen from Haynes Street. The subject site is to the right of the image.

The subject site is fully built out with three (3) existing single-family (SFDs) and no new construction is proposed as part of the subdivision. The existing SFDs were constructed more than 70 years ago, prior to the Applicant's acquisition of the property².

² Please note that the parcel map included with the Letter of Determination (LOD) is incorrect. This map shows a garage demolition on proposed Lot B and a new carport to be constructed on proposed Lot C, however the Applicant submitted an updated map that removed these references. All existing conditions are to remain following subdivision (the Applicant sought a Zoning Administrator's Adjustment to allow these conditions to remain following subdivision, which was approved). The LOD makes erroneous references to the out-of-date map as well, though in other areas it accurately described the project.

There are two protected street trees (California Oaks) located within the area of Hamlin St. requested to be vacated. Were the vacation and merger to be approved, these trees will become part of the Applicant's property.

C. THE CITY HAS MISREPRESENTED COMMUNITY INPUT

In the Letter of Determination staff states that "prior to the public hearing held on August 24, 2021, six (6) letters of opposition to the merger were received, and at the hearing three (3) statements of opposition were made. In general, commenters stated that the Noble Avenue right of way was necessary for their access and wayfinding given long block lengths in the area. While options including easements were initially explored, it is found that the merger of portions of Noble Avenue and Hamlin Street with the subject property is not consistent with the General Plan." There are a number of errors within this statement.

First, staff does not acknowledge that the project had community support. Indeed, the Appellant submitted a letter and called into the public hearing to express support for the project, including the vacation and merger. In addition to the Mr. Katz's support, the 15-member Van Nuys Neighborhood Council unanimously supported the requested subdivision and mergers (see Appendix B). The Appellant strongly supported this request because of the negative quality of life impacts that are caused by the existing conditions. The unimproved portions of Noble Avenue are routinely used by vagrants and loiterers as a place to park their cars, smoke pot, drink, and otherwise disturb the community – with the greatest impacts on the immediately adjacent properties, including the Appellant. Another letter of support from a neighbor named Joe dated Aug. 27, 2021 reiterated these same concerns.

Second, staff does not note the fact that the three referenced callers to the hearing also submitted letters of opposition, exaggerating the level of opposition by implying these were from different people. Staff similarly misrepresents the level of opposition in their failure to note that multiple letters were submitted by the same person. Staff's misrepresentation creates a false impression as to the amount of opposition to the project.

Lastly, and likely most importantly, staff misrepresents what the community was opposed to – namely the loss of pedestrian access between Haynes and Hamlin Streets. Staff states that the concerns raised were related to "access and wayfinding given long block lengths in the area" but leaves out that this is limited only to pedestrian access and wayfinding. As noted previously, Noble Avenue cannot be further widened or improved in a manner that would allow for vehicular circulation. Furthermore, several letters simply seek more information about the project. See Appendix C for copies of all correspondence received for this project with the pertinent portions highlighted in green.

Staff does note that "options including easements were initially explored" however, without ever explaining why, concludes that "it is found that the merger of portions of Noble Avenue and Hamlin Street with the subject property is not consistent with the General Plan."

This conclusion is not backed up by any evidence. Staff has never explained why the pedestrian access easements that were initially explored were later rejected. Staff's arguments about maintaining safe routes for students to walk to school are moot given that the Applicant agreed to provide a pedestrian pathway. Indeed, as part of their justification for denying a project that would enhance pedestrian circulation and infrastructure, staff has the gall to cite Mobility Plan 2035 policy 2.3, which states:

2.3 Pedestrian Infrastructure: Recognize walking as a component of every trip, and ensure high-quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.

In their zeal to deny the requested merger and vacation, Staff has ultimately undermined this very policy.

Again, the City Planning staff report dated January 7, 2020, recommended approval of the requested subdivision – including the mergers – with the provision of a pedestrian access easement. See recommended condition of approval 16(f) on page 10 of the staff report.

D. HAMLIN STREET VACATION AND MERGER

The Applicant sought approval for two separate street vacation and merger requests, one along Noble Avenue, as discussed above, and the second along Hamlin Street. Staff provides no justification whatsoever for their denial of the requested Hamlin Street vacation and merger. All discussion within the Letter of Determination is related to Noble Avenue alone. As such, in the Letter of Determination's current form, the Hamlin St. vacation and merger request was denied for no reason.

E. CONCLUSION

To reiterate, in their staff report, City Planning staff recommended approval of the proposed subdivision – including both street vacation and merger requests – with the provision of a pedestrian access easement. However, their ultimate decision to deny this request is both erroneous and a likely abuse of staff's authority, as it is completely unjustified based on the evidence and is not in line with the community's wishes. City Planning staff have obfuscated the circumstances in this case in order to justify their decision. Specifically, this project results in no loss of pedestrian circulation if the mergers are approved because the Applicant agreed to maintain pedestrian access – the primary concern expressed by neighbors.

Furthermore, staff never justifies their decision to deny the vacation and merger of Hamlin St. at all within their decision letter; all discussion is regarding Noble Avenue. This is a clear abuse of the City's authority. All decisions must be justified in the Letter of Determination. In this case, the stated justification for their decision to deny the request along Noble Avenue is specious and no justification is provided for the decision to deny the request along Hamlin Street.

We urge the commission to support the Appellant and Applicant in this case and overturn the City's decision to deny the requested vacation and mergers per Condition 21(e).

DEPARTMENT OF
CITY PLANNING

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May 26, 2022

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Case No. AA-2019-1556-PMLA
Related Case: ZA-2021-929-ZAA
Address: 15102-15106 Haynes Street;
15105 Hamlin Street
Planning Area: Van Nuys-North Sherman Oaks.
Zone: R1-1-RIO, RE11-1-RIO
D. M.: 180B145 534
C. D.: 6-Martinez
CEQA: ENV-2019-1557-CE
Legal Description: Tract 11307; Partial Lot 1

Last day to appeal: June 10, 2022

In accordance with provisions of Section 17.50 of the Los Angeles Municipal Code (LAMC), the Advisory Agency determined based on the whole of the administrative record, that the project is exempt from State CEQA Guidelines Article 19, Section 15315, Class 15 and Section 15303, Class 3(e), and there is no substantial evidence demonstrating that an exception to a categorical exemption, pursuant to section 153002, applies. The Advisory Agency also approves Parcel Map No. AA-2019-1556-PMLA for the subdivision of one lot into **three parcels**, located at 15102 W Haynes Street, as shown on revised map stamp-dated January 07, 2020. This division is based on the R1-1-RIO and RE11-1-RIO Zones. (The subdivider is hereby advised that the LAMC may not permit this maximum approved density. Therefore, verification should be obtained from the Department of Building and Safety, which will legally interpret the Zoning Code as it applies to this particular property.) The Advisory Agency's approval is subject to the following conditions:

NOTE on clearing conditions: When two or more **agencies** must clear a condition, subdivider should follow the sequence indicated in the condition. For the benefit of the applicant, subdivider shall maintain record of all conditions cleared, including all material supporting clearances and be prepared to present copies of the clearances to each reviewing agency as may be required by its staff at the time of its review

BUREAU OF ENGINEERING - SPECIFIC CONDITIONS

Any questions regarding this report should be directed to Julia Li of the Land Development Section, located at 201 North Figueroa Street, Suite 290, or by calling (213) 808-8917.

1. That the City Department of Transportation in a letter to City Engineer shall determine that the merger areas are not necessary for current and future Public Streets.
2. That Department of the City Planning in a letter to the City Engineer also determine that the proposed merger areas are consistence with all applicable General Plan Elements of Highway and Circulation Elements for LA Mobility Plan.
3. In the event that Department of Transportation and Department of City Planning have no objections to the street mergers then an excess street right-of-way **beyond 12-foot measured from the existing curb line of Hamlin Street (approximately 8-foot wide)** adjoining the tract except a 15-foot radius property line return at the intersection with Noble Avenue be permitted to be merged with the remainder of the tract map pursuant to Section 66499.20.2 of the State Government Code, and in addition, the following conditions be executed by the applicant and administered by the City Engineer:
 - a. That consents to the street being merged and waivers of any damages that may accrue as a result of such mergers be obtained from all property owners who might have certain rights in the area being merged.
 - b. That satisfactory arrangements be made with all utility agencies cable companies and franchises maintaining existing facilities within the area being merged.
4. In the event that Department of Transportation and Department of City Planning have no objections to the street mergers then portion of **Noble Avenue** approximately 29-foot wide be permitted to be merged with the remainder of the tract map pursuant to Section 66499.20.2 of the State Government Code, and in addition, the following conditions be executed by the applicant and administered by the City Engineer:
 - a. That **additional street dedication along Haynes Street adjoining the subdivision be required to provide elbow intersection of the Haynes and Noble Avenue. The additional dedication and improvement along Haynes Street shall be approve by the City Engineer prior to the recordation of the final map.**
 - b. That consents to the street being merged and waivers of any damages that may accrue as a result of such mergers be obtained from all property owners who might have certain rights in the area being merged.
 - c. That satisfactory arrangements be made with all utility agencies cable companies and franchises maintaining existing facilities within the area being merged.
5. That any surcharge fee in conjunction with the street merger requests be paid.
6. That the subdivider make a request to the Valley District Office of the Bureau of Engineering to determine the capacity of existing sewers in this area.

DEPARTMENT OF BUILDING AND SAFETY, GRADING DIVISION

Grading Division approvals are conducted at 221 North Figueroa Street, 12th Floor suite 1200. The approval of this Parcel map shall not be construed as having been based upon a geological investigation such as will authorize the issuance of the building permit of the subject property.

Such permits will be issued only at such time as the Department of Building and Safety has received such topographic maps and geological reports as it deems necessary to justify the issuance of such building permits.

7. Comply with any requirements with the Department of Building and Safety, Grading Division for recordation of the final map and issuance of any permit.

DEPARTMENT OF BUILDING AND SAFETY, ZONING DIVISION

An appointment is required for the issuance of a clearance letter from the Department of Building and Safety. The applicant is asked to contact Eric Wong at (213) 482-6876 to schedule an appointment.

8. That prior to recordation of the final map, the Department of Building and Safety, Zoning Division shall certify that no Building or Zoning Code violations exist on the subject site. In addition, the following items shall be satisfied:
 - a. Provide copy of building records, plot plan, and certificate of occupancy of all existing structures to verify the last legal use and the number of parking spaces required and provided on each site.
 - b. Obtain permits for the demolition or alteration of all existing structures on the site. Provide copies of the building permits and signed inspection cards to show completion of the demolition or alteration work.
 - c. Provide a copy of CPC case CPC-2018-3723-GPA-ZC-CDO-BL. Show compliance with all the conditions/requirements of the CPC case as applicable.
 - d. The submitted plot plan is not complete. Provide a plot plan drawn to scale that accurately dimensions the lot widths (as defined in Section 12.03 of the Zoning Code), building sizes and required yards on the site.
 - e. Show all street dedication(s) as required by Bureau of Engineering and provide net lot area after all dedication. "Area" requirements shall be re-checked as per net lot area after street dedication. Front and side yard requirements shall be required to comply with current code as measured from new property lines after dedication(s).
 - f. No required yard shall be located in a more restrictive zone than that of the property on which such building is located. Revise the Map for Parcel C to show compliance with the above requirement or obtain approval from the Department of City Planning.
 - g. The submitted Map does not comply with the minimum lot width 50 ft. for Parcel B, lot area of 5,000 square feet for Parcel A and rear yard of 15 ft. for Parcel B requirement of the R1-1-RIO/RE11-1-RIO Zone. Revise the Map to show compliance with the above requirement(s) or obtain approval from the Department of City Planning.
 - h. The submitted Map does not comply with the minimum lot area of 5,000 square feet of lot area requirement of the R1-1-RIO for Parcel C. Revise the Map to

show compliance with the above requirement or obtain approval from the Department of City Planning.

- i. Required parking spaces are required to remain for the remaining structure on the site (Parcel B and C). Show location of all parking spaces and access driveways. Provide copies of permits and final inspection cards, for any new garages or carports.
- j. Obtain Use of Land permits to relocate driveways and all required parking for each building onto their corresponding sites (Parcel C). Provide a copy of permits and signed inspection cards to show work has been completed.

Notes: Any This property is located in a Liquefaction Zone.

Any proposed structures or uses on the site have not been checked for and shall comply with Building and Zoning Code requirements. Plan check will be required before any construction, occupancy or change of use.

The submitted map may not comply with the number of parking spaces required by Section 12.21 A 4 (a) based on number of habitable rooms in each unit. If there are insufficient numbers of parking spaces, obtain approval from the Department of City Planning.

Any proposed structures or uses on the site have not been checked for and shall comply with Building and Zoning Code requirements. Plan check will be required before any construction, occupancy or change of use.

Backup space for parking space with less than 26'-8" shall provide sufficient parking stall width and garage door opening width to comply with the current Zoning Code requirement.

An appointment is required for the issuance of a clearance letter from the Department of Building and Safety. The applicant is asked to contact Eric Wong at (213) 482-6876 to schedule an appointment.

DEPARTMENT OF TRANSPORTATION

If you have any questions, you may contact Brandon Wilson at Brandon.Wilson@lacity.org or 818-374-4691.

- 9. That prior to recordation of the final map, satisfactory arrangements shall be made with the Department of Transportation to assure that:
 - a. A minimum 20-foot reservoir space is required between any security gate or parking space and the property line, to the satisfaction of DOT.
 - b. A two-way driveway apron width of W=30 feet is required for the common access driveway, or to the satisfaction of DOT.
 - c. A parking area and driveway plan should be submitted to the Citywide Planning Coordination Section of the Department of Transportation for approval prior to submittal of building permit plans for plan check by the Department of Building and Safety. Transportation approvals are conducted at 6262 Van Nuys Boulevard, Room 320, Van Nuys, CA 91401.

- d. The subdivision report fee and condition clearance fee be paid to the Department of Transportation as required per Ordinance No. 183270 and LAMC Section 19.15 prior to recordation of the final map. Note: The applicant may be required to comply with any other applicable fees per this new ordinance.
- e. The Los Angeles Department of Transportation in consultation with the Los Angeles Department of Transportation's East Valley District Office has no objection to the proposed merger areas of this parcel map.
- f. This approval of the merger areas is contingent upon roadway width and curb-line to remain unchanged along Hamlin Street (As Is).

FIRE DEPARTMENT

The applicant is further advised that all subsequent contact regarding these conditions must be with the Hydrant and Access Unit. This would include clarification, verification of condition compliance and plans or building permit applications, etc., and shall be accomplished BY APPOINTMENT ONLY, in order to assure that you receive service with a minimum amount of waiting please call (818) 374-4351. You should advise any consultant representing you of this requirement as well.

- 10. That prior to the recordation of the final map, a suitable arrangement shall be made satisfactory to the Fire Department, binding the subdivider and all successors to the following:
 - a. Access for Fire Department apparatus and personnel to and into all structures shall be required.
 - b. Address identification. New and existing buildings shall have approved building identification placed in a position that is plainly legible and visible from the street or road fronting the property.
 - c. The entrance or exit of all ground dwelling units shall not be more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.
 - d. Where above ground floors are used for residential purposes, the access requirement shall be interpreted as being the horizontal travel distance from the street, driveway, alley, or designated fire lane to the main entrance of individual units.
 - e. The Fire Department may require additional roof access via parapet access roof ladders where buildings exceed 28 feet in height, and when overhead wires or other obstructions block aerial ladder access.
 - f. Site plans shall include all overhead utility lines adjacent to the site.

DEPARTMENT OF WATER AND POWER

11. Upon compliance with these conditions and requirements, LADWP's Water Services Organization will forward the necessary clearances to the Bureau of Engineering. (This condition shall be deemed cleared at the time the City Engineer clears Condition No. S-1.(c).

BUREAU OF STREET LIGHTING – SPECIFIC CONDITIONS

Street Lighting clearance for this Street Light Maintenance Assessment District condition is conducted at 1149 S. Broadway Suite 200. Street Lighting improvement condition clearance will be conducted at the Bureau of Engineering District office, see condition S-3. (c).

12. Prior to the recordation of the final map or issuance of the Certificate of Occupancy (C of O), street lighting improvement plans shall be submitted for review and the owner shall provide a good faith effort via a ballot process for the formation or annexation of the property within the boundary of the development into a Street Lighting Maintenance Assessment District.

BUREAU OF SANITATION

13. Wastewater Collection Systems Division of the Bureau of Sanitation has inspected the sewer/storm drain lines serving the subject tract and found no potential problems to their structure or potential maintenance problem, as stated in the memo dated December 16, 2019. Upon compliance with its conditions and requirements, the Bureau of Sanitation, Wastewater Collection Systems Division will forward the necessary clearances to the Bureau of Engineering. (This condition shall be deemed cleared at the time the City Engineer clears Condition No. S-1. (d).)

INFORMATION TECHNOLOGY AGENCY

14. To assure that cable television facilities will be installed in the same manner as other required improvements, please email ita.cabletvclearance@lacity.org that provides an automated response with the instructions on how to obtain the Cable TV clearance. The automated response also provides the email address of three people in case the applicant/owner has any additional questions.

DEPARTMENT OF RECREATION AND PARKS

Park fees are now paid at 221 N. Figueroa Street, Suite 400, Los Angeles, CA 90012. If you have any questions or comments regarding this information, please feel free to contact the RAP Park Fee staff at (213) 202-2682.

15. The Park Fee paid to the Department of Recreation and Parks be calculated as a Subdivision (Quimby in-lieu) fee.

URBAN FORESTRY DIVISION AND DEPARTMENT OF CITY PLANNING

16. The applicant shall submit a tree report and landscape plan prepared by a Municipal Code-designated tree expert as required by LAMC Ordinance No. 186,783, for approval by the City Planning Department and the Urban Forestry Division of the Bureau of Street Services. The Tree Report shall contain the Tree Expert's recommendations for the preservation of as many desirable (eight inches diameter or greater) trees as possible

and shall provide species, health, and conditions of all trees with tree locations plotted on a site survey.

Note: Removal of Protected trees species requires the approval of the Board of Public works. Contact Urban Forestry Division at: (213) 847-3077 for tree removal permit information.

17. A minimum of four trees (a minimum of 48-inch box in size if available) shall be planted for each protected tree that is removed. The canopy of the protected trees planted shall be in proportion to the canopies of the protected trees removed per Ordinance No. 186,783, and to the satisfaction of the Urban Forestry Division of the Bureau of Street Services and the Advisory Agency.
18. Preserve the two protected oak trees along Hamlin Street.
19. Plant street trees and remove any existing street trees within dedicated street or proposed dedicated streets as required by the Urban Forestry Division of the Bureau of Street Services. Parkway tree removals shall be replanted at a 2:1 ratio. All street tree plantings shall be brought up to current standards. When the City has previously been paid for tree plantings, the subdivider or contractor shall notify the Urban Forestry Division at: (213) 847-3077 upon completion of construction to expedite tree planting.
Note: All protected tree removals and street trees must be approved by the Board of Public Works. All projects must have environmental (CEQA) documents that appropriately address any removal and replacement of street trees. Contact Urban Forestry Division at: 213-847-3077 for tree removal permit information.
20. The landscape plan shall identify tree replacement on a 1:1 basis by a minimum of 24-inch box trees for the unavoidable loss of desirable trees on the site. Removal of Protected species requires the approval of the Board of Public Works.

DEPARTMENT OF CITY PLANNING - SITE SPECIFIC CONDITIONS

Clearances may be conducted at the Figueroa, Valley, or West Los Angeles Development Services Centers. To clear conditions, an appointment is required, which can be requested at <https://planning.lacity.org/development-services/appointment/form>

21. Prior to the recordation of the final map, the subdivider shall prepare and execute a Covenant and Agreement (Planning Department General Form CP-6770) in a manner satisfactory to the Planning Department, binding the subdivider and all successors to the following:
 - a. Limit the proposed development to a maximum of three parcels.
 - b. Provide a minimum of 2 covered off-street parking spaces for each single-family parcel. Parcels with less than 50 feet frontage shall have one guest parking provided on site. Plan shall be submitted to the Development Services Center to show compliance for this condition.
 - c. That prior to issuance of a certificate of occupancy, a minimum 6-foot-high slumpstone or decorative masonry wall shall be constructed between adjacent to neighboring residences on the east, if no such wall already exists, except in the required front yard setback depth.

- d. That the subdivider consider the use of natural gas and/or solar energy and consult with the Department of Water and Power and Southern California Gas Company regarding feasible energy conservation measures.
- e. The requested mergers along Hamlin Avenue and Noble Street shall be denied.
- f. Due to the denial of the requested mergers, the project may require the approval of additional entitlements from the Department of City Planning.
- g. INDEMNIFICATION AND REIMBURSEMENT OF LITIGATION COSTS.

Applicant shall do all of the following:

- (i) Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions, or to claim personal property damage, including from inverse condemnation or any other constitutional claim.
- (ii) Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages, and/or settlement costs.
- (iii) Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the Applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than \$50,000. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).
- (iv) Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).
- (v) If the City determines it necessary to protect the City's interest, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.

The City shall notify the applicant within a reasonable period of time of its receipt of any action and the City shall cooperate in the defense. If the City fails to notify the applicant of any claim, action, or proceeding in a reasonable time, or if the City fails to reasonably cooperate in the defense, the applicant shall not thereafter be responsible to defend, indemnify or hold harmless the City.

The City shall have the sole right to choose its counsel, including the City

Attorney's office or outside counsel. At its sole discretion, the City may participate at its own expense in the defense of any action, but such participation shall not relieve the applicant of any obligation imposed by this condition. In the event the Applicant fails to comply with this condition, in whole or in part, the City may withdraw its defense of the action, void its approval of the entitlement, or take any other action. The City retains the right to make all decisions with respect to its representations in any legal proceeding, including its inherent right to abandon or settle litigation.

For purposes of this condition, the following definitions apply:

"City" shall be defined to include the City, its agents, officers, boards, commissions, committees, employees, and volunteers.

"Action" shall be defined to include suits, proceedings (including those held under alternative dispute resolution procedures), claims, or lawsuits. Action includes actions, as defined herein, alleging failure to comply with any federal, state or local law.

Nothing in the definitions included in this paragraph are intended to limit the rights of the City or the obligations of the Applicant otherwise created by this condition.

22. That prior to the issuance of the building permit or the recordation of the final map, a copy of the Case No. ZA-2021-929-ZAA shall be submitted to the satisfaction of the Advisory Agency. In the event that the yard and area adjustments are not approved, the subdivider shall submit a parcel modification.

DEPARTMENT OF CITY PLANNING - STANDARD SINGLE-FAMILY CONDITIONS

- SF-1. That approval of this tract constitutes approval of model home uses, including a sales office and off-street parking. If models are constructed under this tract approval, the following conditions shall apply:
1. Prior to recordation of the final map, the subdivider shall submit a plot plan for approval by the Development Services Center of the Department of City Planning showing the location of the model dwellings, sales office and off-street parking. The sales office must be within one of the model buildings.
 2. All other conditions applying to Model Dwellings under Section 12.22A, 10 and 11 and Section 17.05 O of the Code shall be fully complied with satisfactory to the Department of Building and Safety.
- SF-2. That a landscape plan, prepared by a licensed landscape architect, be submitted to and approved by the Advisory Agency in accordance with CP-6730 prior to obtaining any grading or building permits before the recordation of the final map. The landscape plan shall identify tree replacement on a 1:1 basis by a minimum of 24-inch box trees for the unavoidable loss of desirable trees on the site. Removal of Protected species requires the approval of the Board of Public Works.

In the event the subdivider decides not to request a permit before the recordation of the final map, a covenant and agreement satisfactory to the Advisory Agency guaranteeing

the submission of such plan before obtaining any permit shall be recorded.

BUREAU OF ENGINEERING - STANDARD CONDITIONS

S-1. That the following provisions be accomplished in conformity with the improvements constructed herein:

- (a) That the sewerage facilities charge be deposited prior to recordation of the final map over all of the tract in conformance with Section 64.11.2 of the Los Angeles Municipal Code (LAMC).
- (b) That survey boundary monuments be established in the field in a manner satisfactory to the City Engineer and located within the California Coordinate System prior to recordation of the final map. Any alternative measure approved by the City Engineer would require prior submission of complete field notes in support of the boundary survey.
- (c) That satisfactory arrangements be made with both the Water System and the Power System of the Department of Water and Power with respect to water mains, fire hydrants, service connections and public utility easements.
- (d) That any necessary sewer, street, drainage and street lighting easements be dedicated. In the event it is necessary to obtain off-site easements by separate instruments, records of the Bureau of Right-of-Way and Land shall verify that such easements have been obtained. The above requirements do not apply to easements of off-site sewers to be provided by the City.
- (e) That drainage matters be taken care of satisfactory to the City Engineer.
- (f) That satisfactory street, sewer and drainage plans and profiles as required, together with a lot grading plan of the tract and any necessary topography of adjoining areas be submitted to the City Engineer.
- (g) That any required slope easements be dedicated by the final map.
- (h) That each lot in the tract complies with the width and area requirements of the Zoning Ordinance.
- (i) That 1-foot future streets and/or alleys be shown along the outside of incomplete public dedications and across the termini of all dedications abutting unsubdivided property. The 1-foot dedications on the map shall include a restriction against their use of access purposes until such time as they are accepted for public use.
- (j) That any 1-foot future street and/or alley adjoining the tract be dedicated for public use by the tract, or that a suitable resolution of acceptance be transmitted to the City Council with the final map.
- (k) That no public street grade exceeds 15%.
- (l) That any necessary additional street dedications be provided to comply with the Americans with Disabilities Act (ADA) of 1990.

S-2. That the following provisions be accomplished in conformity with the improvements constructed herein:

- (a) Survey monuments shall be placed and permanently referenced to the satisfaction of the City Engineer. A set of approved field notes shall be furnished, or such work shall be suitably guaranteed, except where the setting of boundary monuments requires that other procedures be followed.
- (b) Make satisfactory arrangements with the Department of Traffic with respect to street name, warning, regulatory and guide signs.
- (c) All grading done on private property outside the tract boundaries in connection with public improvements shall be performed within dedicated slope easements or by grants of satisfactory rights of entry by the affected property owners.
- (d) All improvements within public streets, private streets, alleys and easements shall be constructed under permit in conformity with plans and specifications approved by the Bureau of Engineering.
- (e) Any required bonded sewer fees shall be paid prior to recordation of the final map.

S-3. That the following improvements are either constructed prior to recordation of the final map or that the construction is suitably guaranteed:

- (a) Construct on-site sewers to serve the tract as determined by the City Engineer.
- (b) Construct any necessary drainage facilities.
- (c) Install street lighting facilities to serve the tract as required by the Bureau of Street Lighting.

Construct three (3) new street lights: one (1) on Hamlin Street, one (1) on Noble Avenue and one (1) on Haynes Street

Notes:

The quantity of streetlights identified may be modified slightly during the plan check process based on illumination calculations and equipment selection.

Conditions set: 1) in compliance with a Specific Plan, 2) by LADOT, or 3) by other legal instrument excluding the Bureau of Engineering condition S-3 (i), requiring an improvement that will change the geometrics of the public roadway or driveway apron may require additional or the reconstruction of street lighting improvements as part of that condition.

- (d) Plant street trees and remove any existing trees within dedicated streets or proposed dedicated streets as required by the Street Tree Division of the Bureau of Street Maintenance. All street tree plantings shall be brought up to current standards. When the City has previously been paid for tree planting, the subdivider or contractor shall notify the Urban Forestry Division ((213) 847-3077) upon completion of construction to expedite tree planting.

- (e) Repair or replace any off-grade or broken curb, gutter and sidewalk satisfactory to the City Engineer.
- (f) Construct access ramps for the handicapped as required by the City Engineer.
- (g) Close any unused driveways satisfactory to the City Engineer.
- (h) Construct any necessary additional street improvements to comply with the 2010 Americans with Disabilities Act (ADA) Standards for Accessible Design.
- (i) That the following improvements are either constructed prior to recordation of the final map or that the construction is suitably guaranteed.

- a) After submittal of hydrology and hydraulic calculations and drainage plans for review by the City Engineer prior to recordation of the final map, construction of public/or private drainage facilities within suitable easements may be required within the Noble Avenue being merged satisfactory to the Valley District Engineering Office.
- b) Improve Hamlin Street adjoining the subdivision by the construction of a new 5-foot wide concrete sidewalk and landscaping of the parkway including any necessary remove and reconstruction of the existing improvement. The 5-foot sidewalk can be meandering to reserve the street trees; additional sidewalk easement may be required to construct the continuous meandering sidewalk.

The above improvements shall be necessary to close the existing Noble Avenue intersection with Hamlin Street in the event that the that Department of Transportation and Department of City Planning have no objections to the street merger of Noble Avenue.

- c) Improve Haynes Street adjoining the subdivision by the construction of a new 5-foot wide concrete sidewalk and landscaping of the parkway with necessary removal and reconstruction of the existing improvement.

The above improvements shall be necessary to close the existing Noble Avenue intersections with Haynes Street and an elbow street intersection with additional dedication as specified in condition number 4 a) in the event that the that Department of Transportation and Department of City Planning have no objections to the street merger of Noble Avenue.

- d) Improve Noble Street adjoining the subdivision by the construction of following in the event that the merger of the Noble not be approved:
 - (1) An integral concrete curb and gutter, a 5-foot wide concrete sidewalk and landscaping of the parkway.
 - (2) Suitable surfacing to join the existing pavements and to complete an 18-foot wide half roadway and variable half roadway width at the intersections.
- (3) Any necessary removal and reconstruction of existing improvements.

- (4) The necessary transitions to join the existing improvements.
- (5) Suitable improvement of the roadway intersections satisfactory to the Valley District Office.
- e) Construct, if necessary, house connection sewers to serve each parcels satisfactory to the City Engineer.

NOTE: There is an existing driveway for 6522 Noble Avenue adjoining the merger area, mitigation measures shall be made to keep the above driveway open and operational during and after the completion of the improvements.

FINDINGS OF FACT

FINDINGS OF FACT (CEQA):

DETERMINE that based on the whole of the administrative record, the Project is exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines, Section 15315 (Class 15) and Section 15301 (Class 3(c)) and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines Section 15300.2 applies, under Case No. ENV-2019-1557-CE.

FINDINGS OF FACT (SUBDIVISION MAP ACT)

In connection with the approval of Parcel Map No. AA-2019-1556-PMLA the Advisory Agency of the City of Los Angeles, pursuant to Sections 66473.1, 66474.60, .61 and .63 of the State of California Government Code (the Subdivision Map Act), makes the prescribed findings as follows:

- (a) THE PROPOSED MAP IS CONSISTENT WITH APPLICABLE GENERAL AND SPECIFIC PLANS.

The Land Use Element of the General Plan consists of the 35 Community Plans within the City of Los Angeles. The Community Plans establish goals, objectives, and policies for future developments at a neighborhood level. Additionally, through the Land Use Map, the Community Plan designates parcels with a land use designation and zone. The Land Use Element is further implemented through the Los Angeles Municipal Code (LAMC). The zoning regulations contained within the LAMC regulates, but is not limited to, the maximum permitted density, height, parking, and the subdivision of land.

The subdivision of land is regulated pursuant to Article 7 of the LAMC. Pursuant to LAMC Section 17.50, parcel maps are to be designed in conformance with the parcel map regulations to ensure compliance with the various elements of the General Plan, including the Zoning Code. Additionally, the maps are to be designed in conformance with the Street Standards established pursuant to LAMC Section 17.05 B. The project site is located within the Van Nuys-North Sherman Oaks Community Plan, which designates the site with a Low and Very Low Residential land use designations. The land use designations list the RE9, RS, R1, RU, RD6, RD5 and RE20, RA, RE15, RE11 zones as the corresponding zones. The Project Site is zoned R1-1-RIO, and RE11-1-RIO which are consistent with the land use designations. Per LAMC Section 12.09.1 B.4, the R1 zone requires at least 5,000 square feet of lot area per dwelling unit, and limits floor area to not to exceed three times the building area of the lot and the RE11 zone

requires at least 7,500 square feet of lot area per dwelling unit. The subject site is approximately 20,151.5 square-feet and proposes to subdivide into three parcels.

Inherent to the applicant's request is the merger of portions of Noble Avenue and Hamlin Street with the property in order to create legal lots. Noble Avenue is designated as a Local Standard Street, with a designated 60-foot Right-of-Way and a 36-foot Roadway. It currently has a Right-of-Way of 27 feet. The street is generally unimproved, though it does contain portions of a curb, some paved areas as well as landscaping, including grass and shrubs. It is not fenced or gated and does provide pedestrian access as well as some limited areas for vehicular parking but is not improved as to allow through vehicular access.

Prior to the public hearing held on August 24, 2021, six (6) letters in opposition to the merger were received, and at the hearing three (3) statements in opposition were made. In general, commenters stated that the Noble Avenue right of way was necessary for their access and wayfinding given long block lengths in the area. While options including easements were initially explored, it is found that the merger of portions of Noble Avenue and Hamlin Street with the subject property is not consistent with the General Plan. Additionally, the existence of a one-foot wide area of land devoted to future street purposes along the eastern edge of Noble Avenue indicates that this portion of Noble Avenue is required for future public right-of-way purposes, and thus that the merger request is denied. The Bureau of Engineering's Standard Conditions S-1(i) state: "That 1-foot future streets and/or alleys be shown along the outside of incomplete public dedications and across the termini of all dedications abutting unsubdivided property. The 1-foot dedications on the map shall include a restriction against their use of access purposes until such time as they are accepted for public use."

The merger of Noble Avenue and Hamlin Street is not consistent with the following goals and policies of the Van Nuys – North Sherman Oaks:

Objective 14-1 To the extent feasible and consistent with the Mobility Plan 2035's and the Community Plans' policies promoting multi-modal transportation and safety, comply with Citywide performance standards for acceptable levels of service (LOS) and ensure that necessary road access and street improvements are provided to accommodate traffic generated by new development.

14-1.2 Street dedications shall be developed in accordance with standards and criteria contained in the Mobility Plan, an element of the General Plan and the City's Standard Street Dimensions, except where environmental issues and planning practices warrant alternate standards consistent with capacity requirements

Objective 14-2 To ensure that the location, intensity and timing of development is consistent with the provision of adequate transportation infrastructure utilizing the City's streets standards.

The mergers of Noble Avenue and Hamlin Street with the subject property would be inconsistent with the Goals, Objectives, and Policies of the Van Nuys – North Sherman Oaks Community Plan by removing needed transportation infrastructure from the circulation system. By eliminating road access, it will not be compliant with improving streets in accordance with the Mobility Plan 2035 Standards. A fair and equitable system must be accessible to all which includes jobs, services, and residences that can be conveniently accessible via non-vehicular modes. By denying the merger, increased

network access improves the mobility of travelers by breaking up long blocks and providing short-cuts that reduce the distance required to get from one point to another. The merger does not comply with the Community Plan nor the Mobility Plan 2035 because streets, alleys, and other public right-of-way play an important role in the City's circulation system by facilitating better connectivity.

Additionally, removing these portions of Noble Avenue and Hamlin Street from public use runs counter to the following Mobility Plan 2035 Policies:

1.3 Safe Routes to Schools: Prioritize the safety of school children on all streets regardless of highway classifications.

Noble Avenue allows neighborhood high school students to access Kittridge Street to the north, which is a designated Collector, with the entrance to Van Nuys High School without using Kester Avenue which is a higher designation Avenue II.

2.3 Pedestrian Infrastructure: Recognize walking as a component of every trip, and ensure high-quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.

3.9 Increased Network Access: Discourage the vacation of public rights-of-way.

Pursuant to the Mobility Plan, street mergers and vacations reduce mobility and access for all modes of travel. Keeping rights of way free and accessible to the public helps to ensure a fully connected network that helps break up long blocks and provide short-cuts.

Pursuant to LAMC Section 17.51 A, a preliminary parcel map is not required to be prepared by a licensed land surveyor or registered civil engineer, but is required to contain information regarding the boundaries of the project site, as well as the abutting public rights-of-way, hillside contours for hillside properties, location of existing buildings, existing and proposed dedication, and improvements of the parcel map . The parcel map indicates the parcel map number, notes, legal description, contact information for the owner, applicant, and engineer, as well as other pertinent information as required by LAMC Section 17.51 A. The preliminary parcel map was prepared by Offer Shapira from Surveying and Drafting Services, Inc. Therefore, the proposed map demonstrates compliance with LAMC Sections 17.05 C and 17.06 B and is consistent with the applicable General Plan.

As conditioned, and with the elimination of the proposed merger, the proposed subdivision is consistent with the applicable General Plan and Specific Plans.

- (b) THE DESIGN OR IMPROVEMENT OF THE PROPOSED SUBDIVISION IS CONSISTENT WITH APPLICABLE GENERAL AND SPECIFIC PLANS.

For purposes of a subdivision, design and improvement is defined by Section 66418 and 66419 of the Subdivision Map Act and LAMC Section 17.02. Design refers to the configuration and layout of the proposed lots in addition to the proposed site plan layout. Pursuant to Section 66427(a) of the Subdivision Map Act, the location of the buildings is not considered as part of the approval or disapproval of the map by the Advisory Agency.

As found in finding (a) above, and as incorporated herein, the proposed merger results in a subdivision design and improvement that is not consistent with applicant General Plan goals and policies, and thus the proposed merger is denied.

Relative to the Zoning Administration Adjustment (ZAA), the applicant is seeking to allow for a rear yard setback of 6 feet 4 inches in lieu of 15 feet otherwise required by the Los Angeles Municipal Code (LAMC) Section 12.08.C.3 for proposed Parcel B resulting from the subdivision of the subject site. The subdivision request will not result in any new floor area, height, or change in density.

Due to the denial herein of the proposed street mergers, the applicant may require additional relief via a subsequent discretionary action related to lot sizes and widths.

Easements and/or access and "improvements" refers to the infrastructure facilities serving the subdivision. LAMC Section 17.05 enumerates the design standards for a parcel map and requires that each map be designed in conformance with the Street Design Standards and in conformance with the General Plan. As indicated in Finding (a), Section 17.05 C requires that the parcel map be designed in conformance with the zoning regulations of the project site. The project site is zoned R1-1-RIO and R11-1-RIO which would permit three parcels on the 20,151.5 square-foot site. As the map is proposed for three parcels it is consistent with the density permitted by the zone and more in line with the lot size in the surrounding neighborhood.

The parcel map was distributed to and reviewed by the various city agencies of the Subdivision Committee that have the authority to make dedication, and/or improvement recommendations. The Bureau of Engineering reviewed the parcel map for compliance with the Street Design Standards. The Bureau of Engineering has recommended improvements to the public right-of-way along Hamlin Street, consistent with the standards of the Mobility Element.

In addition, the Bureau of Engineering has recommended the construction of the necessary on-site mainline sewers and all necessary street improvements will be made to comply with the Americans with Disabilities Act (ADA) of 2010.

The Bureau of Sanitation reviewed the sewer/drain lines serving the subject tract and found no problems to their structures or potential maintenance problems. The Department of Building and Safety, Grading Division, has conditioned that the subdivision to comply with any requirements of the map. Generally, no grading report is required (outside of a City of Los Angeles Hillside Area; exempt or outside of a State of California liquefaction, earthquake induced landslide, or fault-rupture hazard zone; and does not require any grading or construction of an engineered retaining structure to remove potential geological hazards). The Bureau of Street Lighting has required the construction of one new streetlight on Hamlin Street. Therefore, as conditioned, the proposed parcel map is consistent with the intent and purpose of the applicable General and Specific Plans.

(c) THE SITE IS PHYSICALLY SUITABLE FOR THE TYPE OF DEVELOPMENT.

The subject site is approximately 20,151.5 square feet with frontage along Hamlin Street measuring approximately 88 feet in width, and a lot depth measuring 166 feet approximately. The existing topography is relatively flat. The subdivision maintains

setbacks along the perimeter of proposed Parcel C of 54-feet five-inches in the front and 5 feet, 4 inches in the back and approximately 24 feet, 7 inches on the side setbacks.

For Parcel A, the subdivision maintains its front yard setback. Its side yard setbacks of approximately 4 feet, 9 inches on the west portion of the property are meeting the 5 foot side yard requirement to the east portion of the property. Parcel A also meets the minimum rear yard setback of 43-feet in the rear. The applicant is further requesting a 10% reduction to the minimum lot area of 4,987 square-feet in lieu of the 5,000 square-feet required for R1 Zones.

For parcel "B" the applicant is requesting a reduction in required setbacks to be granted through the concurrent Zoning Administration Adjustment (ZAA) application to allow for a rear yard depth of 6 feet, 4 inches in lieu of the 15-feet required in the R1 zones and has 19-feet, seven-inches in the front-yard setback and a five-foot and eight-foot, seven-inch side yard setbacks exclusive of the proposed merger of public street and private subdivision, which is denied as part of this action,.

The parcel map was distributed to the various departments and bureaus of the Subdivision Committee for review. Their comments are incorporated into the project's conditions of approval. The Bureau of Engineering has reviewed the proposed subdivision and found the subdivision layout generally satisfactory. As a condition of approval, the subdivider is required to make street improvements on Hamlin Street abutting the property and Haynes Street in order to meet current street standards. The Bureau of Sanitation reviewed the sewer/drain lines serving the subject tract and found no problems to their structures or potential maintenance problems.

(d) THE SITE IS PHYSICALLY SUITABLE FOR THE PROPOSED DEVELOPMENT.

The subdivider has proposed three parcels to be more in line with the surrounding lots. Properties within 300 feet are developed with single-family dwellings. Lot sizes average between 5,000 square-feet and 13,000 square-feet. The project site is a rectangular-shaped lot, of 20,151 gross square feet of lot area. The site is located within the Van Nuys-North Sherman Oaks Community Plan area and the River Improvement Overlay, with a land use designation of Low and Very Low Residential and is zoned R1-1-RIO and RE11-1-RIO. The project site is developed with three single family dwellings with attached and detached garage to remain on site, except on lot "B" where a section of the garage will be demolished to comply with the rear setback requirements, and a new 400 square-feet car port will be built on lot "C" to comply with parking requirements. The project site is located 8.3 km (5.1 mile) from the Northridge Fault. The site is also located within a flood zone, and liquefaction zone due to the proximity to the Sepulveda Basin and the Los Angeles River. Prior to the issuance of any permits, the project would be required to be reviewed and approved by the Department of Building and Safety and the Fire Department. The site is not identified as having hazardous waste or past remediation.

(e) THE DESIGN OF THE SUBDIVISION OR THE PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE SUBSTANTIAL ENVIRONMENTAL DAMAGE OR SUBSTANTIALLY AND AVOIDABLY INJURE FISH OR WILDLIFE OR THEIR HABITAT.

The subject site and surrounding properties are fully developed with various single-family dwellings. There are currently two protected trees on the site, two California Oak

street trees along the parkway on Hamlin Street as identified in the Tree Letter prepared by Daryl Monson on June 1, 2020. The site is previously disturbed and surrounded by development and therefore is not, and has no value as a habitat for endangered, rare or threatened species. As such, the proposed project will not cause substantial environmental damage or injury to wildlife or their habitat.

- (f) THE DESIGN OF THE SUBDIVISION OR TYPE OF IMPROVEMENTS IS NOT LIKELY TO CAUSE SERIOUS PUBLIC HEALTH PROBLEMS.

There appears to be no potential public health problems caused by the design or improvement of the proposed subdivision.

The development is required to be connected to the City's sanitary sewer system, where the sewage will be directed to the LA Hyperion Treatment Plant, which has been upgraded to meet Statewide ocean discharge standards. The Bureau of Engineering has reported that the proposed subdivision does not violate the existing California Water Code because the subdivision will be connected to the public sewer system and will have only a minor incremental impact on the quality of the effluent from the Hyperion Treatment Plant.

- (g) THE DESIGN OF THE SUBDIVISION OR THE TYPE OF IMPROVEMENTS WILL NOT CONFLICT WITH EASEMENTS, ACQUIRED BY THE PUBLIC AT LARGE, FOR ACCESS THROUGH OR USE OF PROPERTY WITHIN THE PROPOSED SUBDIVISION.

As required by the definition of a Lot in the Section 12.03 of the Municipal Code, the project site has 88-foot of frontage along Hamlin Street and 50-feet and 34-feet along Haynes Street prior to the proposed merger of Noble Avenue. The project site consists of one parcel legally identified as Partial Lot No. 1 of Tract 11307 and by the Los Angeles County Assessor Parcel Number (APN) 2235-014-014. There is a 30 foot easement for Noble Avenue improvements identified on the parcel map and proposed for merger with current parcel map. As found above, and incorporated herein, the proposed merger will conflict with easements acquired by the public at large and is thus denied. The properties across Haynes Street to the north are improved with curb, gutter, sidewalk, landscaped parkways and a pedestrian streetlight. Properties across Hamlin Street toward the north do not have street improvements. The Bureau of Engineering and Street Lighting Bureau are requiring a variable dedication along Hamlin Street, Haynes Street and Noble Avenue by completing 5-foot wide concrete sidewalks, landscaped parkways together with any necessary improvements such as drainage and street lighting. Necessary public access for roads and utilities will be acquired by the City prior to recordation of the proposed map.

Therefore, the design of the subdivision and the proposed improvements by the department of Engineering would not conflict with easements acquired by the public at large for access through or use of the property within the proposed subdivision.

ADJUSTMENT FINDINGS (Sections 17.53 J and 12.28 C.4)

- (i) THAT WHILE SITE CHARACTERISTICS OR EXISTING IMPROVEMENTS MAKE STRICT ADHERENCE TO THE ZONING REGULATIONS IMPRACTICAL OR INFEASIBLE, THE PROJECT NONETHELESS CONFORMS WITH THE INTENT OF THOSE REGULATIONS.

Relative to the Zoning Administration Adjustment (ZAA), the applicant is seeking to allow for a rear yard setback of 6 feet 4 inches in lieu of 15 feet otherwise required by the Los Angeles Municipal Code (LAMC) Section 12.08.C.3 for proposed Parcel B resulting from the subdivision of the subject site. The subdivision request will not result in any new floor area, height, or change in density. The applicant is also seeking to allow a rear yard setback of 5 feet 5 inches in lieu of 25% (or 28 feet) of lot depth for Parcel C in the RE-11 Zone.

Relative to the Deputy Advisory Agency (DAA), the applicant is further requesting a 10% reduction to the minimum lot area of 4,987 square-feet in lieu of the 5,000 square-feet and an allowance of 4 feet 9 inches for the side yard setback required for Parcel A in the R1 Zone.

The subject property is irregularly shaped with 85 feet of frontage along Haynes Street, 166 feet along Noble Avenue, and approximately 88 feet along Hamlin Street. In addition, the property curves along Hamlin Street and at the corners of the property where streets intersect. The property is 20,151.5 square feet and is located in the Van Nuys-North Sherman Oaks Community Plan Area of the City of Los Angeles. The property is improved with three detached single-family dwellings which will be located on separate lots following the proposed subdivision.

The existing single-family dwellings were constructed 70+ years ago, prior to the Applicant's acquisition of the property, and their presence in the configuration is therefore a longstanding condition within the neighborhood. The nonconforming rear yard setbacks result from dividing the property along the existing R1-1-RIO and RE11-1-RIO zone boundary that bisects the property. As with the existing improvements, this zone boundary was a preexisting condition splitting the property roughly in half between two different zones. As the resulting rear yards result in a reduction greater than 20% of the code required rear yards, approval of this request cannot be granted via LAMC Section 17.53(J), which gives the Advisory Agency limited authority to grant deviations up to 20% from yard requirements as part of the Parcel Map subdivision process.

The subject site is already fully built out and no new construction is proposed as part of this subdivision. Providing the code-required side yards would be impractical and infeasible for the Applicant as it would require significant alterations to the structures. The property lines proposed are based upon the existing zoning boundaries on the split-zoned lot. The configuration of existing buildings has not had any adverse impacts on adjacent properties, and it is reasonable to believe there will be no adverse impacts in the future resulting from the subdivision of one large parcel into three smaller parcels. These conditions have existed for 70+ years and the existing setbacks and building separations adequately serve their intended function for access, as well as maintain light and airflow access for nearby structures.

As such, strict adherence to the zoning regulations would prove to be impractical and

infeasible as the project conforms to the intent of the regulations, which seek to promote development in harmony with the surrounding properties. Indeed, enforcement may generate construction-related impacts on neighbors that could result in adverse impacts on the neighborhood.

- (j) THAT IN LIGHT OF THE PROJECT AS A WHOLE, INCLUDING ANY MITIGATION MEASURES IMPOSED, THE PROJECT'S LOCATION, SIZE, HEIGHT, OPERATIONS AND OTHER SIGNIFICANT FEATURES WILL BE COMPATIBLE WITH AND WILL NOT ADVERSELY AFFECT OR FURTHER DEGRADE ADJACENT PROPERTIES, THE SURROUNDING NEIGHBORHOOD, OR THE PUBLIC HEALTH, WELFARE, AND SAFETY.

The subject property is not expected to have any impact on adjacent properties, the surrounding neighborhood, nor public health, welfare, and safety. The subject request is necessary to maintain existing conditions following the subdivision of the property. Overall, the property is zoned residential and is within a residential neighborhood. Therefore, in light of the project as a whole the project's location, size, height, operations, and other significant features will be compatible with and will not adversely impact of further degrade adjacent properties.

- (k) THAT THE PROJECT IS IN SUBSTANTIAL CONFORMANCE WITH THE PURPOSE, INTENT AND PROVISIONS OF THE GENERAL PLAN, THE APPLICABLE COMMUNITY PLAN AND ANY APPLICABLE SPECIFIC PLAN.

Due to the split zoning, the property has General Plan Land Use designations of Low Residential and Very Low Residential, with corresponding zoning designations of R1-1-RIO along the northern half of the site and RE11-1-RIO along the southern half. Additionally, the site is governed by ZA-2462 Modifications to single-family zones and single-family zone hillside area regulations and ZI-2358 River Implementation Overlay District (RIO). The property is located within the Van Nuys-North Sherman Oaks Community Plan area of the City of Los Angeles.

The subdivision and related adjustments will not result in a change of character, nor a change in density of the subject site. The request will not result in any new floor area and all required parking can be provided on site. As the existing improvements are all existing conditions, granting the adjustments will have no impact on neighborhood compatibility with regarding to scale, mass, and character. Following the subdivision, other than the new property lines and roadway improvements, the property will remain essentially as is. Similarly, the subject request will have no negative impacts on neighboring properties. Indeed, partial demolition of the structures in order to provide code compliant yards would likely result in more negative impacts to neighbors resulting from construction activities than are likely to result from maintenance of the existing conditions following subdivision of the property.

Altogether, granting the request will help to achieve the goals and intent of the General Plan and Community Plan in the subdivision property will help to preserve the existing structure into the future, thereby preventing future out-of-scale redevelopment of the property as the resulting smaller lot areas will limit the size of development on the newly established lots. This goal is expressed in the Community Plans as Policy 1-1.2, which seeks to "Protect existing single-family residential neighborhood from new, out-of-scale

development” and Policy 1-1.3 which seeks to “Protect existing stable single family and low-density residential neighborhoods from encroachment by higher density residential and incompatible uses.” By dividing a single lot improved with three single-family dwellings into three lots, each individual single-family dwelling, the project also brings the entire site into conformance with the single-family density limits of the area.

These findings shall apply to both the tentative and final maps for Parcel Map No. AA-2019-1556- PMLA.

THE FOLLOWING NOTES ARE FOR INFORMATIONAL PURPOSES AND ARE NOT CONDITIONS OF APPROVAL OF THIS PARCEL MAP:

Satisfactory arrangements shall be made with the Los Angeles Department of Water and Power, Power System, to pay for removal, relocation, replacement or adjustment of power facilities due to this development. The subdivider must make arrangements for the underground installation of all new utility lines in conformance with Section 17.05-N of the Los Angeles Municipal Code (LAMC).

Note: The above action shall become effective upon the decision date noted at the top of this letter unless an appeal has been submitted to the Central Area Planning Commission within 15 calendar days of the decision date. If you wish to file an appeal, it must be filed within 15 calendar days from the decision date as noted in this letter. For an appeal to be valid to the City Planning Commission, it must be accepted as complete by the City Planning Department and appeal fees paid, prior to expiration of the above 15-day time limit. Such appeal must be submitted on Master Appeal Form No. CP-7769 at the Department’s Public Offices, located at:

Downtown	San Fernando Valley	West Los Angeles
Figueroa Plaza 201 North Figueroa Street, 4th Floor Los Angeles, CA 90012 (213) 482-7077	Marvin Braude San Fernando Valley Constituent Service Center 6262 Van Nuys Boulevard, Room 251 Van Nuys, CA 91401 (818) 374-5050	West Los Angeles Development Services Center 1828 Sawtelle Boulevard, 2nd Floor Los Angeles, CA 90025 (310) 231-2598

***Appeal forms are available on-line at www.planning.lacity.org.**

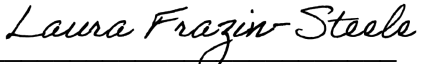
Pursuant to Ordinance 176,321, effective January 15, 2005, Parcel Map determinations are only appealable to the Area Planning Commission. There is no longer a second level of appeal to the City Council for Parcel Map actions of the Advisory Agency.

The time in which a party may seek judicial review of this determination is governed by California Code of Civil Procedure Section 1094.6. Under that provision, a petitioner may seek judicial review of any decision of the City pursuant to California Code of Civil Procedure Section 1094.5, only if the petition for writ of mandate pursuant to that section is filed no later than the 90th day following the date on which the City’s decision becomes final, including all appeals, if any.

No sale of separate parcels is permitted prior to recordation of the final parcel map. The owner is advised that the above action must record within 36 months of this approval, unless an extension of time is granted before the end of such period. No requests for time extensions or

appeals received by mail shall be accepted.

VINCENT P. BERTONI, AICP
Director of Planning


LAURA FRAZIN STEELE
Deputy Advisor Agency

CR:LFS:AJ:CK:ly

Note: If you wish to file an appeal, it must be filed within 10 calendar days from the decision date as noted in this letter. For an appeal to be valid to the City Planning Commission or Area Planning Commission, it must be accepted as complete by the City Planning Department and appeal fees paid, prior to expiration of the above 10-day time limit. Such appeal must be submitted on Master Appeal Form No. CP-7769 at the Department's Public Offices, located at:

Figueroa Plaza	Marvin Braude San Fernando	West Los Angeles
201 North Figueroa	Valley Constituent Service	Development Services
Street, 4th Floor	Center	Center 1828 Sawtelle
Los Angeles, CA 90012	6262 Van Nuys Boulevard,	Boulevard,
(213) 482-7077	Room 251	2nd Floor
	Van Nuys, CA 91401	Los Angeles, CA 90025
	(818) 374-5050	(310) 231-2912

***Please note the cashiers at the public counters close at 3:30 PM.**

Forms are also available on-line at <http://cityplanning.lacity.org>

The time in which a party may seek judicial review of this determination is governed by California Code of Civil Procedure Section 1094.6. Under that provision, a petitioner may seek judicial review of any decision of the City pursuant to California Code of Civil Procedure Section 1094.5, only if the petition for writ of mandate pursuant to that section is filed no later than the 90th day following the date on which the City's decision becomes final.



Sue Steinberg <sue@howardrobinson.net>

Fwd: VNNC—GBM APPROVAL for 15102, 15106 HAYNES, 15105 HAMLIN. (ZA2021-929-ZAA)

5 messages

JOHN HENDRY <jonhendryj@aol.com>

Fri, Apr 16, 2021 at 10:17 AM

To: Kathy Schreiner <kathy.schreiner@vnnc.org>, Michael Browning <mike.browning@vnnc.org>, JOHN HENDRY

<jonhendryj@aol.com>, john.hendry@vnnc.org

Cc: sue@howardrobinson.net

>>
>> City Planning
>> City of Los Angeles
>>
>> Planning Staff
>>
>> The City's Van Nuys Neighborhood Council had 2 hearings for (ZA—2021-929-ZA), lot adjustment issues at 15102, 15106 Haynes and 15105 Hamlin in Van Nuys.
>>
>> At our April 2021 General Board Meeting, we approved the applicant's request for City action. The vote was 9 aye, 2 abstain, 2 absent.
>>
>> We thank Ms. Steinberg for her professional presentation.
>>
>>
>> Michael Browning
>> President, Van Nuys NC
>> Box 3118.
>> Van Nuys CA
>>
>> Prepared by John Hendry
>> Chair, PLUM Committee
>>
>> Copy to nick@crestrealestate.com
>>
>>

Sue Steinberg <sue@howardrobinson.net>

Fri, Apr 16, 2021 at 10:26 AM

To: Correy Kitchens <correy.kitchens@lacity.org>

Cc: Jared Johnson <jared@howardrobinson.net>

Hi Correy,

Please see the email below from John Hendry, secretary of the Van Nuys Neighborhood Council and chair of the Van Nuys Planning and Land Use Committee, supporting the project at 15102 Haynes, 15105 Hamlin. We were heard by the VNNC PLUC on March 25 and approved unanimously, and heard by the full board on April 14, approved on consent calendar.

Thanks,

Sue

[Quoted text hidden]

--

Sue Steinberg

Howard Robinson & Associates
660 South Figueroa Street, Suite 1780
Los Angeles, CA 90017

Sue Steinberg <sue@howardrobinson.net>
To: JOHN HENDRY <jonhendryj@aol.com>

Fri, Apr 16, 2021 at 10:27 AM

Thank you John!

[Quoted text hidden]

[Quoted text hidden]

JOHN HENDRY <jonhendryj@aol.com>
To: Sue Steinberg <sue@howardrobinson.net>

Fri, Apr 16, 2021 at 10:32 AM

Thank you. Will research.

Sent from my iPhone

On Apr 16, 2021, at 10:27 AM, Sue Steinberg <sue@howardrobinson.net> wrote:

[Quoted text hidden]

Correy Kitchens <correy.kitchens@lacity.org>
To: Sue Steinberg <sue@howardrobinson.net>, Andrew Jorgensen <andrew.jorgensen@lacity.org>
Cc: Jared Johnson <jared@howardrobinson.net>

Fri, Apr 16, 2021 at 2:37 PM

You guys rock!

Ok awesome, I'm just waiting for my supervisor to review my ZAA for revisions and it moves forward to our Senior Planner for final approval.

Have a great weekend,
Correy K

[Quoted text hidden]

--



LOS ANGELES
CITY PLANNING

Correy N. Kitchens
Planning Assistant
Los Angeles City Planning

--

6262 Van Nuys Blvd., Room 430
Van Nuys, CA. 91401

Planning4LA.org
T: (818) 374-5034



Subdivision of Noble/Hamlin. AA-2019-1556-PMLA and ZA-2021-0930-CE

5 messages

Andrew B Hurvitz <firsttvabh@gmail.com>

Mon, Jun 21, 2021 at 12:23 PM

To: correy.kitchens@lacity.org

I recently received a notice that there will be a public hearing on July 13, 2021 on the proposed vacation of Noble Street, now a pedestrian walkway which connects Hamlin to Haynes St., as well as a new subdivision of parcels at 15102 Haynes and [15106 Hamlin St.](#)

While it may seem like a small matter, the pedestrian cut-through from Hamlin to Haynes that goes along the east side of this property serves a useful function for people who walk. To cut this off and privatize it would ruin one of the last walkable features in our area. It seems that the city should preserve and enhance a public sidewalk to connect Hamlin and Haynes rather than completely destroying this surviving relic of a more rural area.

The property owner will be gaining an additional 7,257 sf of property for a grand total of 27,398 SF which, under current zoning would allow for a total of 5 SF homes, not to mention ADUs connected to each house, so perhaps 10 houses could go in here, multiplied by cars...which would be onerous.

For environmental balance and sustainability you should consider rezoning but keeping a 10 foot wide path that cuts through from Hamlin to Haynes.

Sincerely,

Andrew B. Hurvitz

Correy Kitchens <correy.kitchens@lacity.org>

Mon, Jun 21, 2021 at 3:00 PM

To: Andrew B Hurvitz <firsttvabh@gmail.com>

Cc: Andrew Jorgensen <andrew.jorgensen@lacity.org>

Hi Mr. Hurvitz,

Thank you so much for your response. I have saved your email response and please ask that you please address your concerns at the public hearing.

Thanks again and talk to you soon,

Correy K

[Quoted text hidden]

--



Correy N. Kitchens
Planning Assistant
Los Angeles City Planning

--

LOS ANGELES
CITY PLANNING

6262 Van Nuys Blvd., Room 430
Van Nuys, CA. 91401

Planning4LA.org

T: (818) 374-5034



Andrew B Hurvitz <firsttvabh@gmail.com>

Mon, Jun 21, 2021 at 3:26 PM

To: Correy Kitchens <correy.kitchens@lacity.org>

Thank you Mr. Kitchens. I will.

Sincerely,

Andrew B. Hurvitz

[Quoted text hidden]

Dear Mr. Kitchens,

In preparation for our meeting at 10:30am on August 24, 2021 (concerning the 15102 & 15106 Haynes and [15105 Hamlin St.](#) properties along with the *vacation* of Noble Avenue) I wish to draw your attention to the idea of keeping a pedestrian path open between Haynes and Hamlin, and upgrading it to a paved sidewalk, paid for by the city, to allow the continuing, healthy and beneficial use of a walkway for local residents.

The most destructive thing you can allow is to completely block pedestrian access between Haynes and Hamlin along Noble because this "cut through" is a vital amenity of our neighborhood.

There is ample evidence from the oldest neighborhoods of Los Angeles, in Silver Lake and Venice, of encouraging walkable, safe, car free sidewalks and stairs to connect people and promote safety, exercise and nature. As you can see from the photos below, the houses are next to the sidewalks, and interact with the community. Instead of the modern obsession with security alarms, gates, walls and paranoia, the presence of people helps to foster trust between neighbors.

To ruin the last car-free zone for additional private driveways, ten foot high fences and more pavement and parking is odious and must be balanced against the public interest of Kester Ridge.

Sincerely,

Andrew B. Hurvitz

On Mon, Jun 21, 2021 at 12:23 PM Andrew B Hurvitz <firsttvabh@gmail.com> wrote:
[Quoted text hidden]

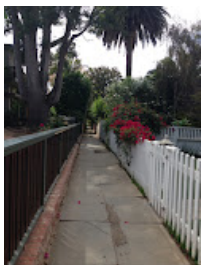
7 attachments



IMG_20190803_140445.jpg
293K



90.jpeg
296K



4a887b010cb0afd4cce7fe936419d565.jpg
951K

IMG_9333.JPG
507K



img_8316.jpg.webp
1251K



LA-Stairs-5-768x1024.jpg
205K



P1030966-800x600.jpg
419K

Correy Kitchens <correy.kitchens@lacity.org>
To: Andrew B Hurvitz <firsttvabh@gmail.com>

Wed, Aug 18, 2021 at 10:48 AM

Hi Andrew,

I cannot comment on this project due to the fact that it is still under staff review. Please address your comments at the August 24th hearing.

Although, your comments are recorded and attached to the case file.

Talk to you then!

Correy K

[Quoted text hidden]

[Quoted text hidden]

AA-2019-1556-PMLA; ZA-2021-0929-ZAA

2 messages

Andrew B Hurvitz <firsttvabh@gmail.com>
To: Correy Kitchens <correy.kitchens@lacity.org>

Fri, Jul 9, 2021 at 11:35 AM

Dear Mr. Kitchens,

In advance of your July 13, 2021 public hearing regarding the property at [15102 & 15106 Haynes St.](#) and [15105 Hamlin St.](#) I wish to state some of my views about the proposed vacation of Noble Ave., a pedestrian way that connects Haynes and Hamlin Streets.

I have lived here since 2000, and own a home at [15140 Hamlin St.](#) I also publish a community blog, Here in Van Nuys, and take a great interest in my community.

The current proposal is to completely take away ("vacate") the pedestrian path that connects Hamlin and Haynes. I feel this would be detrimental to the health of my neighborhood. That path is used by me and dozens of other people to safely walk dogs, jog, run or walk without cars. It is truly a beneficial pathway.

To add another 7, 247 to the already expansive lot size of 20, 151 sf will rob our street and area of a critical access point that has existed for at least the last 80 years since this neighborhood was developed from the mid 1930s-50s. Completely privatizing a public way only for the benefit of a property owner without regard for the community is wrong.

Perhaps the city should consider a 5-foot wide, north/south sidewalk running along the eastern edge of the proposed lot which would leave in place a pedestrian connection between Haynes and Hamlin.

Our community has endured much abuse from property owners who have large parcels of land.

Along Columbus Avenue, for example, there is a house where hundreds of inoperable vehicles are stored, a legal battle and violation of land use which has not been resolved in 8 years. Other R1 properties are used (improperly or illegally) as truck storage, nursery, junkyard or auto parts.

In 1994, our street was purchased by the owners of the 99 Ranch Market, and Hamlin was closed off at Columbus. Since that time, a neglected, weed filled, trashy and tagged area has emerged. Privatizing public land without thought or planning is wrong.

There is genuine concern that allowing the complete enclosure and enlargement and privatization of 15102 Haynes and 15105 Hamlin will produce a new blight where a fenced off 27, 398 SF property will be used for possibly nefarious purposes.

I hope you will actually take care to produce an outcome which is fair to both the property owner and the community and make a compromise.

Sincerely,

Andrew B. Hurvitz
[15140 Hamlin St.](#)
[Van Nuys, CA 91411](#)

Correy Kitchens <correy.kitchens@lacity.org>
To: Andrew B Hurvitz <firsttvabh@gmail.com>
Cc: Andrew Jorgensen <andrew.jorgensen@lacity.org>

Mon, Jul 12, 2021 at 11:30 AM

Hi Andrew,

Thank you for the response. I will make sure your comments are attached to the case file.

-Correy K
[Quoted text hidden]
--

Correy N. Kitchens
Planning Assistant
Los Angeles City Planning
--



6262 Van Nuys Blvd., Room 430
Van Nuys, CA. 91401
Planning4LA.org
T: (818) 374-5034



8/24 Agenda, Hearing Notice & Staff Report for AA-2019-1556-PMLA, ZA-2021-0929-ZAA

Andrew B Hurvitz <firsttvabh@gmail.com>

Tue, Aug 24, 2021 at 5:14 PM

To: Correy Kitchens <correy.kitchens@lacity.org>, Andrew Jorgensen <andrew.jorgensen@lacity.org>, Claudia Rodriguez <claudia.rodriguez@lacity.org>, Laura Frazin-Steele <laura.frazinsteele@lacity.org>

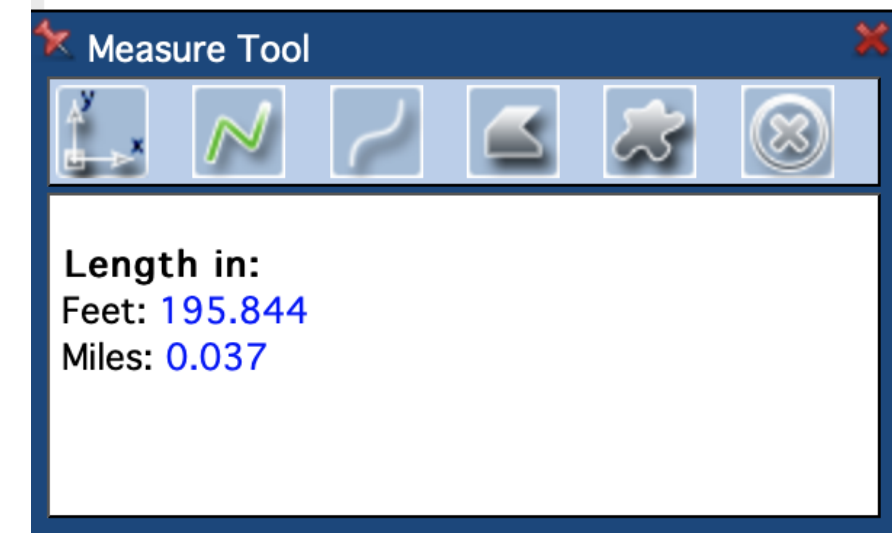
Dear Mr. Kitchens, Mr. Jorgensen, Ms. Rodriguez and Ms. Frazin-Steele,

I have written before on the proposed vacation of Noble Street, now a pedestrian walkway which connects Hamlin to Haynes St., as well as a new subdivision of parcels at 15102 Haynes and [15106 Hamlin St.](#)

Unfortunately I could not attend the planning meeting this morning.

I'm writing to again agitate you to consider constructing a sidewalk to connect Hamlin to Haynes along Noble so that this vital piece of pedestrian life is not destroyed.

As you can see from the attached ZIMAS screenshots the area in question is only 195 long and would make a lovely, landscaped promenade, perhaps planted with the same oak trees that have stood on Hamlin St. since it was first laid out in 1936 from old walnut groves.



While it may seem like a small matter, the pedestrian cut-through from Hamlin to Haynes that goes along the east side of this property serves a useful function for people who walk. To cut this off and privatize it would ruin one of the last walkable features in our area. It seems that the city should preserve and enhance a public sidewalk to connect Hamlin and Haynes rather than completely destroying this surviving relic of a more rural area.

The property owner will be gaining an additional 7,257 sf of property for a grand total of 27,398 SF which, under current zoning would allow for a total of 5 SF homes, not to mention ADUs connected to each house, so perhaps 10 houses could go in here, multiplied by cars...which would be onerous.

There is a lot of talk in city planning circles of the importance of allowing walking, biking, nature into the city of Los Angeles which has been obliterated through the years by the car madness that promotes speeding, parking and cars as the highest value in our civic order. As responsible planners you should work against that mythology.

And please do not prioritize the prevention of homelessness in considering whether you approve a public-parklet-sidewalk or not.

We already have homeless. They sleep in cars or RVs. They don't pitch tents in our neighborhood.

For environmental balance and sustainability you should consider rezoning but keeping a 10 foot wide path that cuts through from Hamlin to Haynes.

Sincerely,

Andrew B. Hurvitz

On Thu, Aug 19, 2021 at 2:17 PM Correy Kitchens <correy.kitchens@lacity.org> wrote:

[Quoted text hidden]

Re: AA-2019-1556-PMLA; ZA-2021-0929-ZAA

2 messages

dgersh24@gmail.com <dgersh24@gmail.com>

To: correy.kitchens@lacity.org

Tue, Aug 17, 2021 at 5:51 PM

Mr. Kitchens:

We are writing regarding the property at 15102 & 15106 Haynes St. and 15105 Hamlin St and the proposed vacation of Noble Ave., a pedestrian way that connects Haynes and Hamlin Streets.

As others have noted, this passageway has been a part of this neighborhood for the past 40 years we have lived on Haynes and many, many years previously. It is used for walkers, joggers, dog walkers, families and is a 'connection' that helps bind our community.

The parcel has been completely unattended and not maintained by any of the previous owners as well as the current owner now applying for the vacation with waste high weeds and trash. Not only do we object to the closure of the parcel with no passageway, we are equally upset and offended that the petitioner is going to get this parcel to build on and enhance his property at not charge with the probability of additional income from ADU's he may build in the future.

We support the wonderful work that the current owner has done in renovating the three properties however that doesn't warrant the opportunity to get a valuable parcel at not cost which benefits only him and takes away from our community.

Dave Gershenson

Felice Richter

818-631-5299

Correy Kitchens <correy.kitchens@lacity.org>

To: dgersh24@gmail.com

Cc: Andrew Jorgensen <andrew.jorgensen@lacity.org>

Wed, Aug 18, 2021 at 5:37 PM

Hi Dave,

Thank you so much for your comments. As we cannot comment on the case because it is still under staff review, I can save your comments and attach them to the case file.

Hopefully, you can make the hearing scheduled for 8/24/21.

Talk to you then,
Correy K

[Quoted text hidden]

--



LOS ANGELES
CITY PLANNING

Correy N. Kitchens

Planning Assistant

Los Angeles City Planning

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6262 Van Nuys Blvd., Room 430

Van Nuys, CA. 91401

Planning4LA.org

T: (818) 374-5034

Project site 15102 Haynes Street, Van Nuys

bomont2003@yahoo.com <bomont2003@yahoo.com>
To: "Correy.kitchens@lacity.org" <Correy.kitchens@lacity.org>

Fri, Aug 27, 2021 at 4:50 PM

To whom this may concern,

My name is Joe. I live on Hamlin street, two houses to the east of the alley. I am writing for the purpose of adding my perspective regarding project involving the alley. I give my support for the alley to be closed completely.

One of the reasons that I feel it needs to be closed is because of the crime it attracts. Before Ruben was living in this community, the alley brought all sorts of crime. Now it has improved but still occasionally people come and do their stuff. There is a high school on Kester and people come on our street and in the alley to hang out and smoke weed. I think if the alley would be closed it would attract less crime.

We have enough crime on our streets. Please consider closing the alley.

Thank you for your time and consideration.

PUBLIC HEARING: Case Nos: AA-2019-1556-PMLA, ZA-2021-0929-ZAA

2 messages

Jerry T <jerrytillett@gmail.com>

Mon, Jul 12, 2021 at 12:34 PM

To: Correy.Kitchens@lacity.org

Hi,

I'm a homeowner near the above-referenced cases. My questions/concerns about the above:

1. Please notice in the attached photo of the "public right of way" referred to in the proposal. It has been a trash dump neglected by the city and owners of these properties for at least the 40 years that I have been a nearby property owner.
2. Is applicant proposing to take a public area and incorporate it into his adjacent properties?
3. Where does applicant specify that the public right of way will remain accessible?
4. Where does applicant specify how the public right of way will be cleaned up *and maintained* to meet neighborhood standards?

Jerry Tillett
15118 Haynes St.
jerrytillett@gmail.com



Noble St at 15105 Hamlin St.jpg
129K

Correy Kitchens <correy.kitchens@lacity.org>

Mon, Jul 12, 2021 at 4:22 PM

To: Jerry T <jerrytillett@gmail.com>

Hi Jerry,

Thank you for your comments. At the moment, this case is still under review as the hearing is to be rescheduled for a later time. You'll receive something in the mail soon about the new hearing date.

I cannot provide any comment until after the hearing but I do appreciate your comments as it will be added to the case file.

Thanks again and talk to you soon,
Correy K

[Quoted text hidden]

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Correy N. Kitchens
Planning Assistant
Los Angeles City Planning

--

LOS ANGELES
CITY PLANNING
6262 Van Nuys Blvd., Room 430
Van Nuys, CA. 91401
Planning4LA.org
T: (818) 374-5034



15102 /15105 Haynes Street /15105 Hamlin Street Project Hearing

2 messages

kevin sherbrooke <sherbrookedesign@dslextreme.com>
To: correy.kitchens@lacity.org

Fri, Jul 9, 2021 at 8:52 PM

Hi Correy,

I am a homeowner within 500 feet of this proposed project scheduled for July 13,2021 hearing.

Can you please send me the site plan and floor plans for this project to review ASAP? Are these 3 R-1 Single family homes?

We are experiencing excessive street parking issues here on Gilmore Street due to the recent large Apartment developments on Sepulveda and these newly proposed projects on Hamlin will increase this problem.

Hamlin Street to the North of us has very restrictive rules on parking, whereas Gilmore Street has limited Tuesday trash rules.

These proposed developments are turning otherwise R-1 homes into R-3 apartments (large houses) with owner not living on site and parking problems.

We are having this issue at 15063 Gilmore Street where 10 renter occupants are living in a R1-1 low density house with 10 cars and no enforcement of codes.

Please keep my name and address CONFIDENTIAL from these Russian developers. Thanks!

Thank you,

Kevin Sherbrooke, AIA
818-807-4200

Correy Kitchens <correy.kitchens@lacity.org>
To: kevin sherbrooke <sherbrookedesign@dslextreme.com>

Mon, Jul 12, 2021 at 12:09 PM

Hi Kevin,

The case is still under staff review. I will take your comments under review as we are to reschedule a hearing soon.

-Correy K
[Quoted text hidden]



LOS ANGELES
CITY PLANNING

Correy N. Kitchens
Planning Assistant
Los Angeles City Planning

6262 Van Nuys Blvd., Room 430
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T: (818) 374-5034



15102 & 15106 Haynes Street & 15105 Hamlin Street.

8 messages

Mark Tweddle <mark.tweddle@gmail.com>

Wed, Jul 7, 2021 at 1:47 PM

To: correy.kitchens@lacity.org

Cc: lynn.twit@gmail.com

Hello,

I hope you are doing well.

I received the notice of the public hearing for this application and I'd like to know more as I do not understand the project description fully.

My main question is:

Does the "vacation of Noble Avenue" and the "vacation of Hamlin Street" described mean that there will no longer be access for foot traffic from Hamlin to Haynes?

If access is prevented then I wish to object. Currently there is significant foot traffic between Hamlin and Haynes via this section of land along the pavement which is blocked to vehicular traffic. This access allows people walking young children to and from Columbus Avenue Elementary to avoid the section of Columbus from Hamlin to Kittridge that does not have a safe sidewalk. The access similarly allows people walking dogs or for leisure to avoid that somewhat dangerous section of Columbus.

While the section of Columbus from Hamlin to Kittridge that does not have a safe sidewalk pedestrian traffic should not be increased. Columbus Ave already has speed bumps installed because of the speed and traffic using this road to avoid the congestion of Victory and Sepulveda.

I live at [15159 Hamlin St](#) and as proof of the dangers of Columbus please see this video from less than a month ago of a hit'n'run incident. <https://drive.google.com/file/d/1vNBVQZyz98K3S465DgCLay2goD2KPR3E/view?usp=sharing> Clearly speed and inattention were part of the cause of this accident and it was sheer luck that no one was hurt. I have other footage of incidents on this section of road outside my property including accidents and misbehavior such as donuts:

<https://www.youtube.com/watch?v=i-gJ3WYZlm8><https://www.youtube.com/watch?v=gxRToRCcgEM>

Thanks,

**Mark Tweddle**<https://www.youtellyours.com/>

(818) 205 8489

LinkedIn: <http://www.linkedin.com/in/marktweddle>

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Correy Kitchens <correy.kitchens@lacity.org>

Fri, Jul 9, 2021 at 8:34 AM

To: Mark Tweddle <mark.tweddle@gmail.com>

Cc: lynn.twit@gmail.com, Andrew Jorgensen <andrew.jorgensen@lacity.org>

Mark,

Thank you for the response. I will make sure your comments are attached to the case file.

Thanks again,
Correy K

[Quoted text hidden]

--



Correy N. Kitchens
Planning Assistant
Los Angeles City Planning
--
6262 Van Nuys Blvd., Room 430
Van Nuys, CA. 91401
Planning4LA.org
T: (818) 374-5034



Lynn Ferguson <lynn.twit@gmail.com>
To: Correy Kitchens <correy.kitchens@lacity.org>
Cc: Mark Tweddle <mark.tweddle@gmail.com>, Andrew Jorgensen <andrew.jorgensen@lacity.org>

Fri, Jul 9, 2021 at 10:23 AM

Thank you so much for your response, Correy. However, could you answer the question?

Does the "vacation of Noble Avenue" and the "vacation of Hamlin Street" described mean that there will no longer be access for foot traffic from Hamlin to Haynes?

The terms used at this point are not clear for those of us not involved in public planning.

Thanks,

Lynn Tweddle
[Quoted text hidden]

Correy Kitchens <correy.kitchens@lacity.org>
To: Lynn Ferguson <lynn.twit@gmail.com>
Cc: Mark Tweddle <mark.tweddle@gmail.com>, Andrew Jorgensen <andrew.jorgensen@lacity.org>

Mon, Jul 12, 2021 at 11:29 AM

Hi Lynn,

I cannot comment at the moment as the case is still under staff review.

-Correy K
[Quoted text hidden]

Lynn Ferguson <lynn.twit@gmail.com>
To: Correy Kitchens <correy.kitchens@lacity.org>
Cc: Mark Tweddle <mark.tweddle@gmail.com>, Andrew Jorgensen <andrew.jorgensen@lacity.org>

Mon, Jul 12, 2021 at 11:52 AM

Thank you so much for replying, Correy. I appreciate it.
The reason I ask is this:

This access point between Haynes and Hamlin is used by significant foot traffic.
I understand that part of the remit for the developers on Columbus is that they must provide a sidewalk in new developments in order to improve walk ability. Indeed, it had been my understanding that LA itself was looking to encourage areas to be walkable.
It seems strange to me then, that a currently established, popular walkway, almost equidistant between two schools should be closed off in order to facilitate two carports - particularly in an area that has been increasingly vocal about the dangers of speeding traffic.

Surely within 0.629 acres of land, there is room for both pedestrian access and two extra carports.

Sincerely,

Lynn Tweddle
[Quoted text hidden]

Correy Kitchens <correy.kitchens@lacity.org>
To: Lynn Ferguson <lynn.twit@gmail.com>
Cc: Mark Tweddle <mark.tweddle@gmail.com>, Andrew Jorgensen <andrew.jorgensen@lacity.org>

Mon, Jul 12, 2021 at 3:54 PM

Lynn,

Thank you so much for your comments. I cannot make a comment at the moment since the case is still within Staff Review. Please do bring your comments to the hearing as this matter will be considered at that moment.

I appreciate all the comments that have been coming in.

Thank you so much!

Talk to you soon,
Correy K

[Quoted text hidden]

Lynn Ferguson <lynn.twit@gmail.com>
To: Correy Kitchens <correy.kitchens@lacity.org>
Cc: Mark Tweddle <mark.tweddle@gmail.com>, Andrew Jorgensen <andrew.jorgensen@lacity.org>

Mon, Aug 23, 2021 at 3:39 PM

Hi there

With regards to the meeting re Hamlin St, I am pleased to see that for this rescheduled meeting the planning application has been displayed outside the property, unlike last time.

I thought I should resend my e mail expressing my concerns with regards the proposed closing off of a well used public walkway at a time when the ongoing problem of traffic and speeding vehicles in the neighborhood.

As the closure of this walkway would mean that those heading to and from Columbus elementary and Van Nuys High School would have no alternative than to take routes on walk on busier roads with no clear walkways, does this mean that the city is intending to install sidewalks on roads such as Columbus, rather than leave itself open to the financial consequences of accidents frankly waiting to happen?

Yours sincerely

Lynn Ferguson / Tweddle

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Correy Kitchens <correy.kitchens@lacity.org>
To: Lynn Ferguson <lynn.twit@gmail.com>
Cc: Mark Tweddle <mark.tweddle@gmail.com>, Andrew Jorgensen <andrew.jorgensen@lacity.org>

Wed, Aug 25, 2021 at 8:40 AM

Hi Lynn,

If you did not make yesterday's public hearing. The case is currently taken under advisement. As far as the access, the applicant will work with our department, Department of Transportation and Engineering to figure out the best option to move forward. We will reconvene in two months' time with a decision.

-Correy K

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[Quoted text hidden]

7-12-2021

My name is Paul Katz,

I live at 15061 Hamlin Street in Van Nuys, CA 91411. I own my own home there. I have lived here for about four years now in what seems to be a relatively nice neighborhood. I have had to call the police four times on persons displaying suspicious behavior in the alley next to my house, and on several more occasions, I have had to just let those matters go on to resolve themselves. I have had three instances of people trying to break into my home, and in fact one person actually *did* break into my home, causing about \$2,000 worth of damage.

Although people do walk their dogs—rather innocuously—next to my house in the alley, people also regularly park their cars there to smoke marijuana and to loiter. Additionally, transients often walk through the alley—leaving trash, heroin needles, dog feces, and construction debris. There are often unruly characters who loiter there that frighten me and my family, so when that happens, we usually stay inside the house for safety. As if that is not enough, people sometimes enter the ally to set off fireworks, causing a fire hazard and a neighborhood noise disturbance. I would greatly appreciate it if there were a fence in front of the alley in order to prevent people from walking through. I would feel much safer if a fence were to be installed. Thank you for your consideration. I hope this matter could be resolved swiftly.



Paul Katz

RE: AA-2019-1556-PMLA; ZA-2021-0929-ZAA: Please do NOT move ahead with the proposed changes at 15102 Hamlin & 15106 Haynes Sts. Van Nuys

2 messages

Sherri Parker Lee Chiasson <sherriparkerlee@gmail.com>

Thu, Jul 22, 2021 at 2:00 PM

To: correy.kitchens@lacity.org

Cc: Gilles Chiasson <gilleschiasson@gmail.com>

Dear Mr. Kitchens,

I hope this finds you and yours well.

I am writing to you to express my serious concerns about the proposed changes at 15102 & 15106 Hamlin/Haynes St, proposal: AA-2019-1556-PMLA; ZA-2021-0929-ZAA

I have lived at 15148 Hamlin St. for the past ten years (10) and am quite distressed at the potential closing of the pedestrian throughway at the above-listed property.

I am a mother of two young teenagers and without a pocket park (one was promised at the dead-end of Hamlin at Columbus 30 years ago which is still unfulfilled and now left as blight) or easy and safe access to green space without having to cross major five to four-lane traffic, losing this passageway would be devastating and have serious negative consequences for our neighborhood and its residents.

This safe, non-vehicle passageway at 15102 & 15106 Hamlin/Haynes St. is used by all the local neighbors including me and my family on a daily basis. It is especially appreciated by those with children, whether they are in strollers, walking, learning on bicycle training wheels, or riding alongside their siblings and parents. I cannot tell you how many young children, including my own, I have watched "let go" of the bicycle handles for the first time in this passageway.

Other neighbors also use this passageway daily to walk dogs, jog, or just take a leisurely and SAFE stroll from one small two-street neighborhood to the other slightly larger neighborhood starting on Haynes.

As you well know, the streets to the east and west of our neighborhood, Sepulveda and Kester Avenues, are very busy 4-5 lane streets. And while Columbus Ave. (one block west of Sepulveda) has only two lanes it also has no sidewalks for a good portion of it. More, Columbus Avenue is lined with parked cars forcing pedestrians to walk into traffic lanes in order to navigate it. To the north and south of our neighborhood, we have the bustling 5 lane thoroughways of Victory Blvd. and Vanowen Street with the often traveled Kittridge Street in between.

This pedestrian passage at 15102 & 15106 Hamlin/Haynes Street is very important to our neighborhood and our daily lives. It is the only truly SAFE passageway for residents, especially those with children, dogs, or who are elderly, to get from one street or one neighbor to another. It is also a meeting place, a safe place to talk or celebrate the neighbors' children on learning to ride a bike among other things. To close this passageway would be a huge detriment to our neighborhood, its spirit, and to the safety of all, but most especially our youngest, oldest, and most vulnerable residents.

Please do not allow this proposal to move forward as it currently stands.

If the passageway can be maintained while some accommodations are made to the property perhaps there might be a compromise but it can not be removed altogether.

I implore you to consider my request and the request and wishes of my many other neighbors: *please do not move forward on the current proposal to close the passageway at 15102 & 15106 Hamlin/Haynes St.* Please consider the welfare of the whole neighborhood and all of its many residents above the wants of one individual.

If you have any questions or would like further information from me, please do not hesitate to reach out. I welcome any discussion with you.

Thank you so much for your time and consideration of my request. I greatly appreciate the job you have to do on all of our behalves.

Sincerely,
Sherri Lee Chiasson

Correy Kitchens <correy.kitchens@lacity.org>

Fri, Jul 23, 2021 at 9:36 AM

To: Sherri Parker Lee Chiasson <sherriparkerlee@gmail.com>

Cc: Gilles Chiasson <gilleschiasson@gmail.com>

Hi Sherri,

I cannot comment at the moment on this project as it is still under staff review. Although, I can let you know that we did reschedule the hearing date to August 24th at 10:30AM. You should be receiving another notice in the mail shortly on the new hearing date. I encourage you to attend the meeting to hear other feedback as well.

I'll archive your comments to the case file so we have it under consideration as well.

Hope to see you soon,
Correy K

[Quoted text hidden]

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AA-2019-1556-PMLA; ZA-2021-0929-ZAA

2 messages

Tam Warner <tamwarner12@gmail.com>

Sat, Jul 17, 2021 at 3:09 PM

To: correy.kitchens@lacity.org

Dear Mr. Kitchens,

I am writing this in order to express my concerns about the proposed changes at 15102 & 15106 Hamlin/Haynes St. I have lived at 6454 Columbus Ave. on the S/E corner of Hamlin St. for more than 40 years and am distressed at the potential closing of the pedestrian thoroughway at the above listed property. This walkway is used by me and all the local neighbors on a daily basis. Whether walking dogs, babies, jogging or just taking a leisurely stroll this pathway is used as a safe pass through from one neighborhood to the other. While there are many other problems in the neighborhood that need to be addressed this is not one of them. Please consider what is best for the neighborhood as a whole and do not grant this proposal in it's current form.

If the pathway can be maintained while some accommodations are made to the property perhaps there might be a compromise. As it is the dead end of Hamlin at Columbus is an eyesore that was proposed to us as a beautified pocket park almost 30 years ago. What we got instead was a crummy chainlink fence, constant litter, graffiti, dumped trash and shopping carts. I dread the possibility that our little natural pathway will become another "dead end."

Again, I ask that you consider the welfare of the whole neighborhood above the wants of one individual.

Sincerely,
Tam G. Warner

Correy Kitchens <correy.kitchens@lacity.org>

Mon, Jul 19, 2021 at 3:33 PM

To: Tam Warner <tamwarner12@gmail.com>

Hi Tam,

Thank you for your comments and concerns. As of now the case is still under staff review and should be receiving a new hearing date. At the moment I cannot comment about the project and I am still taking in public comment as the time progresses to the next hearing date.

I'll attach your comments to the case file for consideration.

Thank you again,
Correy K

[Quoted text hidden]

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**Correy N. Kitchens**
Planning Assistant
Los Angeles City Planning--
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DAY OF HEARING SUBMISSIONS

Thursday, July 28, 2022

South Valley Area Planning Commission
c/o Alice Inawat, Commission Executive Assistant
200 N. Spring St., Room 272
Los Angeles, CA 90012

Re: Case No. AA-2019-1556-PMLA-1A
15102, 15106 W. Haynes St., 15105 W. Hamlin St.
July 28, 2022 Commission Meeting
Request for Continuance

Dear Honorable Commissioners,

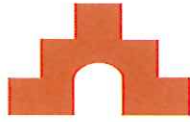
In order to allow more time for the Applicant, City Planning staff, and myself (the Appellant) to work out a compromise solution to this case, I would like to request a continuance of today's hearing to August 25, 2022, or the first available date in September.

Thank you for your consideration in this matter.

Sincerely,

A handwritten signature in black ink, appearing to be 'Paul Katz', written over a circular stamp or seal.

Paul Katz



Howard Robinson & Associates

Thursday, July 28, 2022

South Valley Area Planning Commission
c/o Alice Inawat, Commission Executive Assistant
200 N. Spring St., Room 272
Los Angeles, CA 90012

Re: Case No. AA-2019-1556-PMLA-1A
15102, 15106 W. Haynes St., 15105 W. Hamlin St.
July 28, 2022 Commission Meeting
Request for Continuance

Dear Honorable Commissioners,

I am Susan Steinberg, representative for the Applicant in this case.

In order to allow more time for the Appellant, City Planning staff, and the Applicant to work out a compromise solution to this case, I would like to request a continuance of today's hearing to August 25, 2022, or the first available date in September.

Thank you for your consideration in this matter.

Sincerely,

Susan Steinberg