



DEPARTMENT OF CITY PLANNING APPEAL RECOMMENDATION REPORT

South Valley

Area Planning Commission

Date: September 22, 2022
Time: After 4:30 p.m.*
Place: Due to COVID-19 and continued concerns that meeting in person would present imminent risks to the health and safety of the attendees, this meeting will be conducted entirely telephonically by Zoom
[https://planning.lacity-org.zoom.us/j/87285751095](https://planning.lacity.org.zoom.us/j/87285751095)
Meeting ID: 872 8575 1095
Password: 638815

Case No.: AA-2019-1556-PMLA-1A
CEQA No.: ENV-2019-1557-CE
Incidental Cases: None
Related Cases: ZA-2021-0929-ZAA
Council No.: 6 - Martinez
Plan Area: Van Nuys – North Sherman Oaks
Specific Plan: None
Certified NC: Van Nuys
GPLU: Low Residential, Very Low Residential
Zone: R1-1-RIO; RE11-1-RIO
Applicant/Owner: Boris Gulkarov

The meeting's telephone number and access code access number will be provided no later than 72 hours before the meeting on the meeting agenda published at <https://planning.lacity.org/about/commissions-boards-hearings> and/or by contacting cpc@lacity.org

Representative: Sue Steinberg, Howard Robinson & Associates

Public Hearing: Required
Appeal Status: Not Further Appealable
Expiration Date: Subject to Mayor's Tolling Order

Appellants: Paul Katz

PROJECT

LOCATION: 15102-15106 Haynes Street; 15105 Hamlin Street

PROPOSED PROJECT:

The proposed project is to subdivide one lot, totaling 20,151 square-feet, into three parcels (Parcels A, B, and C) for the use and maintenance of three existing single-family homes with associated adjustments for minor reductions in lot area and yards associated with the retention of existing structures. The project site is currently developed with three single-family dwellings with attached and detached garages, which will remain and require no additional construction, except for the addition of a new 400 square foot carport on Parcel C.

RECOMMENDED ACTIONS:

1. **Determine** that based on the whole of the administrative record, the project is exempt from CEQA pursuant to CEQA Guidelines, Article 19, Sections 15301, 15303, 15305, and 15315, and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies;
2. **Approve the appeal in part** to permit a 10-foot merger along Hamlin Street and a 20-foot merger along Noble Avenue in lieu of the 30 feet previously requested in order to accommodate a new 10-foot pedestrian walkway.
3. **Sustain** the Deputy Advisory Agency's decision to approve a Preliminary Parcel Map to subdivide one lot, totaling 20,151 square-feet into three parcels for the continued use and maintenance of three single-family homes.
4. **Adopt** the corrected Parcel Map,
5. **Adopt** the Deputy Advisory Agency's Corrected Conditions of Approval and Corrected Findings

VINCENT P. BERTONI, AICP
Director of Planning

Blake Lamb

Blake Lamb,
Principal City Planner

JoJo Pewawang

JoJo Pewawang,
Senior City Planner

Correy Kitchens

for Correy Kitchens

Correy Kitchens,
City Planner

ADVICE TO PUBLIC: *The exact time this report will be considered during the meeting is uncertain since there may be several other items on the agenda. Written communications may be mailed to the South Valley Area Planning Commission Secretariat, 200 North Spring Street, Room 272, Los Angeles, CA 90012 (Phone No. 213-978-1300). While all written communications are given to the Commission for consideration, the initial packets are sent to the week prior to the Commission's meeting date. If you challenge these agenda items in court, you may be limited to raising only those issues you or someone else raised at the public hearing agendized herein, or in written correspondence on these matters delivered to this agency at or prior to the public hearing. As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability, and upon request, will provide reasonable accommodation to ensure equal access to this programs, services and activities. Sign language interpreters, assistive listening devices, or other auxiliary aids and/or other services may be provided upon request. To ensure availability of services, please make your request not later than three working days (72 hours) prior to the meeting by calling the Commission Secretariat at (213) 978-1300.

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- Exhibit B – Letter of Determination for AA-2019-1556-PMLA, dated March 26, 2022
- Exhibit C – Appeal Application
- Exhibit D – Appeal Justification
- Exhibit E – CEQA Clearance (ENV-2019-1557-CE)
- Exhibit F – Radius and Vicinity Maps
- Exhibit G – Navigate LA
- Exhibit H – Agency Letters
- Exhibit I – Public Comments

PROJECT ANALYSIS

PROJECT SUMMARY

The proposed project is to subdivide one lot, totaling 20,151 square-feet, into three parcels for the use and maintenance of three single family homes with associated Zoning Administrator Adjustments (Case No. ZA-2021-0929-ZAA) for reductions in lot area and yards associated with the retention of existing structures. The project site is developed with three single family dwellings with attached and detached garages to remain along with the addition of a new 400 square foot car port on parcel C.

APPEAL SCOPE

The appeal, filed by Paul Katz, an adjacent neighbor, challenges the Deputy Advisory Agency's (DAA) denial of the merger request along Noble Avenue and Hamlin Street, as stated in Condition 21(e).

BACKGROUND

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 relocated on separate lots following the proposed subdivision.

SURROUNDING PROPERTIES

The property adjacent to the north is zoned R1-1-RIO and developed with a one-story single-family dwelling. The properties to the east across Noble Avenue are zoned RE11-1-RIO and are developed with a one-story single-family dwelling. The property to the south is zoned RE11-1-RIO and developed with a one-story single-family dwelling. The properties adjacent to the west are zoned R1-1-RIO and RE11-1-RIO and developed with one-story single-family dwellings.

STREETS

Haynes Street, adjoining the subject property to the north, is a Local Street dedicated to a width of 60 feet and improved with asphalt roadway, concrete curb, and gutter.

Hamlin Street, adjoining the subject property to the south, is a Local Street, dedicated to a width of 80 feet and improved with asphalt roadway, concrete curb, gutter, sidewalk and includes two protected street trees.

Noble Avenue, adjoining the subject property to the east, is a Local Street, dedicated to a width of 29 feet and is currently unimproved along the project's street frontage between Haynes Street and Hamlin Street.

PROPOSED PROJECT

The proposed project is to subdivide one lot, totaling 20,151 square-feet into three parcels for the use and maintenance of three small lot single-family homes with associated adjustments for minor reductions in lot area and yards associated with the retention of existing structures, which will be considered separately as part of the related ZAA case (Case No. ZA-2021-0929-ZAA). The

related ZAA case may need to be further adjusted depending on whether this appeal modifies the DAA's denial of the requested street merger. The project site is currently developed with three single-family dwellings with attached and detached garages to remain.

As a part of the original parcel map application, the applicant had requested to merge 30 feet of Noble Avenue and 10 feet of Hamlin Street. The initial determination that was subsequently appealed denied both merger requests. In its initial decision, Planning staff sought to maintain public access along Noble Avenue after receiving numerous public comments requesting that pedestrian access in particular be maintained.

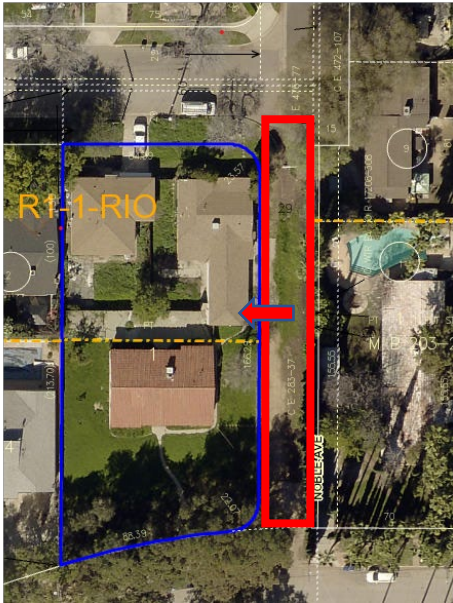
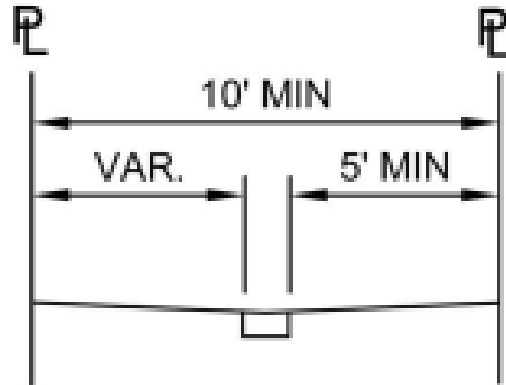


Figure 1. Noble Avenue right of way

PLANNING RECOMMENDATION TO MODIFY MERGER CONDITIONS

Subsequent to the initially scheduled appeal hearing on July 28, 2022, the applicant and city have worked towards a compromise where public pedestrian access is maintained while providing the applicant with sufficient space to access their existing garages, which are to remain. The Planning Department is now recommending that the South Valley Area Planning Commission modify conditions related to the merger to grant the merger in part and to allow for the development of a minimum 10-foot wide pedestrian walkway to connect Haynes Avenue and Hamlin Street. The proposed pedestrian walkway would be designed to BOE pedestrian walkway standards and would not permit vehicular access.



PEDESTRIAN WALKWAY

Figure 2. BOE pedestrian walkway standard plan.

Condition No. 4 is recommended to be modified as follows (**deletions are in ~~strikeout~~**; **additions are in underline**) :

- 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~~ **20-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:

Modification of Condition No. 4 would clarify that the merger is being reduced from 29 feet plus a 1-foot future street dedication to 20 feet, which would allow for the project to accommodate a 10-foot wide pedestrian walkway.

Condition No. 21(e) is recommended to be modified as follows (**deletions are in ~~strikeout~~**; **additions are in underline**) :

21e. The requested mergers along Hamlin Avenue and Noble ~~Street~~ **Avenue** shall be ~~denied~~ **granted as follows: a 10-foot merger along the Hamlin Avenue street frontage and a 20-foot merger along the Noble Avenue street frontage.**

Modification of Condition 21e would permit the applicant to merge excess right of way along Hamlin Street and to construct public improvements such as a new sidewalk along the project's street frontage. The modification would also permit the construction of a 10-foot wide pedestrian walkway to maintain a vital north/south pedestrian connection for the neighborhood, while allowing the applicant sufficient space to accommodate access to their parking garages.

Condition No. S-3(i)(d) is recommended to be modified as follows: follows (**deletions are in ~~strikeout~~**; **additions are in underline**) –

S-3(i)(d) ~~Improve Noble Street adjoining the subdivision by the construction of the following in the event that the merger of Noble is not 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.~~

Improve Noble Avenue adjoining the subdivision with the construction of a 10-foot pedestrian walkway to the satisfaction of the Bureau of Engineering.

Modification of Condition S-3(i)(d) clarifies what improvement requirements would be required given the partially approved merger of 20 feet along Noble Avenue and a remaining 9-foot plus 1-foot future street dedication right of way to be improved as a 10-foot pedestrian walkway.

CORRECTIONS

On June 7, 2022, the applicant submitted a request for clarification of Subdivision Finding (d), which incorrectly stated that a garage would be demolished as a part of the project. Planning staff would like to correct the finding to state that **no demolition is proposed as a part of the project.**

The requested clarification is consistent with the approved map and plans that were approved by the Advisory Agency showing the garage for Parcel "B" will not be demolished and the setback requirement is established as a Zoning Administrators Adjustment under related Case No. ZA-2021-0929-ZAA.

Planning staff is also requesting a global correction to various conditions and text (including Conditions 21e and S-3) to correct any references from Noble ~~Street~~ to Noble Avenue.

CONCLUSION

For the reasons stated herein, and per the findings of the Advisory Agency's Determination, the proposed project complies with the applicable provisions of the Subdivision Standards, the Van Nuys – North Sherman Oaks Community Plan, and the California Environmental Quality Act (CEQA). Planning staff evaluated the proposed project and determined it meets the findings to approve a Subdivision and that the project qualifies for a Class 1, 3, 5 and 15 Categorical Exemption. Based on the complete plans submitted by the applicant and considering the appellant's arguments for appeal, staff has determined that the project meets the required findings.

Therefore, staff recommends that the South Valley Area Planning Commission take the following actions: determine that based on the whole of the administrative record, the project is exempt from CEQA pursuant to CEQA Guidelines, Sections 15301, 15303, 15305, and 15315, and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies; partially grant the appeal to allow for a 10-foot merger along Hamlin Street and a 20-foot merger along Noble Avenue to permit the construction of a 10-foot pedestrian walkway along the remaining right of way; sustain the decision of the Advisory Agency decision to approve a Preliminary Parcel Map, adopt the corrected parcel map, corrected conditions of approval and findings,; and, adopt the attached Findings and adopt the attached Conditions of Approval.

EXHIBIT A

PARCEL MAP

CURVE TABLE			
CURVE	LENGTH	RADIUS	DELTA
C1	23.58'	15.00'	90°03'50"
C2	22.07'	15.00'	84°18'01"

**PRELIMINARY PARCEL
MAP NO. AA-2019-1556**

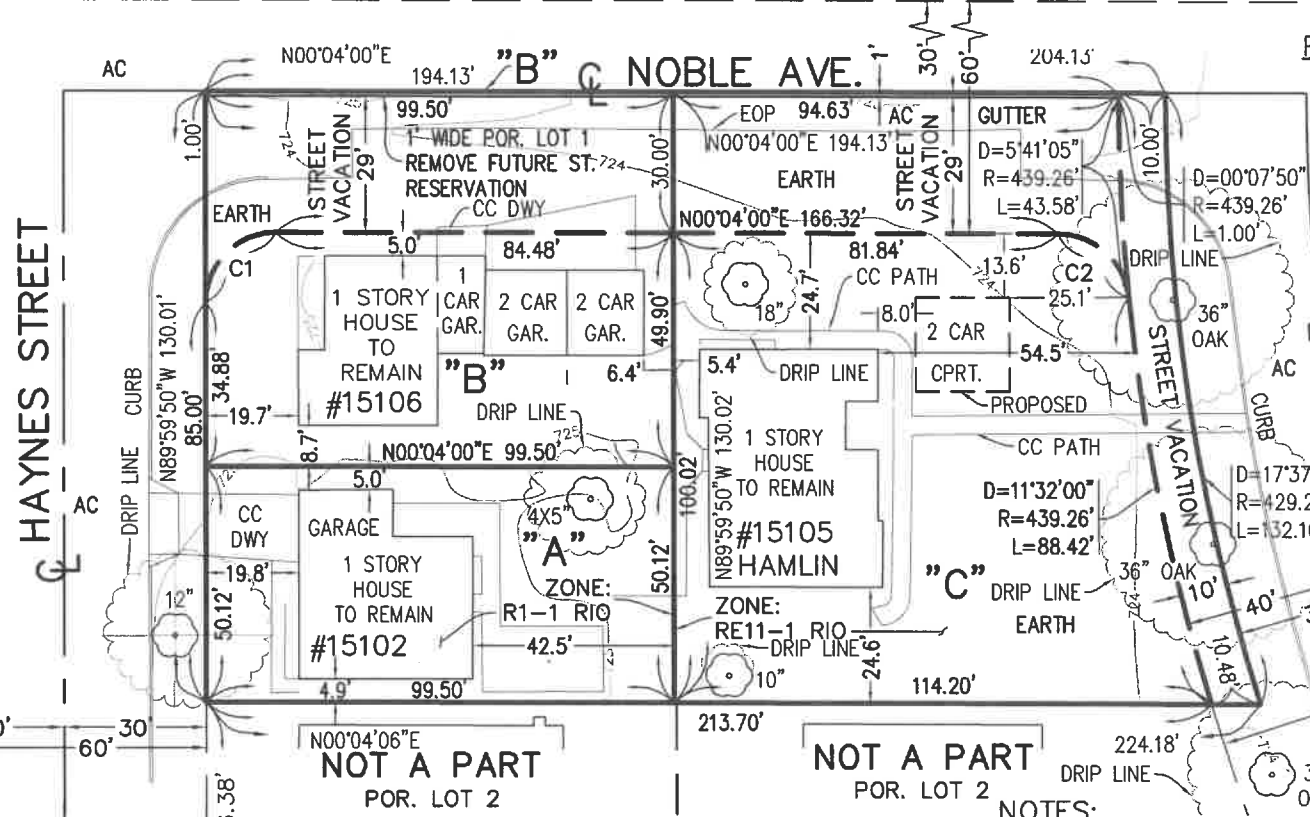
PARCEL	AREA
"A"	4,987 S.F. 0.114 ACRE
"B"	7,949 S.F. 0.183 ACRE
"C"	14,462 S.F. 0.332 ACRE
TOTAL:	27,398 S.F. 0.629 ACRE

PARCEL SITE ADDRESSES:

"A" 15106 HAYNES ST.,
 "B" 15102 HAYNES ST.,
 "C" 15105 HAMLIN ST.,
 LOS ANGELES,
 CA 91411

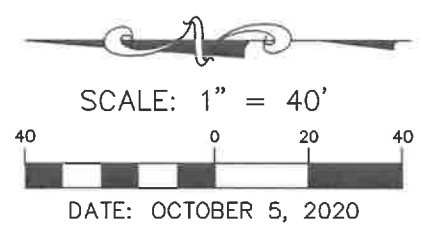
LEGEND:

- 12" TREE TRUNK WITH DIAMETER & DRIPLINE
- AC ASPHALT CONCRETE
- CC CONCRETE
- CPRT. CARPORT
- DEMO. DEMOLISHED
- EOP EDGE OF PAVEMENT
- GAR. GARAGE
- POR. PORTION



NOT A PART
POR. LOT 2

**BEING A DIVISION OF
LOT 1 OF TRACT NO.
11307, M.B. 203/23-24**



NOTES:

1. ZONING:
 PARCELS A & B: R1-1-RIO
 PARCEL C: RE11-1-RIO
2. THERE ARE NO PROTECTED TREES ON SITE.
3. ALL TREES SHOWN ARE TO REMAIN
 SITE IS LOCATED IN A LIQUEFACTION AREA.

LEGAL DESCRIPTION:

LOT 1 OF TRACT NO. 11307, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 203, PAGES 23 AND 24 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY

OWNERS:

BORIS GULKAROV
 OLGA GULKAROV
 RUBEN GULKAROV
 625 N. STANLEY AVE.
 LOS ANGELES,
 CA 90036
 TEL: (213) 804-4421

SURVEYOR:

OFER SHAPIRA
 LIC. NO.: L.S. 7123
 EXP. DATE: 12-31-20
 901 SEWARD ST.
 LOS ANGELES,
 CA 90038
 TEL: (323) 366-2882

LOS ANGELES DEPT. OF CITY PLANNING
 SUBMITTED FOR PLANNING PARCEL MAP
 OCT 05 2020
 TENTATIVE MAP
 REVISIED MAP
 FINAL MAP
 DEPT. ADVISORY AGENCY
 EXTENSION OF TIME

EXHIBIT B

Letter of Determination for AA-2019-1556-PMLA

DEPARTMENT OF
CITY PLANNING

COMMISSION OFFICE
(213) 978-1300

CITY PLANNING COMMISSION

SAMANTHA MILLMAN
PRESIDENT

CAROLINE CHOE
VICE-PRESIDENT

HELEN CAMPBELL
JENNA HORNSTOCK
HELEN LEUNG
YVETTE LOPEZ-LEDESMA
KAREN MACK
DANA M. PERLMAN
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ERIC GARCETTI
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DEPUTY DIRECTOR

May 26, 2022

Boris Gulkarov (O)
625 N. Stanley Avenue
Los Angeles, CA. 90036

Sue Steinberg (A)
Howard Robinson & Associates
660 South Figueroa Street
Los Angeles, CA 90017

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-foot 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
 Figueroa Plaza
 201 North Figueroa Street, 4th
 Floor
 Los Angeles, CA 90012
 (213) 482-7077

San Fernando Valley
 Marvin Braude San Fernando
 Valley Constituent Service Center
 6262 Van Nuys Boulevard, Room
 251
 Van Nuys, CA 91401
 (818) 374-5050

West Los Angeles
 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

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 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) 231-2912
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***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.

EXHIBIT C

Appeal Application



APPLICATIONS:

APPEAL APPLICATION

Instructions and Checklist

Related Code Section: Refer to the City Planning case determination to identify the Zone Code section for the entitlement and the appeal procedure.

Purpose: This application is for the appeal of Department of City Planning determinations authorized by the Los Angeles Municipal Code (LAMC).

A. APPELLATE BODY/CASE INFORMATION

1. APPELLATE BODY

- Area Planning Commission City Planning Commission City Council Director of Planning
- Zoning Administrator

Regarding Case Number: AA-2019-1556-PMLA

Project Address: 15102-15106 Haynes Street;15105 Hamlin Street

Final Date to Appeal: 06/10/2022

2. APPELLANT

- Appellant Identity:** (check all that apply)
- Representative Property Owner
 - Applicant Operator of the Use/Site

Person, other than the Applicant, Owner or Operator claiming to be aggrieved
Adjacent neighbor

Person affected by the determination made by the **Department of Building and Safety**

- Representative Owner Aggrieved Party
- Applicant Operator

3. APPELLANT INFORMATION

Appellant's Name: Paul Katz

Company/Organization: _____

Mailing Address: 8306 Wilshire Blvd., Suite 927

City: Beverly Hills State: CA Zip: 90211

Telephone: (323) 820-8967 E-mail: katzpi@hotmail.com

a. Is the appeal being filed on your behalf or on behalf of another party, organization or company?

- Self Other: _____

b. Is the appeal being filed to support the original applicant's position? Yes No

4. REPRESENTATIVE/AGENT INFORMATION

Representative/Agent name (if applicable): Sue Steinberg
Company: Howard Robinson & Associates
Mailing Address: 660 S. Figueroa St., Suite 1780
City: Los Angeles State: CA Zip: 90017
Telephone: (310) 838-0180 E-mail: sue@howardrobinson.net

5. JUSTIFICATION/REASON FOR APPEAL

- a. Is the entire decision, or only parts of it being appealed? Entire Part
- b. Are specific conditions of approval being appealed? Yes No

If Yes, list the condition number(s) here: 12(e)

Attach a separate sheet providing your reasons for the appeal. Your reason must state:

- The reason for the appeal How you are aggrieved by the decision
- Specifically the points at issue Why you believe the decision-maker erred or abused their discretion

6. APPLICANT'S AFFIDAVIT

I certify that the statements contained in this application are complete and true:

Appellant Signature: 

Date: 6-8-2022

GENERAL APPEAL FILING REQUIREMENTS

B. ALL CASES REQUIRE THE FOLLOWING ITEMS - SEE THE ADDITIONAL INSTRUCTIONS FOR SPECIFIC CASE TYPES

1. Appeal Documents

a. **Three (3) sets** - The following documents are required for each appeal filed (1 original and 2 duplicates) Each case being appealed is required to provide three (3) sets of the listed documents.

- Appeal Application (form CP-7769)
- Justification/Reason for Appeal
- Copies of Original Determination Letter

b. Electronic Copy

Provide an electronic copy of your appeal documents on a flash drive (planning staff will upload materials during filing and return the flash drive to you) or a CD (which will remain in the file). The following items must be saved as individual PDFs and labeled accordingly (e.g. "Appeal Form.pdf", "Justification/Reason Statement.pdf", or "Original Determination Letter.pdf" etc.). No file should exceed 9.8 MB in size.

c. Appeal Fee

- Original Applicant - A fee equal to 85% of the original application fee, provide a copy of the original application receipt(s) to calculate the fee per LAMC Section 19.01B 1.
- Aggrieved Party - The fee charged shall be in accordance with the LAMC Section 19.01B 1.

d. Notice Requirement

- Mailing List - All appeals require noticing per the applicable LAMC section(s). Original Applicants must provide noticing per the LAMC
- Mailing Fee - The appeal notice mailing fee is paid by the project applicant, payment is made to the City Planning's mailing contractor (BTC), a copy of the receipt must be submitted as proof of payment.

SPECIFIC CASE TYPES - APPEAL FILING INFORMATION

C. DENSITY BONUS / TRANSIT ORIENTED COMMUNITES (TOC)

1. Density Bonus/TOC

Appeal procedures for Density Bonus/TOC per LAMC Section 12.22.A 25 (g) f.

NOTE:

- Density Bonus/TOC cases, only the *on menu or additional incentives* items can be appealed.
- Appeals of Density Bonus/TOC cases can only be filed by adjacent owners or tenants (must have documentation), and always only appealable to the Citywide Planning Commission.

- Provide documentation to confirm adjacent owner or tenant status, i.e., a lease agreement, rent receipt, utility bill, property tax bill, ZIMAS, drivers license, bill statement etc.

D. WAIVER OF DEDICATION AND OR IMPROVEMENT

Appeal procedure for Waiver of Dedication or Improvement per LAMC Section 12.37 I.

NOTE:

- Waivers for By-Right Projects, can only be appealed by the owner.
- When a Waiver is on appeal and is part of a master land use application request or subdivider's statement for a project, the applicant may appeal pursuant to the procedures that governs the entitlement.

E. TENTATIVE TRACT/VESTING

1. Tentative Tract/Vesting - Appeal procedure for Tentative Tract / Vesting application per LAMC Section 17.54 A.

NOTE: Appeals to the City Council from a determination on a Tentative Tract (TT or VTT) by the Area or City Planning Commission must be filed within 10 days of the date of the written determination of said Commission.

- Provide a copy of the written determination letter from Commission.

F. BUILDING AND SAFETY DETERMINATION

- 1.** Appeal of the *Department of Building and Safety* determination, per LAMC 12.26 K 1, an appellant is considered the **Original Applicant** and must provide noticing and pay mailing fees.

a. Appeal Fee

- Original Applicant - The fee charged shall be in accordance with LAMC Section 19.01B 2, as stated in the Building and Safety determination letter, plus all surcharges. (the fee specified in Table 4-A, Section 98.0403.2 of the City of Los Angeles Building Code)

b. Notice Requirement

- Mailing Fee - The applicant must pay mailing fees to City Planning's mailing contractor (BTC) and submit a copy of receipt as proof of payment.

- 2.** Appeal of the *Director of City Planning* determination per LAMC Section 12.26 K 6, an applicant or any other aggrieved person may file an appeal, and is appealable to the Area Planning Commission or Citywide Planning Commission as noted in the determination.

a. Appeal Fee

- Original Applicant - The fee charged shall be in accordance with the LAMC Section 19.01 B 1 a.

b. Notice Requirement

- Mailing List - The appeal notification requirements per LAMC Section 12.26 K 7 apply.
- Mailing Fees - The appeal notice mailing fee is made to City Planning's mailing contractor (BTC), a copy of receipt must be submitted as proof of payment.

G. NUISANCE ABATEMENT

1. **Nuisance Abatement** - Appeal procedure for Nuisance Abatement per LAMC Section 12.27.1 C 4

NOTE:

- Nuisance Abatement is only appealable to the City Council.

a. Appeal Fee

Aggrieved Party the fee charged shall be in accordance with the LAMC Section 19.01 B 1.

2. **Plan Approval/Compliance Review**

Appeal procedure for Nuisance Abatement Plan Approval/Compliance Review per LAMC Section 12.27.1 C 4.

a. Appeal Fee

Compliance Review - The fee charged shall be in accordance with the LAMC Section 19.01 B.

Modification - The fee shall be in accordance with the LAMC Section 19.01 B.

NOTES

A Certified Neighborhood Council (CNC) or a person identified as a member of a CNC or as representing the CNC may not file an appeal on behalf of the Neighborhood Council; persons affiliated with a CNC may only file as an individual on behalf of self.

***Please note** that the appellate body must act on your appeal within a time period specified in the Section(s) of the Los Angeles Municipal Code (LAMC) pertaining to the type of appeal being filed. The Department of City Planning will make its best efforts to have appeals scheduled prior to the appellate body's last day to act in order to provide due process to the appellant. If the appellate body is unable to come to a consensus or is unable to hear and consider the appeal prior to the last day to act, the appeal is automatically deemed denied, and the original decision will stand. The last day to act as defined in the LAMC may only be extended if formally agreed upon by the applicant.*

This Section for City Planning Staff Use Only		
Base Fee:	Reviewed & Accepted by (DSC Planner):	Date:
Receipt No:	Deemed Complete by (Project Planner):	Date:
<input type="checkbox"/> Determination authority notified		<input type="checkbox"/> Original receipt and BTC receipt (if original applicant)

EXHIBIT D

Appeal Justification

JUSTIFICATION/REASON FOR APPEAL

Case Number: AA-2019-1556-PMLA

Address: 15102-15106 Haynes St.
15105 Hamlin St.
Los Angeles, CA 91411

Appellant: Paul Katz
8306 Wilshire Blvd., Suite 927
Beverly Hills, CA 90211

To Whom It May Concern:

Pursuant to **Los Angeles Municipal Code (LAMC) Sec. 17.54**, I am filing an appeal of the above referenced City Planning determination. Specifically, I am appealing Department of City Planning – Site Specific Condition 21(e), which states that “the requested mergers along Hamlin Avenue and Noble Street shall be denied.”

Reason for Appeal

I live at 15061 Hamlin St., located east of Noble Ave. adjacent from the proposed subdivision. My neighbor applied to subdivide his property located at 15102-15106 Haynes St. and 15105 Hamlin St. and merge a portion of Noble Ave. and a portion of Hamlin St., into the property as part of the proposed subdivision (AA-2019-1556-PMLA). I fully support my neighbor’s request and made my support known at the public hearing. I am also aware that the Van Nuys Neighborhood Council unanimously supported this request, therefore I was surprised to see that City Planning denied the vacation/merger.

This strip of land referred to as “Noble Avenue” is an unimproved dirt “road” which serves no function, does not enhance vehicular circulation in any way, and has been a constant source of consternation and frustration for me. This area is routinely used by vagrants and loiterers as a place to park their cars, smoke pot, drink, and otherwise disturb our community. We have had to call the police to address the situation. If this weedy, dirt strip is considered a critical Right-of-Way, then why has the city gone decades without improving it? Due to the City’s inaction, this area has become blighted and unsafe, particularly at night.

I saw this proposed subdivision as an opportunity to improve our neighborhood and I fully support the mergers. If this appeal is granted, this area of land between my home and the proposed subdivision would be merged into my neighbor’s property. The land could be fenced off and maintained by my neighbor, who has done a much better job maintaining his property than the City has maintaining Noble Ave. This is a win-win for myself, my neighbor (the Applicant), and our community.

Furthermore, I am concerned about impacts to the protected oak trees along Hamlin St. that would result from the improvements outlined in the conditions of approval resulting from the denied merger. If the merger of Hamlin St. is granted, the protected trees would become part of the private property and their protection would be further enhanced.

For these reasons, I am appealing this decision.

Grievance

As referenced earlier, the reason I am aggrieved by the decision is that without the requested merger it is likely that the negative impacts on the community that are caused by Noble Ave. will continue into the future. As the neighboring property owner, I am directly impacted by the disturbances that take place. I don't feel safe sitting in my backyard at night when I hear strangers partying on Noble, knowing they can just hop over the wall into my backyard. Overturning this decision and allowing the merger will help improve not only my quality of life, but also that of the entire neighborhood. This can be achieved without the loss of pedestrian access as the Applicant had already agreed to provide a pedestrian access easement to preserve pedestrian circulation, yet City Planning nonetheless denied the request.

Points at Issue and Decision-maker Error

There are several points of issue contributing to why I believe the decision-maker erred in this case. These are outlined below:

Existing Improvements

Existing improvements on my property and others to the north would make it impossible to widen Noble Ave. to dimensions of its designation as a Local Street – Standard, with a 60 ft. Right-of-Way Width and a Roadway Width of 36 ft. As seen in the NavigateLA map below, the apparent centerline of Noble Ave. is located near my property. The city could never develop Noble into a 60 ft. wide street without removing my home. Does the city plan to demolish my home and the homes immediately north of me?

This Space is Intentionally Left Blank



Navigate LA map showing centerline of Noble Ave. in red.

As you can clearly see in the image above, when measured from its centerline, Noble Ave. is wider on the western side than on the eastern side. Indeed, the eastern side does not match the width of the western side until 6540 N. Noble Ave., located three (3) lots to the north of my property. All lots south of 6540 N. Noble Ave., including my property, have existing improvements within this area and therefore Noble Ave. could never be fully widened in order to achieve its designated 60 ft. Right-of-Way width requirement.

Indeed, it appears that the City has already vacated much of the eastern half of Noble Ave. and merged it into my property, as well as the properties to the north. Given these conditions it is likely Noble Ave. could **never** become a functioning street unless the City takes portions of mine and my neighbors' properties and removes existing improvements. City Planning's decision to deny the merger implies that this taking of private property is likely to happen, as otherwise it would be impossible to achieve the required Right-of-Way width, roadway width, etc. per Noble Avenue's Local Street – Standard designation. Otherwise, the city would have no reason to deny the requested mergers.

Circulation Concerns

In Finding (a) on page 14 of the Letter of Determination, City Planning staff outlines why they believe the mergers of Noble Avenue and Hamlin Street are not consistent with the goals and policies of the Van Nuys – North Sherman Oaks Community Plan. Staff concludes in Finding (a)

that *“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 complaint with improving streets in accordance with the Mobility Plan 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 from one point the other. The merger does not comply with the Community Plan nor the Mobility Plan 2035 because streets, alleys, and other public right-of-way play and important role in the City’s circulation system by facilitating better connectivity.”*

This paragraph clearly demonstrates how staff erred in their decision-making and indeed, likely abused their discretion. I will break down the relevant Finding sentence by sentence:

“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.”

As discussed previously, the roadway is not improved. As such, it does not function as existing “needed infrastructure” within the City’s circulation system. Indeed, the dirt roadway is blocked off by a barrier on one end and does not contribute to any form of enhanced vehicular circulation. See photo below.

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Pedestrian circulation would be unimpacted by the proposed merger because the Applicant had previously agreed to a pedestrian access easement, as outlined in the City Planning staff in the staff report dated January 7, 2020, which recommended approval of the subdivision – including the requested mergers – with a pedestrian access easement as a condition of approval. See proposed condition 16(f) on pg. 10 of the staff report.

The supportive staff report, which has never been revised, is another reason I was surprised to see that the mergers had been denied. Planning staff have flip-flopped from their original position, even though none of the facts in this case have changed. Staff have not demonstrated what “needed transportation infrastructure” that currently exists would be lost if the merger were approved. Based on the circumstances in this case, it is clear that approval of the merger would have no negative impact on vehicular or pedestrian circulation patterns whatsoever. Indeed, pedestrian circulation would likely be improved by regular maintenance of a pedestrian walkway as opposed to an unkempt dirt road.

Furthermore, Hamlin Street is over-dedicated (i.e., the right-of-way is wider than required), not substandard, and therefore staff’s arguments are not applicable to its merger whatsoever. It seems that staff has denied the Hamlin St. merger simply because they have chosen to deny the Noble St. merger – with no justifications provided.

By eliminating road access, it will not be complaint with improving streets in accordance with the Mobility Plan Standards.

As discussed earlier, it would never be possible to improve Noble Ave. to be compliant with the Mobility Plan Standards. Existing improvements, such as my house, on already vacated portions of Noble Ave. prevent its further widening.

Additionally, no roadway access exists currently because there is an existing barrier at the intersection of Noble Ave. and Haynes St. that prevents vehicular circulation. Access does exist along Hamlin St., but because of the barrier, Noble Ave. simply dead ends. This dead-end condition is what attracts vagrants, as they pull off Hamlin St. into this area, idle or park their cars, and smoke pot or drink.

As such, in reality, Noble Ave. only provides pedestrian circulation and the Applicant has agreed to a pedestrian access easement. Therefore, there would be no loss of pedestrian access. And by eliminating the dead-end roadway condition and cleaning up the area, the pedestrian experience would be greatly improved.

Furthermore, Hamlin St. is actually over-dedicated (i.e.; the right-of-way is wider than required) and therefore no further widening is required. As such, the requested merger would have no impact on its compliance with the Mobility Plan Standards. It is common for portions of the public right-of-way that are over-dedicated to be vacated and returned to the property from which the land was originally dedicated. Staff has provided no explanation as to why this area of over-dedicated right-of-way, which goes beyond the Mobility Plan Standards, should not be merged.

“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.”

Again, the Applicant had agreed to a pedestrian access easement so that public access and pedestrian circulation could be maintained. As such, there is no impact on fair and equitable access to non-vehicular modes of transportation resulting from approval of the requested merger.

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 several misrepresentations made by City Planning staff within this statement. First, staff does not discuss anywhere within the Letter of Determination the fact that I called into the public hearing to express support. In addition to myself, the Van Nuys

Neighborhood Council voted unanimously to support the requested subdivision and mergers. Their six-member Planning and Land Use Committee reviewed the project on March 25, 2021, and it was reviewed and approved by their 15-member full board on April 14, 2021. Staff completely omits any reference to this community support, likely because it does not align with staff's unjustified decision to deny the merger.

Second, staff does not note the fact that the three (3) callers also submitted the letters of opposition. Nor the fact 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, staff acknowledges in this statement that the concerns raised were related to access and wayfinding along the long block lengths in the area. Staff leaves out of their Letter of Determination that said concerns were limited to pedestrian access, not vehicular circulation. And as staff does note, "*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. 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.

As such, the only issue as to "*fairness*" in this case appears to be the unfair way the City treated the Applicant. And due to this unfair treatment, including the unjustified denial of the mergers, my quality of life – and that of the surrounding neighborhood - will continue to be negatively impacted as the existing conditions are untenable. If this decision is sustained, nothing will change in our neighborhood and Noble Ave. will continue to be a blight on our community.

"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 from one point the other."

Again, this statement is patently false. There is no "increased network access" resulting from denial of the merger. Noble Avenue is a dead-end dirt road, and it can never be widened to its designated standards due to existing improvements on my property, as well as on neighboring properties. It serves no practical function to drivers.

Furthermore, as the Applicant had agreed to a pedestrian access easement, approval of the mergers would have had no impact on pedestrian circulation in the area. As such, this statement does not justify staff's erroneous decision to deny the requested mergers.

“The merger does not comply with the Community Plan nor the Mobility Plan 2035 because streets, alleys, and other public right-of-way play and important role in the City’s circulation system by facilitating better connectivity.”

Again, this is incorrect. The mergers would have no negative impact on the City’s circulation systems as no vehicular circulation is provided by Noble Ave. and could not be provided unless the city demolishes my house. The Applicant had previously agreed to a pedestrian access easement to maintain pedestrian circulation and connectivity, so the merger would improve the circulation. Staff goes on to state that the mergers “[run] counter to the following Mobility Plan 2035 Policies”, providing the following list of policies:

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

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.

Regarding Policy 1.3 “Safe Routes to Schools”, staff notes that “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.” As discussed several times previously, the Applicant had already agreed to provide a pedestrian access easement along Noble Ave., therefore there would be no negative impact on circulation for high school students walking to or from Van Nuys High School – nor any other pedestrians. This easement is indeed demonstrative of the project’s compliance with the Mobility Plan 2035 Policies, because the project preserves – and enhances – a safe route to school by providing a safe and secure pedestrian walkway.

In the same vein, the project helps to achieve Policy 2.3 “Pedestrian Infrastructure” as the pedestrian access easement agreed to by the Applicant would improve the quality of life for pedestrians in the area by turning a run-down dirt road into a high-quality pedestrian walkway.

As opposed to the requested mergers, it is indeed staff’s decision to deny the merger that runs counter to the stated policies of the Mobility Plan. While Policy 3.9 does state “discourage the vacation of public rights-of-way”, discourage does not mean deny all requests. The merits of each application should be evaluated, and, in this case, the factual evidence warrants approval of the requested mergers.

Conclusion

For the reasons outlined above, I fundamentally disagree with City Planning's determination in this case, which is both erroneous based on the evidence in this case, as well as an abuse of staff's authority. City Planning staff have had to stretch the limits of the English language, as well as obfuscate the circumstances in this case, in order to justify their decision. To recap:

- There is no loss of pedestrian circulation if the mergers are approved because the Applicant had agreed to provide a pedestrian access easement.
- There is no existing vehicular circulation provided by Noble Avenue because it is a dead-end dirt road with barriers at Haynes Street.

As such, counter to staff's claims, there is no "*enhanced circulation system*" resulting from denial of the mergers and maintenance of the status quo. Indeed, how can the status quo result in an "enhanced" condition? That simply does not make sense.

Furthermore, staff have seriously misrepresented the level of opposition to this project, likely in order to bolster their unjustified decision to deny the mergers. This simply cannot stand. I am appealing this decision, as the status quo is not tenable for our community. My quality of life, as well as my neighbors, will be greatly enhanced by overturning City Planning's decision to deny the mergers. I appreciate the Van Nuys Neighborhood Council's thoughtful consideration in this case and urge the South Valley Area Planning Commission to listen to our community – not unelected City Planning bureaucrats – and grant this appeal.

Thank you,
Paul Katz

EXHIBIT E

CEQA Clearance (ENV-2019-1557-CE)

COUNTY CLERK'S USE

CITY OF LOS ANGELES

OFFICE OF THE CITY CLERK
200 NORTH SPRING STREET, ROOM 395
LOS ANGELES, CALIFORNIA 90012

CALIFORNIA ENVIRONMENTAL QUALITY ACT

NOTICE OF EXEMPTION

(PRC Section 21152; CEQA Guidelines Section 15062)

Filing of this form is optional. If filed, the form shall be filed with the County Clerk, 12400 E. Imperial Highway, Norwalk, CA 90650, pursuant to Public Resources Code Section 21152(b) and CEQA Guidelines Section 15062. Pursuant to Public Resources Code Section 21167 (d), the posting of this notice starts a 35-day statute of limitations on court challenges to reliance on an exemption for the project. Failure to file this notice as provided above, results in the statute of limitations being extended to 180 days.

PARENT CASE NUMBER(S) / REQUESTED ENTITLEMENTS

AA-2019-1556-PMLA

LEAD CITY AGENCY

City of Los Angeles (Department of City Planning)

CASE NUMBER

ENV-2019-1557-CE

PROJECT TITLE

Proposed Parcel Map and Zoning Administrator's Adjustment

COUNCIL DISTRICT

6

PROJECT LOCATION (Street Address and Cross Streets and/or Attached Map)

15102, 15106 Haynes Street & 15105 Hamlin Street

Map attached.

PROJECT DESCRIPTION:

Subdivide 1 lot into 3 parcels

Additional page(s) attached.

NAME OF APPLICANT / OWNER:

Boris Gulkarov (Owner)

CONTACT PERSON (If different from Applicant/Owner above)

Sue Steinberg

(AREA CODE) TELEPHONE NUMBER

310-838-0180

EXT.

EXEMPT STATUS: (Check all boxes, and include all exemptions, that apply and provide relevant citations.)

STATE CEQA STATUTE & GUIDELINES

STATUTORY EXEMPTION(S)

Public Resources Code Section(s) _____

CATEGORICAL EXEMPTION(S) (State CEQA Guidelines Sec. 15301-15333 / Class 1-Class 33)

CEQA Guideline Section(s) / Class(es) 15301, 15303, 15305, and 15315

OTHER BASIS FOR EXEMPTION (E.g., CEQA Guidelines Section 15061(b)(3) or (b)(4) or Section 15378(b))

JUSTIFICATION FOR PROJECT EXEMPTION:

Additional page(s) attached

Classes 3, 4, 5, 6, and 11 consists of minor alterations in land use limitations, including but not limited to:

- New construction or conversion of small structures
- Minor alterations to land
- Minor alterations in land use limitations
- Information collections
- Accessory structures

None of the exceptions in CEQA Guidelines Section 15300.2 to the categorical exemption(s) apply to the Project.

The project is identified in one or more of the list of activities in the City of Los Angeles CEQA Guidelines as cited in the justification.

IF FILED BY APPLICANT, ATTACH CERTIFIED DOCUMENT ISSUED BY THE CITY PLANNING DEPARTMENT STATING THAT THE DEPARTMENT HAS FOUND THE PROJECT TO BE EXEMPT.

If different from the applicant, the identity of the person undertaking the project.

CITY STAFF USE ONLY:

CITY STAFF NAME AND SIGNATURE

Correy Kitchens

STAFF TITLE

City Planning Associate

ENTITLEMENTS APPROVED

Parcel Map, Zoning Administrator's Adjustment

FEE: \$373.00

RECEIPT NO.

0101014456

REC'D. BY (DCP DSC STAFF NAME)

Jose Romero Navarro

DISTRIBUTION: County Clerk, Agency Record

Rev. 3-27-2019

DEPARTMENT OF
CITY PLANNING
COMMISSION OFFICE
(213) 978-1300

CITY PLANNING COMMISSION

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PRESIDENT

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CITY OF LOS ANGELES
CALIFORNIA



ERIC GARCETTI
MAYOR

EXECUTIVE OFFICES
200 N. SPRING STREET, ROOM 525
LOS ANGELES, CA 90012-4801
(213) 978-1271

VINCENT P. BERTONI, AICP
DIRECTOR

SHANA M.M. BONSTIN
DEPUTY DIRECTOR

ARTHI L. VARMA, AICP
DEPUTY DIRECTOR

LISA M. WEBBER, AICP
DEPUTY DIRECTOR

JUSTIFICATION FOR PROJECT EXEMPTION CASE NO. ENV-2019-1557-CE

Project Address: 15102-15106 Haynes Street; 15105 Hamlin Street

Project Description: The proposed project is to subdivide one lot, totaling 20,151 square-feet, into three parcels (Parcels A, B, and C) for the use and maintenance of three existing single-family homes with associated adjustments for minor reductions in lot area and yards associated with the retention of existing structures. The project site is currently developed with three single-family dwellings with attached and detached garages, which will remain and require no additional construction, except for the addition of a new 400 square foot carport on Parcel C.

Notice of Exemption

On May 26, 2022, the Planning Department determined that the City of Los Angeles Guidelines for the implementation of the California Environmental Quality Act of 1970 and the State CEQA Guidelines designate the subject project as Categorically Exempt under Article 19, Sections 15301, 15303, 15305, and 15315, and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies

CEQA DETERMINATION – CLASSES 3, 4, 5, 6 AND 11 CATEGORICAL EXEMPTION APPLIES

The project is the division of one (1) lot into three (3) parcels (Parcels A, B, and C), for single-family dwellings with attached and detached garages, which will remain and require no additional construction, except for the addition of a new 400 square foot carport on Parcel C. The subject site is in the North Sherman Oaks – Van Nuys Community Plan Area and is consistent with the Low Residential and Very Low Residential land use. Therefore, the project qualifies for a Categorical Exemption under City CEQA Guidelines, Article 19, Section 15301, 15303, 15305, and 15315.

CEQA SECTION 15300.2: EXCEPTIONS TO THE USE OF CATEGORICAL EXEMPTIONS

The City has further considered whether the proposed project is subject to any of the six exceptions set forth in State CEQA Guidelines Section 15300.2 that would prohibit the use of any categorical exemption. None of the exceptions are triggered for the following reasons:

- A. **Location.** *Classes 1, 3, 5, and 15 are qualified by consideration of where the project is to be located. A project that is ordinarily insignificant in its effect on the environment may in a particularly sensitive environment be significant. Therefore, these classes may not be utilized where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state and local agencies.*

The subject site is a 20,151 square-foot lot located in an urbanized area in the City of Los Angeles and is thus not located in a sensitive environment. The project is the subdivision of one lot into three lots and the continued use and maintenance of three single-family structures with attached and detached garages. Regarding physical changes, only 400 square feet of additional carport construction is being proposed on proposed Parcel C. As such, impacts to the environment will be insignificant. Therefore, the location exception to the exemption does not apply.

- B. **Cumulative Impact.** *The exception applies when, although a particular project may not have a significant impact, the impact of successive projects, of the same type, in the same place, over time is significant.*

Based on a review of databases including the City of Los Angeles Department of City Planning Zone Information Map Access System (ZIMAS) for nearby case approvals (<http://zimas.lacity.org/>), the Los Angeles Department of Building and Safety (LADBS) for recently issued permits, and Navigate LA for other entitlements requested on property in the surrounding area, and there are no active projects in the vicinity and as such, the cumulative impact of successive projects of the same type in the same place, over time, would not be significant.

- C. **Significant Effect Due To Unusual Circumstances.** *This exception applies when, although the project may otherwise be exempt, there is a reasonable possibility that the project will have a significant effect to due to unusual circumstances.*

The project is the division of one (1) lot into three (3) parcels (Parcels A, B, and C), for single-family dwellings with attached and detached garages, which will remain and require no additional construction, except for the addition of a new 400 square foot carport on Parcel C. The subject site is of a similar size to nearby properties. There are no special districts or other known circumstances that indicate a special or sensitive surrounding environment. Thus, there are no unusual circumstances which may lead to a significant effect on the environment.

- D. **Scenic Highways.** *This exception applies when, although the project may otherwise be exempt, there may be damage to scenic resources, including but not limited to, trees, historic buildings, rock outcropping, or similar resources, within a highway officially designated as a state scenic highway.*

Based on a review of the California Scenic Highway Mapping System (http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/), subject site is not located along a State Scenic Highway, nor are there any designated State Scenic Highways located near the project site. Based on this, the proposed project will not result

in damage to scenic resources including trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway, and this exception does not apply.

E. **Hazardous Waste Sites.** *Projects located on a site or facility listed pursuant to California Government Code 65962.5.*

Based on a review of the California Department of Toxic Substances Control "Envirostor Database" (<http://www.envirostor.dtsc.ca.gov/public/>), no known hazardous waste sites are located on or proximate to the project site. In addition, there is no evidence of historic or current use, or disposal of hazardous or toxic materials at this location. Based on this, the project will not result in a significant effect due hazardous waste and this exception does not apply.

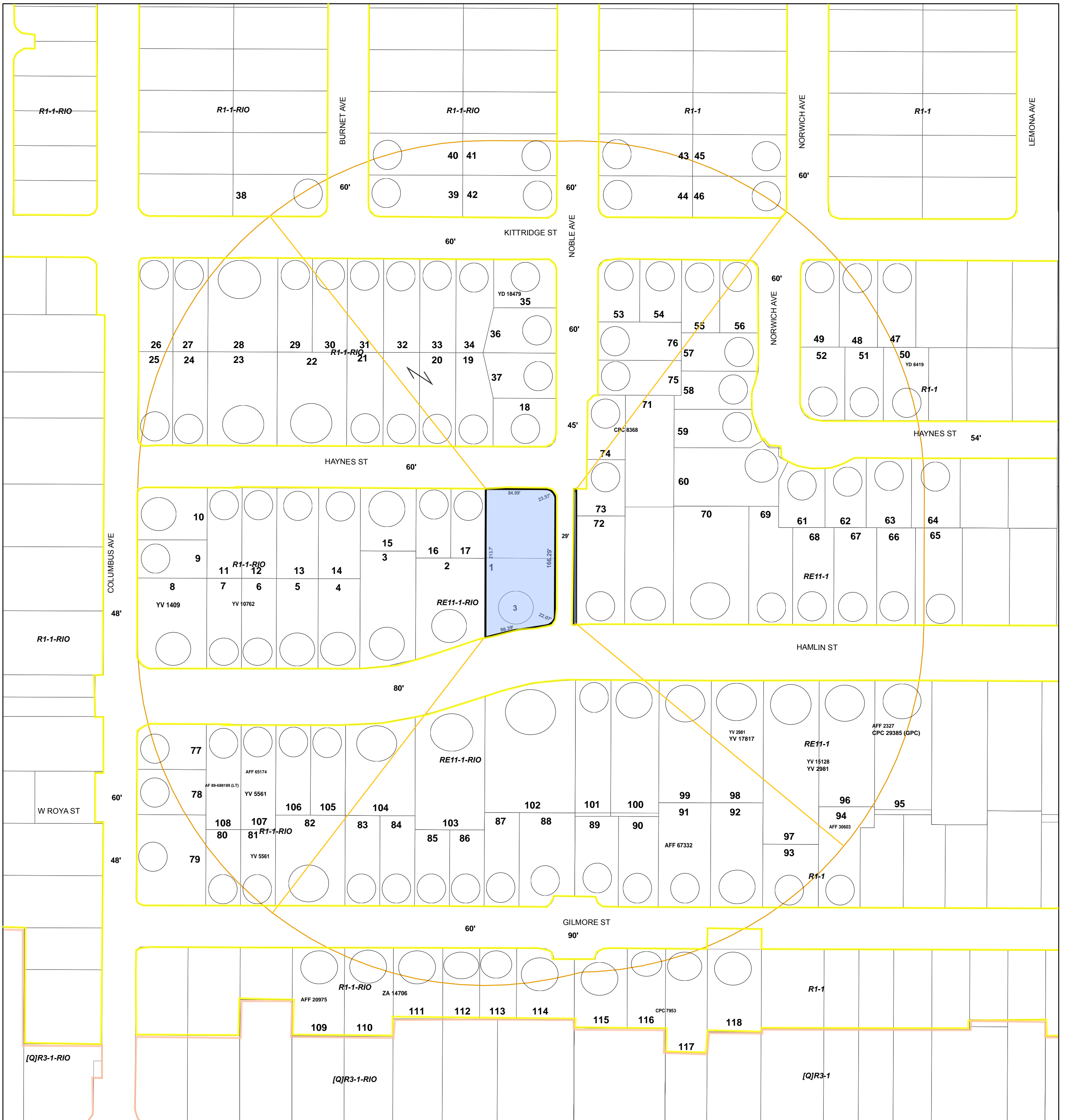
F. **Historical Resources.** *Projects that may cause a substantial adverse change in the significance of an historical resource.*

The project site has not been identified as a historic resource by local or state agencies, and the project site has not been determined to be eligible for listing in the National Register of Historic Places, California Register of Historical Resources, or the Los Angeles Historic-Cultural Monuments Register. Based on this, the project will not result in a substantial adverse change to the significance of a historic resource and this exception does not apply.

In conclusion, since the project meets all of the requirements of the categorical exemption set forth at Categorical Exempt under Article 19, Sections 15301, 15303, 15305, and 15315 and none of the applicable exceptions to the use of the exemption apply to the project, it is appropriate to determine this project is categorically exempt from the requirements of CEQA.

EXHIBIT F

Radius and Vicinity Maps



PRELIMINARY PARCEL MAP

PROJECT ADDRESS:
 15102 HAYNES ST
 VAN NUYS, CA 91411
 NET ACREAGE: .468

THOMAS BROTHERS:
 PAGE: 531, GRID: H6

LEGAL:

LOT: PT 1

TRACT: TR 11307

M.B: 203 - 23 / 24

BLOCK: NONE

MAP SHEET: 180B145

C.D: 6

C.T: 1278.06

P.A: VAN NUYS - NORTH SHERMAN OAKS

USES: FIELD

CASE #: _____

SCALE: 1" = 100'



CENTERPOINT RADIUS MAPS
 263 W OLIVE AVE # 193
 BURBANK, CA 91502
 818.220.5401
 centerpointradiusmaps@gmail.com
 www.centerpointradiusmaps.com
 DRAWN BY: J BOONE
 DATE: 10-22-2018

Vicinity Map

15102 Haynes St

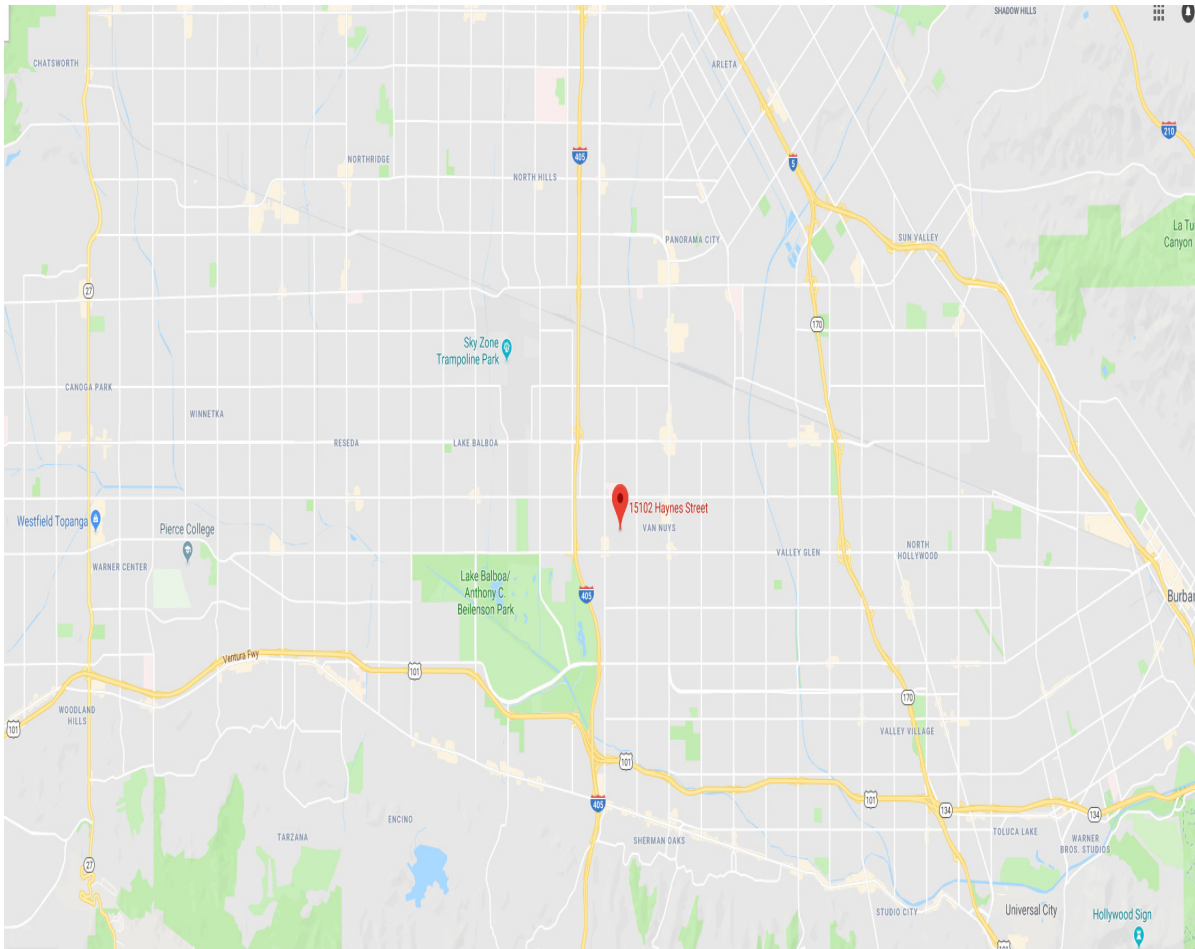
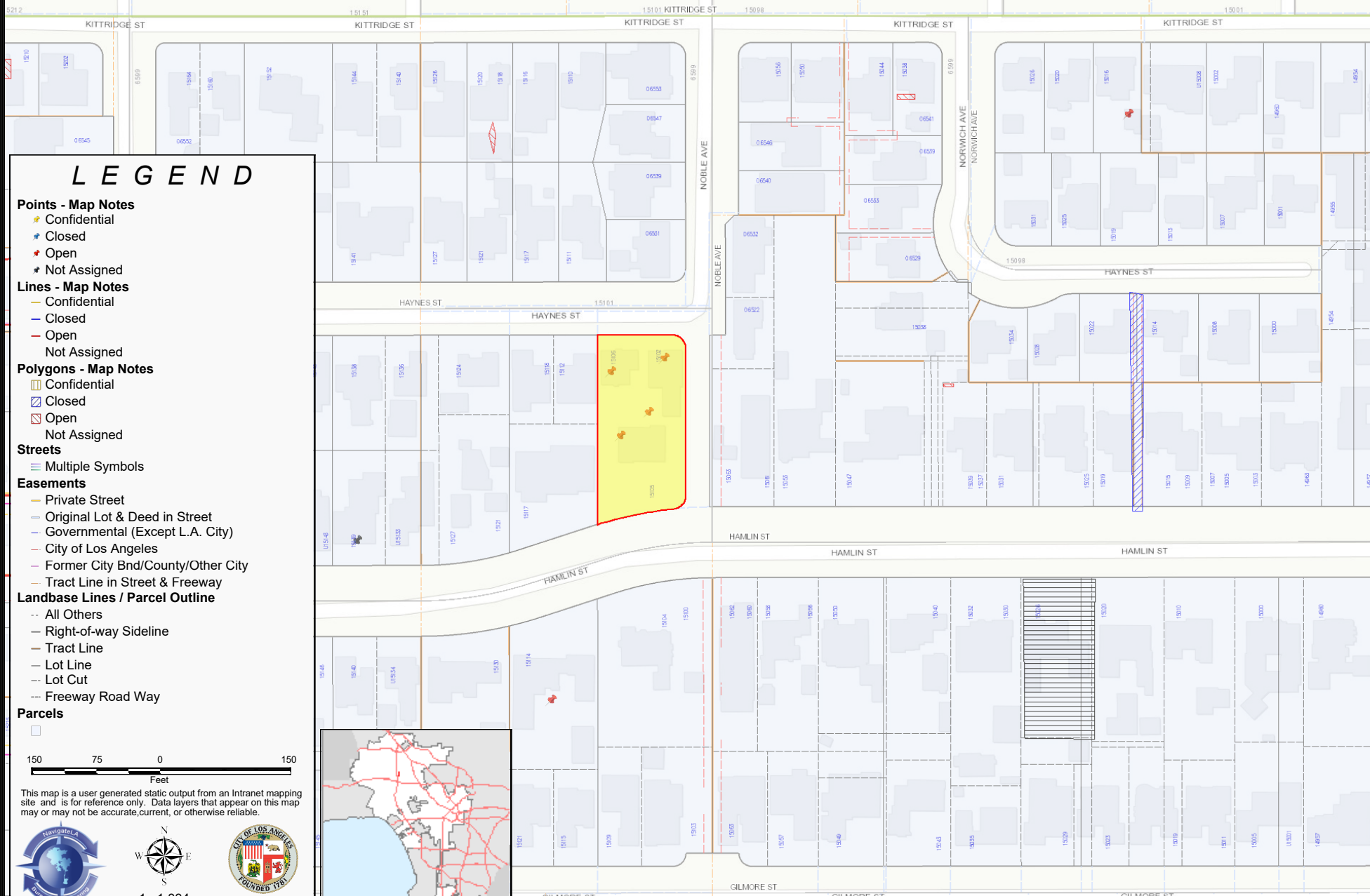


EXHIBIT G

Navigate LA

NavigateLA Map



LEGEND

Points - Map Notes

- ★ Confidential
- ★ Closed
- ★ Open
- ★ Not Assigned

Lines - Map Notes

- Confidential
- Closed
- Open
- Not Assigned

Polygons - Map Notes

- Confidential
- Closed
- Open
- Not Assigned

Streets

- Multiple Symbols

Easements

- Private Street
- Original Lot & Deed in Street
- Governmental (Except L.A. City)
- City of Los Angeles
- Former City Bnd/County/Other City
- Tract Line in Street & Freeway

Landbase Lines / Parcel Outline

- All Others
- Right-of-way Sideline
- Tract Line
- Lot Line
- Lot Cut
- Freeway Road Way

Parcels

-



This map is a user generated static output from an Intranet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.



1 : 1,834

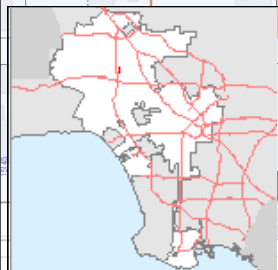


EXHIBIT H

Agency Letters

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

DATE: December 20, 2019

TO: Sarah Hounsell, Deputy Advisory Agency
6262 Van Nuys Boulevard, Room 351 E.
Department of City Planning

FROM: Eric Wong, Subdivision Review
Chad Doi, Zoning Engineer
201 N. Figueroa Street, Room 1030
Department of Building and Safety

SUBJECT: **PARCEL MAP NO. 2019-1556**
15102 W Haynes Street

The Department of Building and Safety Zoning Section has reviewed the above Subdivision Map, date stamped on April 12, 2019 by the Department of City Planning. The site is designated as being in a R1-1-RIO/RE11-1-RIO Zone. A clearance letter will be issued stating that no Building or Zoning Code violations exist relating to the subdivision on the subject site once the following items have been 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. Required parking spaces are required to remain for the remaining structure on the site. Show location of all parking spaces and access driveways. Provide copies of permits and final inspection cards, for any new garages or carports and building alterations.
- c. 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).
- d. The submitted Map for Parcel A does not comply with the minimum lot area (5,000 s.f.) requirement of the R1-1-RIO Zone. Revise the Map to show compliance with the above requirement or obtain approval from the Department of City Planning.
- e. The submitted Map for Parcel B does not comply with the rear yard (15 ft.) requirement of the R1-1-RIO Zone. Revise the Map to show compliance

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

- f. The submitted Map for Parcel C does not comply with the minimum lot area (5,000 s.f.) requirement of the R1-1-RIO Zone. Revise the Map to show compliance with the above requirement or obtain approval from the Department of City Planning.

Notes:

This property is located in a Liquefaction Zone.

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.

cc: Mary Crowell, Olga Ayala

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

Date: 10/15/2021

To: Mr. Vincent P. Bertoni, Director
Department of City Planning
200 N. Spring St., 5th Flr, MS-395

From: *Gil De La Cruz*
Gil De La Cruz, P.E.
Case Management Supervisor
Private Development Division
Bureau of Street Lighting



SUBJECT: STREET LIGHTING REQUIREMENTS FOR DISCRETIONARY ACTIONS

CITY PLANNING CASE No.: PMLA 2019-1556 ZAA REV 2
15102 W. Haynes St.

The Bureau of Street Lighting's recommended condition of approval for the subject city planning case is as follows: (Improvement condition added to S-3 (c) where applicable.)

SPECIFIC CONDITION: 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.

IMPROVEMENT CONDITION: Construct new street lights: one (1) on Hamlin St., one (1) on Haynes St., and one (1) on Noble Ave.

NOTES:

The quantity of street lights 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 conditions, 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.

DEPARTMENT OF RECREATION
AND PARKS

BOARD OF COMMISSIONERS

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SOPHIA PIÑA-CORTEZ
ASSISTANT GENERAL MANAGER

CATHIE SANTO DOMINGO
ACTING ASSISTANT GENERAL MANAGER

(213) 202-2633, FAX (213) 202-2614

Letter sent via email to:
planning.valleysubdivisions@lacity.org

January 24, 2019

Michelle Levy, Deputy Advisory Agency
200 N. Spring Street, Room 721
Los Angeles, CA 90012

**DEPARTMENT OF RECREATION AND PARKS REPORT AND RECOMMENDATIONS
RELATIVE TO AA-2019-1556-PMLA-ZAA**

Dear Ms. Levy:

The City of Los Angeles Department of Recreation and Parks (RAP) has prepared the following report and recommendations in response to your request for comments relative to AA-2019-1556-PMLA-ZAA (project), a proposed subdivision project.

The proposed project has no anticipated recreation and park impacts therefore RAP has no recommendations regarding this project.

Thank you for the opportunity to provide information relative to recreation and park issues related to this proposed project. If you have any questions or comments regarding this information please feel free to contact Park Fees staff, at 213-202-2682, at your convenience.

Sincerely,

DARRYL FORD
Acting Superintendent



AA-2018-6555-PMLA-SL RAP Report and Recommendations

December 24, 2019

Page 2

CSD/DF:cy

cc: Boris Gulkarov, 625 North Stanley Avenue, Los Angeles 90036

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

DATE: January 16, 2020

TO: Shana M.M. Bonstin
Tricia Keane
Arthi L. Varma
Lisa M. Webber
Deputy Director of Planning
Department of City Planning

FROM: Brian McCormick, Division Manager
Clean Water North Collection Division
LA Sanitation & Environment



SUBJECT: VTT-82416 & Proposed Haul Route
AA-2018-6209-PMLA-SL
TT-82688
VTT-82689
AA-2019-6353-PMLA
AA-2019-1556-PMLA-ZAA
VTT-82630

2242 N. Cazador Dr
1946 S. Manning Ave
1725 S Butler Ave
2969 S Kelton Ave
6304 N Allott Ave
15102 W Haynes St
1251/1253 S West Blvd
4506 W Dockweiler Ave

Our office has reviewed the sewer/storm drain lines serving the subject tracts/areas, and found no potential problems to our structures and/or potential maintenance issues, with the exception of **AA-2019-6353-PMLA (6304 N Allott Ave) and VTT-82630 (1251/1253 S West Blvd/4506 W Dockweiler Ave).**

There are easements contained within the aforementioned properties. Any proposed development in close proximity to the easements must secure Department of Public Works approval. Note: This Approval is for the Tract Map only and represents the office of LA Sanitation/CWNCD. The applicant may be required to obtain other necessary Clearances/Permits from LA Sanitation and appropriate District office of the Bureau of Engineering.

If you have any questions, please contact Jennifer Ly at (323) 342-6027.



CUSTOMERS FIRST

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Board of Commissioners

Mel Levine, President

Cynthia McClain-Hill, Vice President

Jill Banks Barad

Susana Reyes

Susan A. Rodriguez, Secretary

Martin L. Adams, General Manager and Chief Engineer

December 18, 2019

Mr. Vincent Bertoni
Department of City Planning
200 North Spring Street, Room 721
Los Angeles, California 90012

Dear Mr. Bertoni:

Subject: Parcel Map No. 2019-1556
West of Noble Avenue and South of Haynes Street

This is in reply to your letter dated November 21, 2019. This tract can be supplied with water from the municipal system subject to the Los Angeles Department of Water and Power's (LADWP) Water System Rules and requirements set forth in the enclosed report.

Upon compliance with these conditions and requirements, the LADWP's Water Services Organization (WSO) will forward the necessary clearances to the Bureau of Engineering after we receive the final tract map.

Questions regarding WSO clearance should be directed to the Los Angeles Department of Water and Power, Water Distribution Engineering, P.O. Box 51111, Room 1425, Los Angeles, California 90051-5700 or (213) 367-1241.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Martin Lam', is written over a faint, larger version of the signature.

Martin Lam, P.E.
Engineer of East Valley District
Water Distribution Engineering

ML:md
Enclosure

c: Bureau of Engineering (2)
Land Developing and Mapping Division
District Engineer
Map No. 180-147

Ofer Shapira
Los Angeles City Fire Department
Water Service Representative

CITY OF LOS ANGELES
INTERDEPARTMENTAL CORRESPONDENCE

Date: January 7, 2019 Revised per meeting
9/28/2021 W/Planning

To: Vince P. Bertoni, Director
Department of City Planning
Attention: Deputy Advisory Agency

From: Bert Moklebust, Manager
Permit ase Management Division
Bureau of Engineering

Subject: Preliminary Parcel Map L.A. No. AA-2019-1556-PMLA

Transmitted is a print of above mentioned Preliminary Parcel Map located at 15105 Hamlin Street.

This map has been filed for a 3-parcel single-family residential Subdivision and mergers of existing public rights-of-way Purposes.

There are existing sewers available in the streets adjoining the subdivision. The construction of house connection sewers may be required to serve the parcels. This subdivision will connect to the public sewer system and will not result in violation of the California Water Code. I therefore recommend that you make the necessary determination.

In the event you approve the above mentioned Preliminary Parcel Map then please include the engineering standard conditions issued by your department and the following special conditions:

[Please incorporate the following conditions in the BOE Specific Conditions]

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.

[Please incorporate the following conditions in BOE Standard Conditions as S-3(i)]

7. That the following improvements be either constructed prior to recordation of the final map or that the construction be 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.

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

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

DATE: January 11, 2020

TO: Kevin S. Golden, Deputy Advisory Agency
Department of City Planning

FROM: *APR 11/2020*
HERNANDEZ
Timothy Tyson, Chief Forester
Bureau of Street Services, Urban Forestry Division

SUBJECT: AA-2019-1556-PMLA-ZAA 15102 W Haynes Street

In regard to your request for review of this case regarding Urban Forestry requirements. It is our recommendation that:

1. The applicant shall submit a tree report and a landscape plan prepared by a Tree Expert, as required by LAMC Ordinance No. 177,404, for approval by the City Planning Department and the Urban Forestry Division, 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 condition of all trees with tree locations plotted on a site survey. An on-site 1:1 tree replacement shall be required for the unavoidable loss of any desirable on-site trees.

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

CEQA document must address protected tree removals.

2. Plant street trees and remove any existing trees within dedicated streets 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 sub divider or contractor shall notify the Urban Forestry Division at: (213) 847-3077 upon completion of construction to expedite tree planting.

Note: Removal or planting of any tree in the public right-of-way requires approval of the Board of Public Works. Contact Urban Forestry Division at: (213) 847-3077 for permit information. CEQA document must address parkway tree removals.

INTER-DEPARTMENTAL CORRESPONDENCE

January 13, 2020

TO: Vincent Bertoni, AICP, Director of Planning
Department of City Planning
Attention: Mary Crowell, Sarah Hounsell, Olga Ayala

FROM: Los Angeles Fire Department

SUBJECT: **AA-2019-1556-PMLA-ZAA.: 15102 W Haynes Street**

Submit plot plans for Fire Department approval and review prior to recordation of Parcel Map action.

RECOMMENDATIONS:

Access for Fire Department apparatus and personnel to and into all structures shall be required.

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.

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.

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.

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.

Site plans shall include all overhead utility lines adjacent to the site.

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.

RALPH M. TERRAZAS
Fire Chief

Recipients Mary Crowell, Sarah Hounsell, Olga Ayala

DATE January 13, 2020

TRACT MAP NO.: AA-2019-1556-PMLA-ZAA

Page 2

Kristin Crowley, Fire Marshal
Bureau of Fire Prevention and Public Safety

KC:KMC:mrc

AA-2019-1556-PMLA-ZAA

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

15102, 15106 W. Haynes Street, 15105 W. Hamlin Street
DOT Case No. SFV21-111956
DOT Project ID No. 52190

Date: September 22, 2021

To: Julia Li, Structural Engineering Associate III
Bureau of Engineering



From: Vicente Cordero, Transportation Engineer
Department of Transportation

Subject: **PRELIMINARY PARCEL MAP No. AA-2019-1556-PMLA-ZAA**

Reference is made to the Bureau of Engineering's specific conditions regarding the merger areas of Noble Avenue and Hamlin Street. Based upon this review, it is recommended that:

1. The Los Angeles Department of Transportation in consultation with the LADOT's East Valley District Office has no objection to the proposed merger areas of this parcel map.
2. This approval of the merger areas is contingent upon roadway width and curb-line to remain unchanged along Hamlin Street (As Is).

Please contact Sheila Ahoraian of my staff at (818) 374-4690 for any questions regarding the above.

cc: Marcos Sanchez, Council District 6
Claudia Rodriguez, LADCP Valley Planning
Correy Kitchens, LADCP Valley Planning
Steve Rostam, LADOT East Valley District Office
Ali Nahass, BOE Valley District
Thein Crocker, BOE Land Development Group
Quyen Phan, BOE Land Development Group

EXHIBIT I

Public Comments

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

5 messages

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

Mon, Jun 21, 2021 at 12:23 PM

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

Mon, Jun 21, 2021 at 3:00 PM

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

Mon, Jun 21, 2021 at 3:26 PM

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]

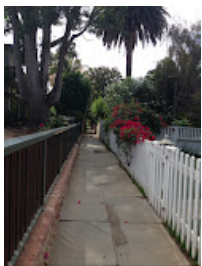
7 attachments



IMG_20190803_140445.jpg
293K



90.jpeg
296K



4a887b010cb0afd4cce7fe936419d565.jpg
951K

IMG_9333.JPG
507K



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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

--



LOS ANGELES
CITY PLANNING

6262 Van Nuys Blvd., Room 430
Van Nuys, CA. 91401
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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.frazinsteel@lacity.org>

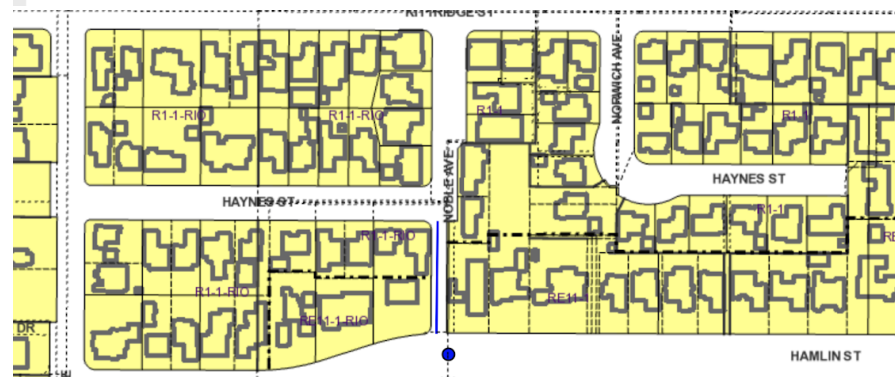
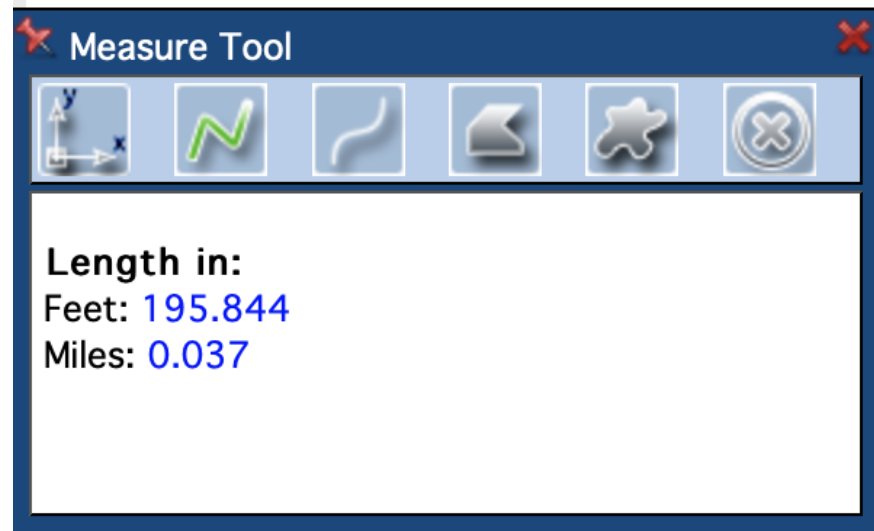
Dear Mr. Kitchens, Mr. Jorgensen, Ms. Rodriguez and Ms. Frazin-Steele,

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]

15102 Haynes street, Van nuys

2 messages

ssbbchris <ssbbchris@yahoo.com>

To: correy.kitchens@lacity.org

Sat, Feb 26, 2022 at 12:19 PM

Sent from my T-Mobile 4G LTE Device

Case number AA-2019-1556-PMLA

Hello Correy,
Ruben told me that you did not get my email, I am responding this email back to you

Thank you

My name is Chris Williams . I did not have a chance to call in because of my work and this is why I am writing to you, so that the city can weigh in my perspective as well.

I live on 6522 Noble street and cross street of Haynes street. I live this area since 2013. Home owner. My house is right at the corner adjacent to the alley. I am definitely in favor of Ruben closing this Alley completely. An open alley attracts homeless people and transients.

This alley/street does not look like a regular street. It's full of tall bushes, weeds, and dead trees.

Out of all the years that I have lived here, the city has never once showed up to clean the alley, no maintenance, basically nothing !!!

For this reason I would like Ruben to close this section of Noble street so that we will have less crime and a more attractive neighborhood to live in.

Thank you for your time and consideration!

Chris Williams

Correy Kitchens <correy.kitchens@lacity.org>

To: ssbbchris <ssbbchris@yahoo.com>

Mon, Feb 28, 2022 at 12:57 PM

Hi Chris,

Thank you for your comments and I will attach your email to the case file.

Thanks again,
Correy K

[Quoted text hidden]



Correy N. Kitchens, MPA

City Planning Associate

Los Angeles City Planning

6262 Van Nuys Blvd., Room 430

Van Nuys, CA 91401

T: (818) 374-5034 | Planning4LA.org

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

2 messages

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

Tue, Aug 17, 2021 at 5:51 PM

To: correy.kitchens@lacity.org

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>

Wed, Aug 18, 2021 at 5:37 PM

To: dgersh24@gmail.com

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

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]

--

 **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

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>
To: Correy.Kitchens@lacity.org

Mon, Jul 12, 2021 at 12:34 PM

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>
To: Jerry T <jerrytillett@gmail.com>

Mon, Jul 12, 2021 at 4:22 PM

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]

--
**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



15102 /15105 Haynes Street /15105 Hamilin 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]

--

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



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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[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>

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

-

[Quoted text hidden]

15102 & 15106 Haynes Street & 15105 Hamlin Street.

2 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]

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LOS ANGELES
CITY PLANNING

Correy N. Kitchens

Planning Assistant

Los Angeles City Planning

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Van Nuys, CA. 91401

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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 alley 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.

A handwritten signature in black ink, appearing to read "Paul Katz", with a large, sweeping loop on the left side.

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 thoroughway 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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LOS ANGELES
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Fwd: Scheduled call

1 message

Steve Kaplan <sk.landuselaw@gmail.com>

Wed, Mar 16, 2022 at 10:53 AM

To: Susan Steinberg <sue@howardrobinson.net>, Jared Johnson <jared@howardrobinson.net>, correy.kitchens@lacity.org

Hi y'all - For our upcoming call, see pic below from Rueben...also see page of tract map also attached

STEVE KAPLAN

Attorney

16133 Ventura Boulevard, Suite 700

Encino, CA 91436

Office: 818.377.7440

Cell: 818.321.9575

Facsimile: 818.377.7401

E-Mail: sk.landuselaw@gmail.com

----- Forwarded message -----

From: **R.G** <rgulk@yahoo.com>

Date: Mon, Mar 14, 2022 at 4:08 PM

Subject: Re: Scheduled call

To: Steve Kaplan <sk.landuselaw@gmail.com>Cc: R gulk <rgulk@yahoo.com>

Hello Steve,

Per our conversation this afternoon i attached some photos so you can visually see what i was saying.

Thank you.

- 1) Photo number #1 is blocked by wood posts and also cement posts. This is the entrance to my property from the side of Haynes street but it is blocked . Apparently City put those posts. Paving of a driveway is asphalt
- 2) Photo number # 2 is the entrance to my property from Hamlin Street. This section is not blocked. Paving of driveway is asphalt
- 3) Photo number #3 My neighbors property across the street of my house on Hamlin. At one time the alley/Noble street was going through her property but it is completely closed. You can see at the plot map tract number 11307 that i sent you in my previous email. Paving of a driveway is asphalt
- 4) Photo # 4 Gilmore street which is south of Hamlin. You can see at one point the alley/Noble was going through their property as well. Looking at the photo you can see a wood post on a side. This post identical that is on photo number 1.Paving of driveway is asphalt

We can ask the city that at one point the Noble street was suppose to go all the way to victory blvd according to plot map, but for some reason it stopped on my property.

I hope I was able to explain to you.

Thank you ,

Ruben

On Wednesday, March 9, 2022, 01:43:34 PM PST, Steve Kaplan <sk.landuselaw@gmail.com> wrote:

Rueben.

I am unexpectedly out of the office today.

I remember we discussed you calling me at 1:45 today.

I apologize but our call needs to be rescheduled until tomorrow.

Call me anytime after 2 tomorrow afternoon...I will be back in my office at that time

Sorry for the late notice

Sent from my iPhone

5 attachments



Photo 1.jpeg
133K



Photo # 2 entrance to my lot from hamlin street.jpeg
118K



Photo #3 Across the street from 15105 hamlin.jpeg
136K

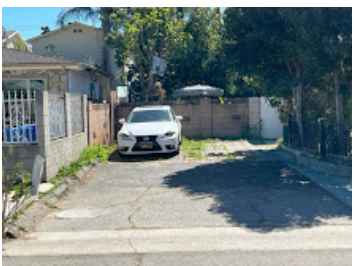


Photo # 4 Gilmore street.jpeg
175K

 **TRACT 11307 MB 203-23-2-1.pdf**
442K

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

1 message

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

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 throughway 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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