

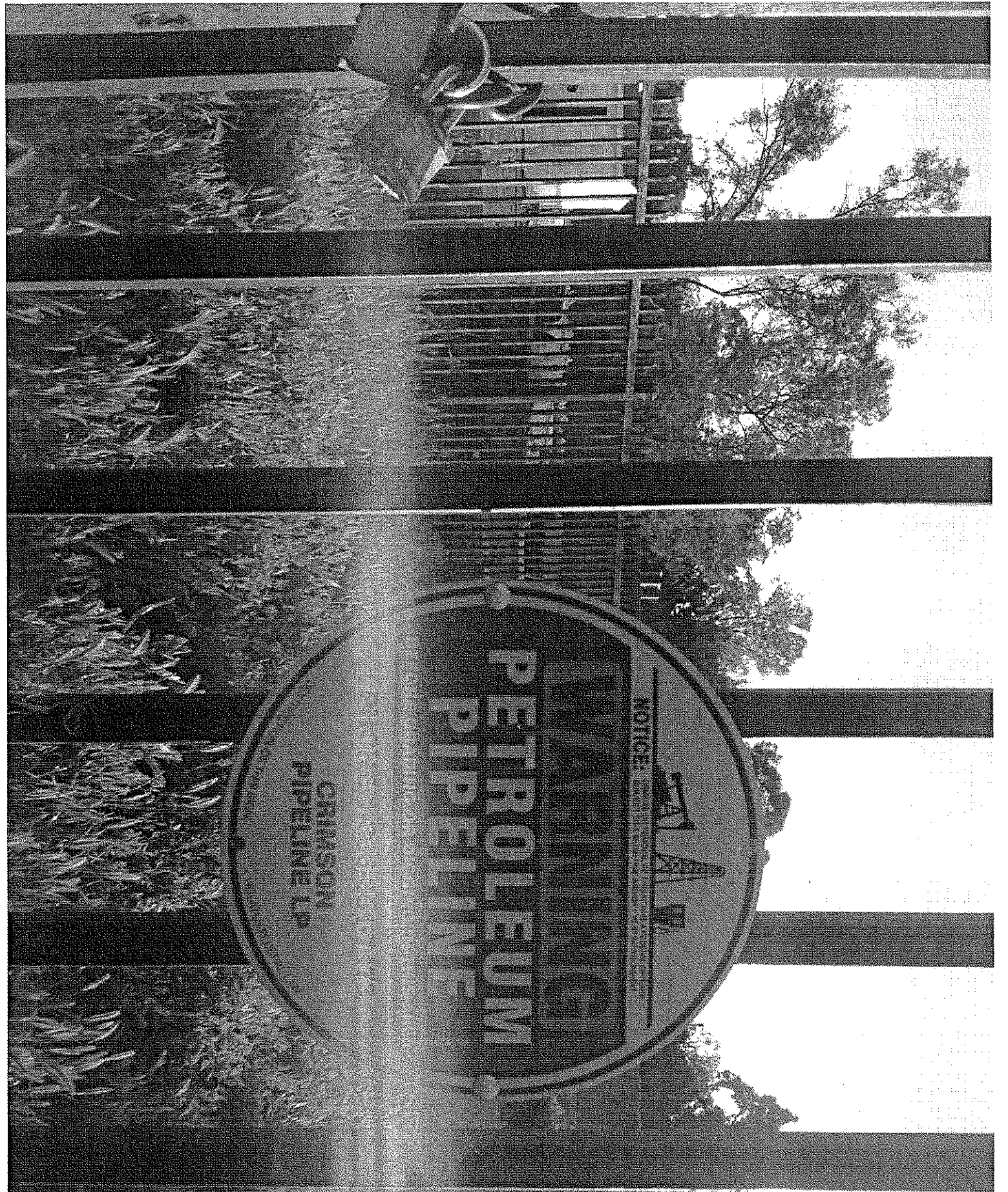
Date: 4.12.11
Submitted by: plum Committee
Council File No: 10-2466
Item No.: 8
Deputy: PUBLIC
04/12/2011

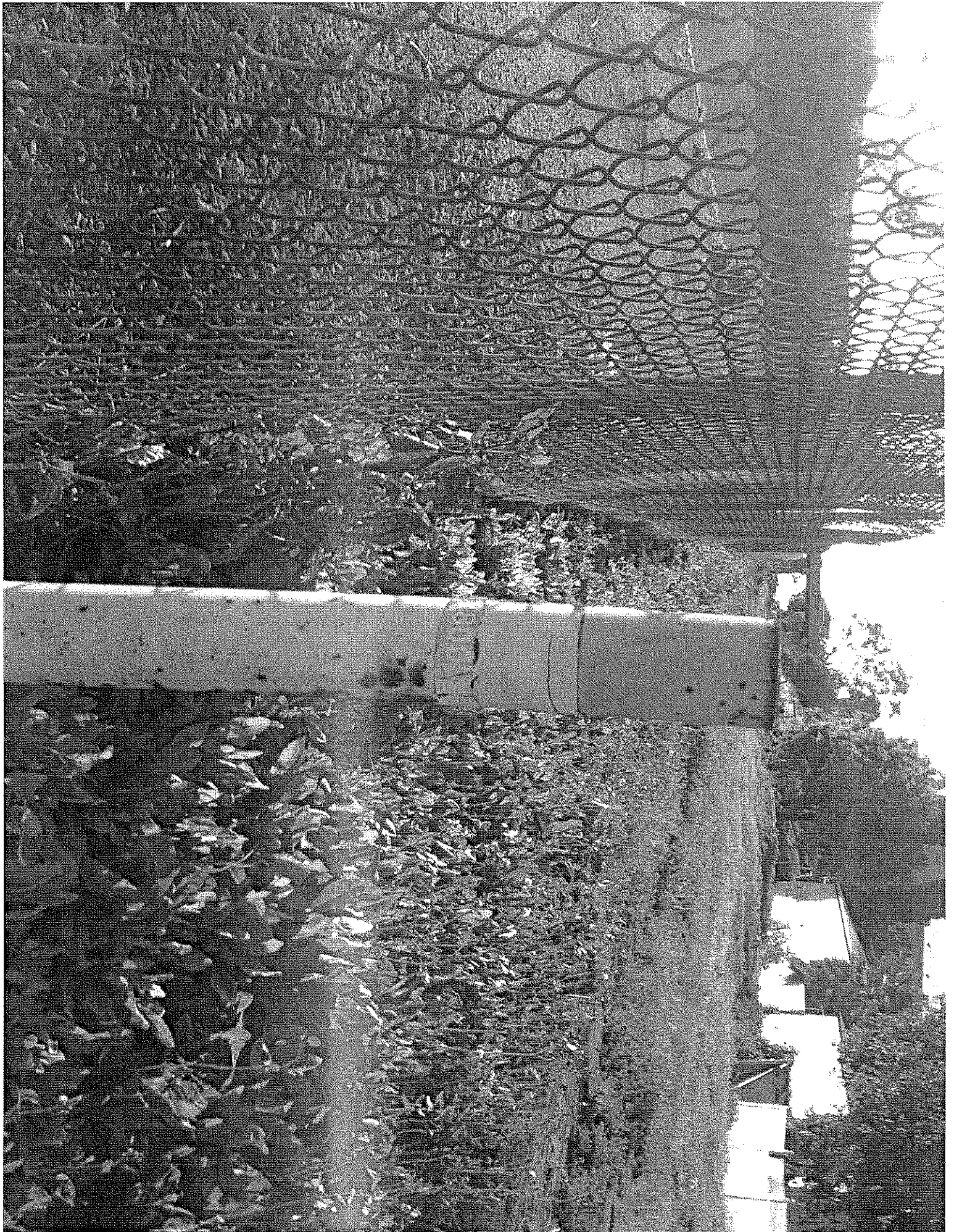
8

SUBJECT: PLUM: 10-2466 TT-61605-1A CD 11 ON 4.12.2011 AND NEW PIPELINE SAFETY RECOMMENDATIONS AFTER CA EXPLOSION

LIST OF DOCUMENTS

- Photos of subject property with pipeline markers and alternative uses.
- Recommended Practices for new developments USDOT, 11/08/2010
- West L.A. Area Planning Commission Determination Letter 08/27/2011
- Exxon Mobil Pipeline Letter and engendering drawings of pipelines 12/02/2010
- Los Angeles County Flood Control Letter and Email 04/12/2011
- Exxon Mobil Letter to L.A. Department of City Planning 10/05/2006
- ConocoPhillips Letter to L.A. Department of City Planning 10/04/2006
- Jerome E. Horton, Former State Assembly member Letter 10/17/2006
- Bill Rosenthal, Councilman, Eleventh District 11/01/2006
- Silvio Nuñez Jr. Public Response Letter to L.A. Department of City Planning 8/22/2005





Example 16 – New Development Built to the Edge of the Right-of-Way

*This picture illustrates a situation on the transmission pipeline right-of-way that **should be avoided**.*

Example of impact of transmission pipeline maintenance on development built in close proximity to the edge of the pipeline right-of-way. Structures adjacent to the ROW, such as the wooden fence, have been damaged as a result of the limited amount of workspace for large equipment.



Example 8 – Suburban: Green space

Note that the gate is large enough for right-of-way maintenance vehicles, is removable, and does not obstruct the view of the right-of-way for patrolling by the transmission pipeline operator.



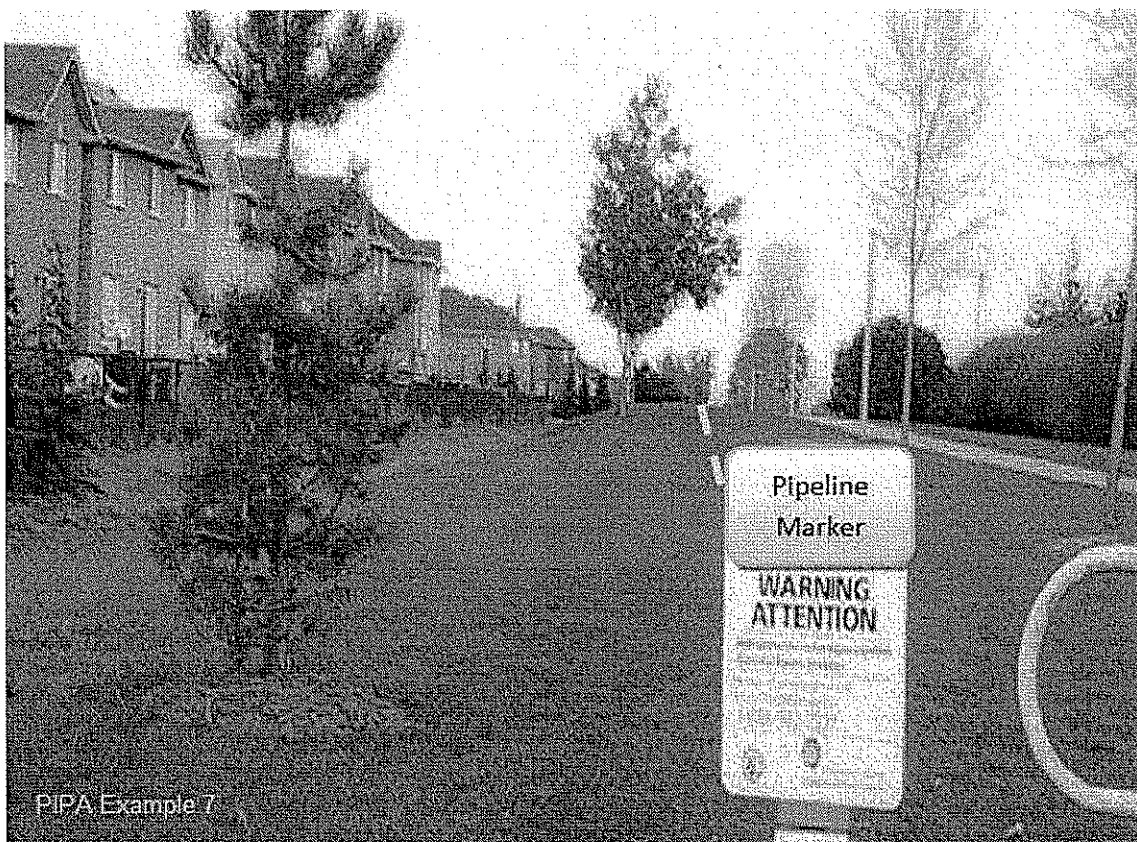
Example 6 – Suburban: Green space

This transmission pipeline right-of-way is clearly defined, free of large vegetation, and easily accessible by the pipeline operator. Fences have been placed parallel but outside of the right-of-way.



Example 7 – Suburban: Walking Trail

The trees have been planted inside the transmission pipeline right-of-way and should be removed. Lighting for the path should be located outside of the right-of-way.



Example 3b



Example 5 – Suburban: Shared utility corridor with asphalt walking path

As development encroaches on previously rural areas, land for utilities becomes scarcer. At times, multiple utilities may share a single utility corridor. In shared right-of-way space, the need for coordination increases. The additional facilities create the potential for cathodic interference and increase the potential for excavation damage to facilities. This photo illustrates a transmission pipeline right-of-way that is shared with an electric utility and a hard surface walkway. Some transmission pipeline operators only allow soft surface walkways on the right-of-way. The tree is an example of landscaping that generally would not be allowed in the transmission pipeline right-of-way.

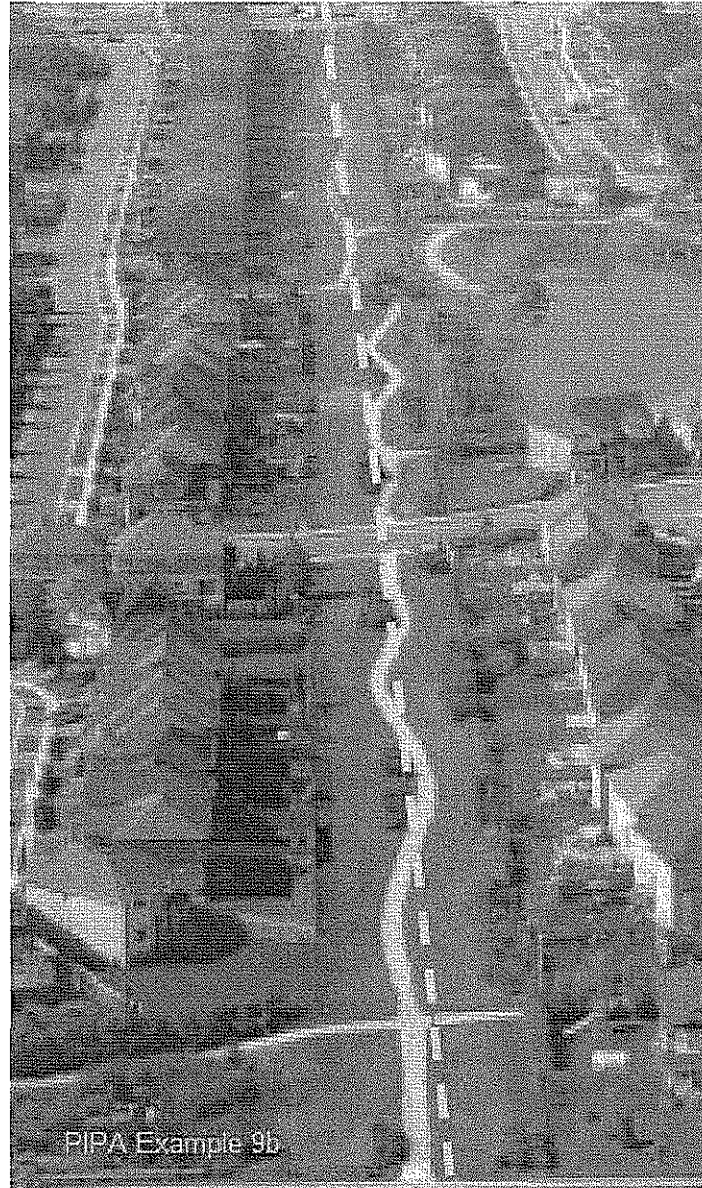


Examples 9a, 9b and 9c – Suburban: Walking Trails

Walking trails are a popular option for enhancing a community. Trees and lighting should be placed outside of the transmission pipeline right-of-way.



PIPA Example 9a





Example 10 – Suburban: Formal garden with shallow rooted plantings

The transmission pipeline operator may need to remove some of the plantings to access the pipeline. An encroachment agreement should address restoration. The bench is free standing. A transmission pipeline marker is located in an open space near the path that traverses the right-of-way.



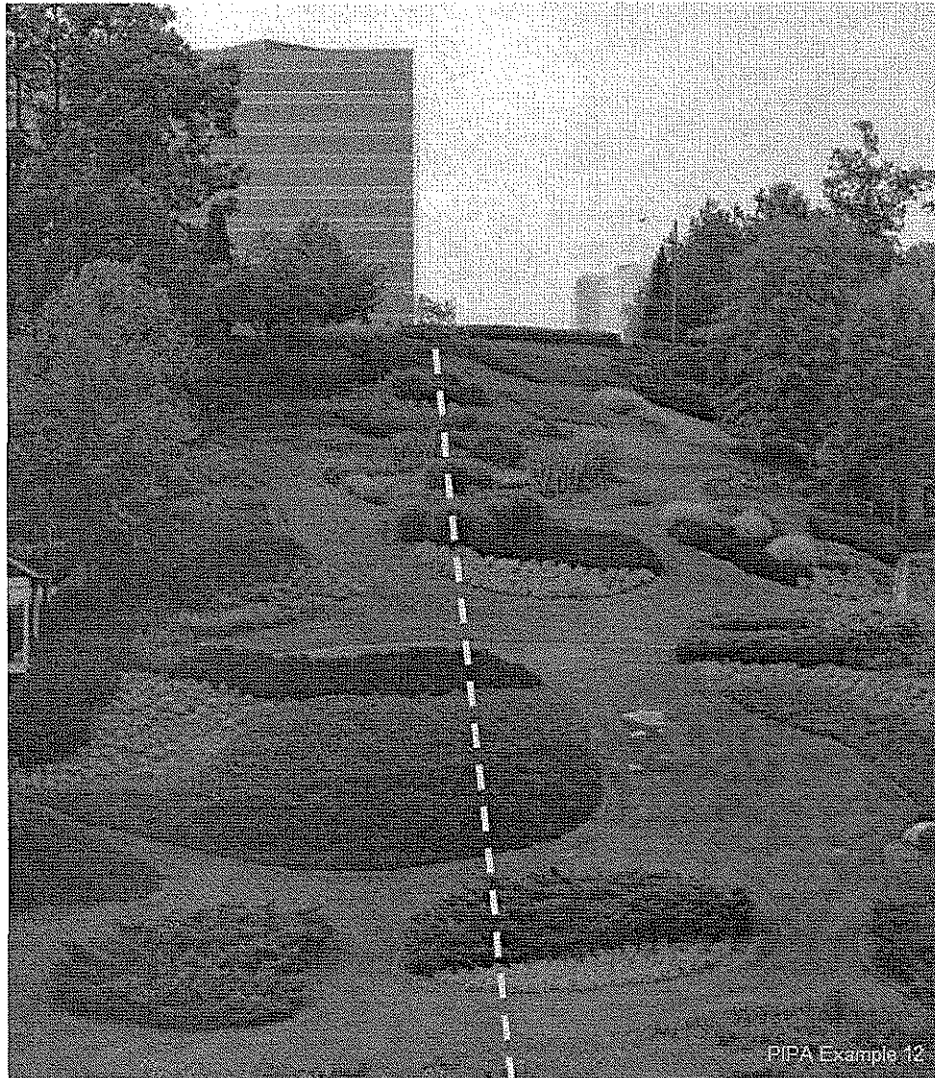
Example 4 – Rural: Soft Surface Walking Trail

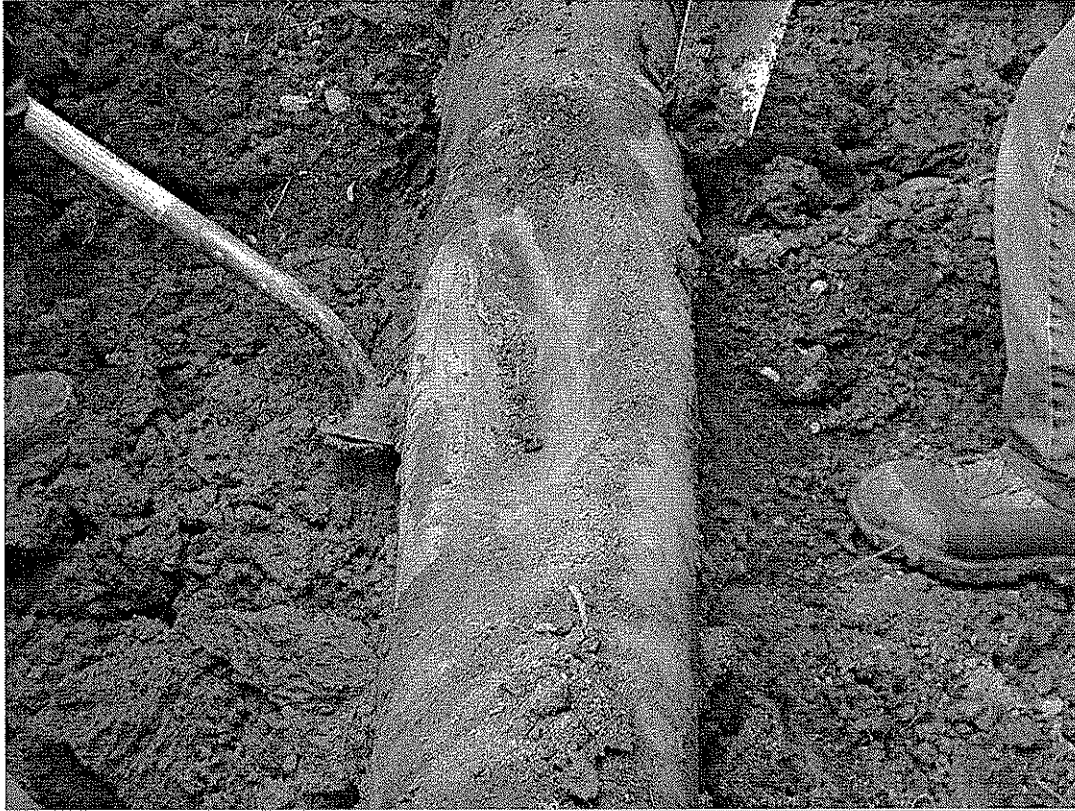
This rural transmission pipeline right-of-way has been transformed into a soft surface walking trail. The soft surface is beneficial for unimpeded access to the pipeline facilities. Trees are outside of the right-of-way and clearly define it. The bench is an example of an encroachment that may be acceptable to some transmission pipeline operators but not to others.

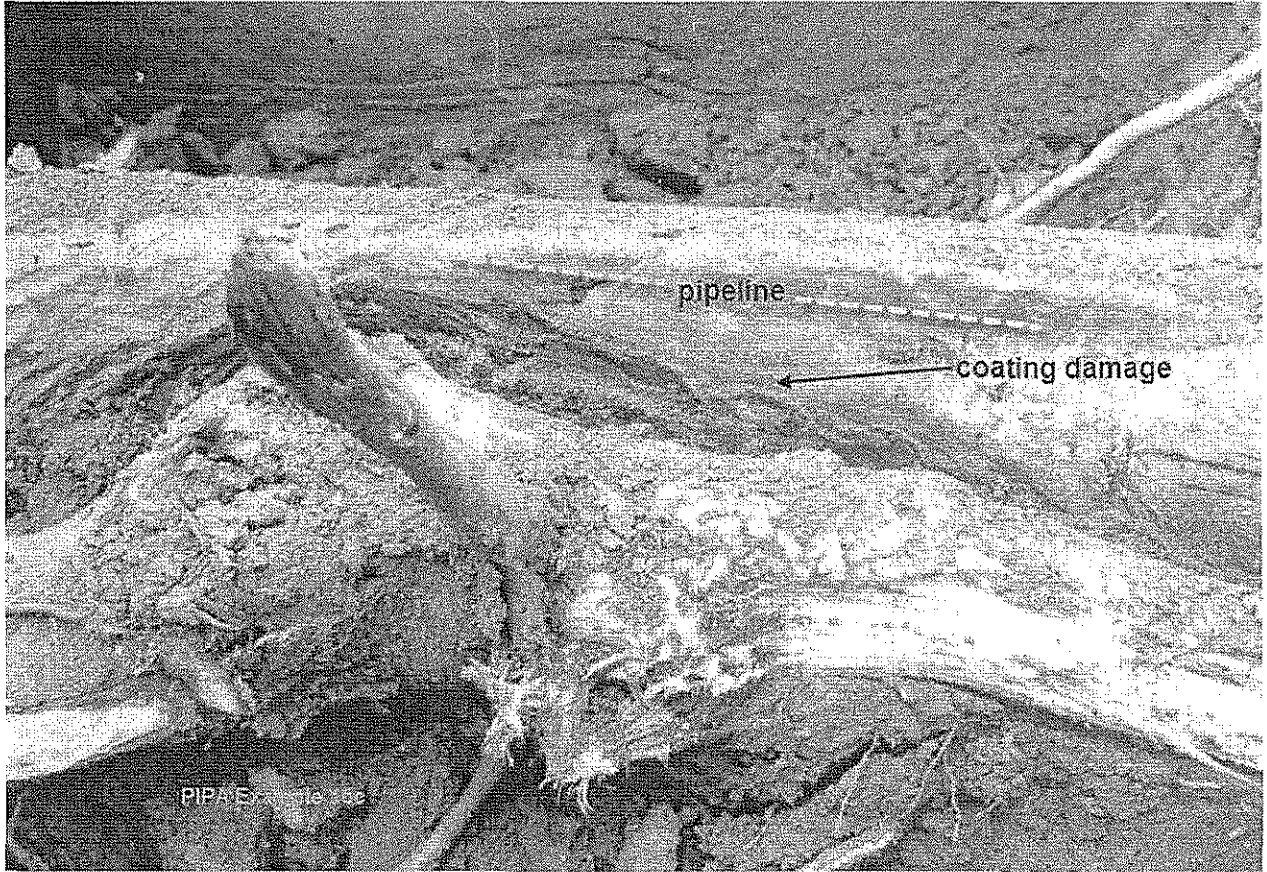


Example 12 – Urban: Formal garden with shallow rooted plants.

This is a good example of land owner and operators working together. The transmission pipeline right-of-way marker is not visible in this picture. Some pipeline markers lie flat to the ground. The signs promote awareness of the presence of the transmission pipelines.









Examples 15d, 15e and 15f – Tree Roots May Damage Transmission Pipelines

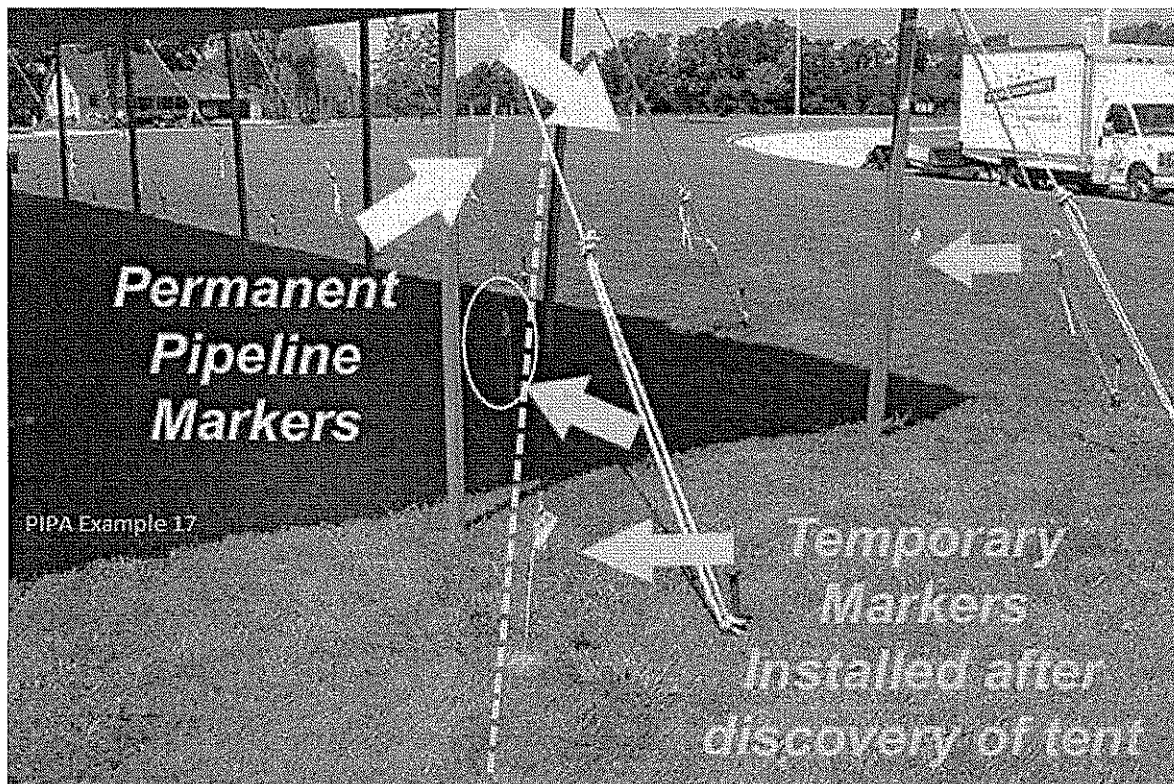
These additional pictures also illustrate why trees should not be allowed in the right-of-way. They show indirect tree root damage caused by lightning striking a tree whose roots were close to the pipeline. The lightning passed down the tree and through the wet clay. The moisture in the clay instantly vaporized. In the region where the current passed through the soil, an instant and violent expansion of the moisture in the soil occurred creating the crater in the ground around the perfectly smooth dent in the top of the pipe. The resulting tension in the pipeline initiated a crack in a girth weld a few feet away.

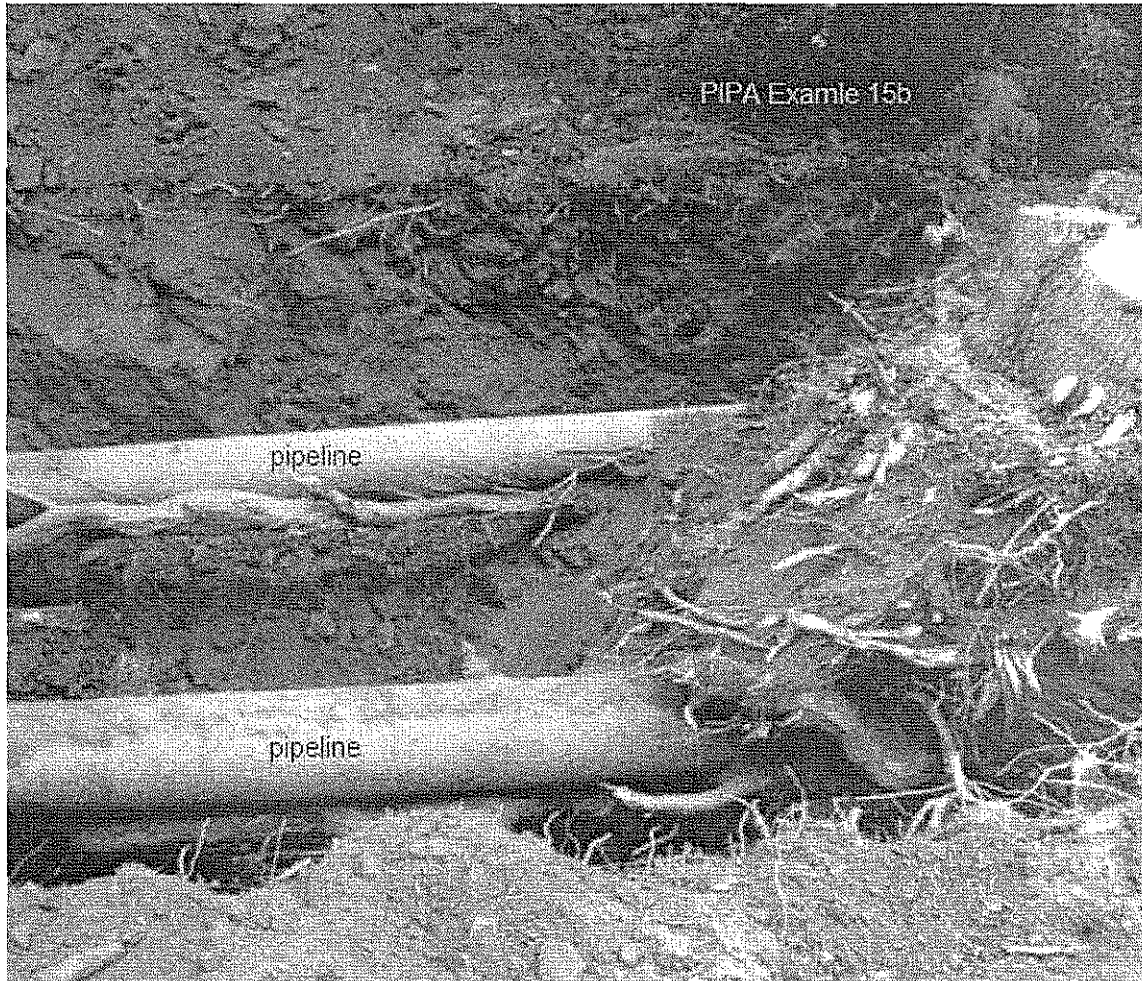


Example 17 – Temporary Structures in the Right-of-Way

*This picture illustrates a situation on the transmission pipeline right-of-way that **should be avoided**.*

This picture illustrates the need to contact the transmission pipeline operator prior to changing the use of a pipeline right-of-way. A hospital engaged a company to set-up a large tent. The ROW contained two transmission pipelines that pre-date construction of the hospital, a 10-inch active line and an 8-inch idle line. There are several permanent pipeline markers on the lawn. The tent was set up without notification to the transmission pipeline operator and without a one-call locate request being placed. The pipeline operator determined that a 42-inch long tent stake was driven into the ground within 5-inches of one of the pipelines, but there was no damage to the pipelines. The tent was relocated out of the right-of-way. The tent company was instructed to call the one-call center in the future and was given pipeline awareness materials.





Examples 15a, 15b and 15c – Tree roots may damage transmission pipelines.

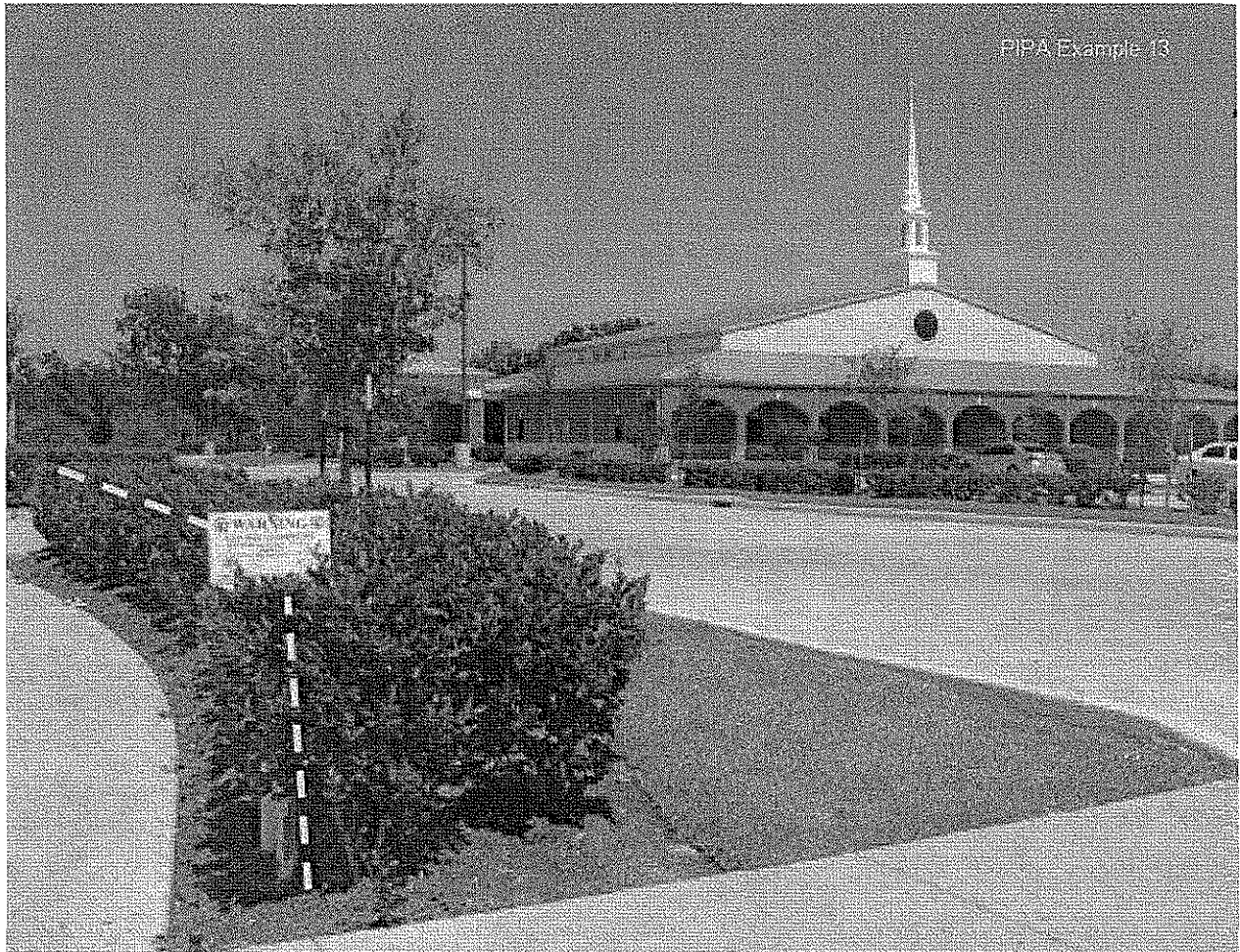
These pictures illustrate situations on the transmission pipeline right-of-way that **should be avoided**.

These pictures illustrate why trees should not be allowed in the right-of-way. The tree roots have impeded the pipeline operator's ability to access and evaluate the condition of the transmission pipeline. Pipeline coatings may also be damaged by tree roots. Coatings need to remain intact to protect the transmission pipeline from external corrosion.



Example 13 – Urban: Church

The church shown in this picture is situated on the opposite side of the lot, as far as possible from the transmission pipeline. The shrubbery should be cut back further around the pipeline marker.



Example 14 – Trees in the right-of-way

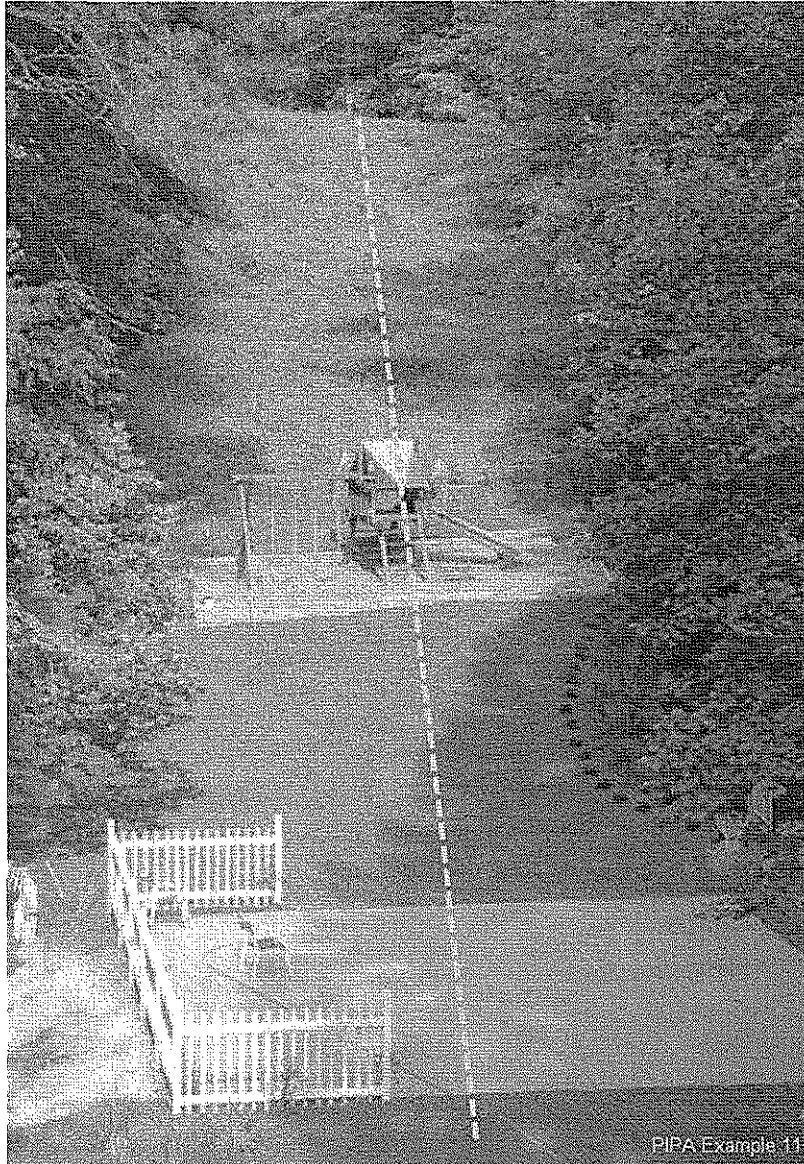
This is an example of development on the transmission pipeline right-of-way that **should be avoided**. This tree was planted in the right-of-way between two transmission pipelines. It may impede access to the right-of-way and the pipelines. Fortunately, the transmission pipelines were not damaged during planting.



PIPA Example 14

Example 11 – Suburban: Playground equipment and removable sport court

While free standing playground equipment or removable equipment such as the sport court with removable panels may be acceptable, this swing set should not be allowed because the footings may be deep enough to reach the transmission pipeline and the swing set is not easily movable in case emergency access to the right-of-way is needed. The fence along the basketball court also should not be allowed for the same reason.



Example 3 – Rural: Bridge crossing

The aboveground transmission pipeline creek crossing was modified to accommodate a pedestrian bridge connecting walking trails. The transmission pipeline indicated in these pictures is located between the girders under the walkway.

Example 3a



Example 1 – Rural: Green Space Development

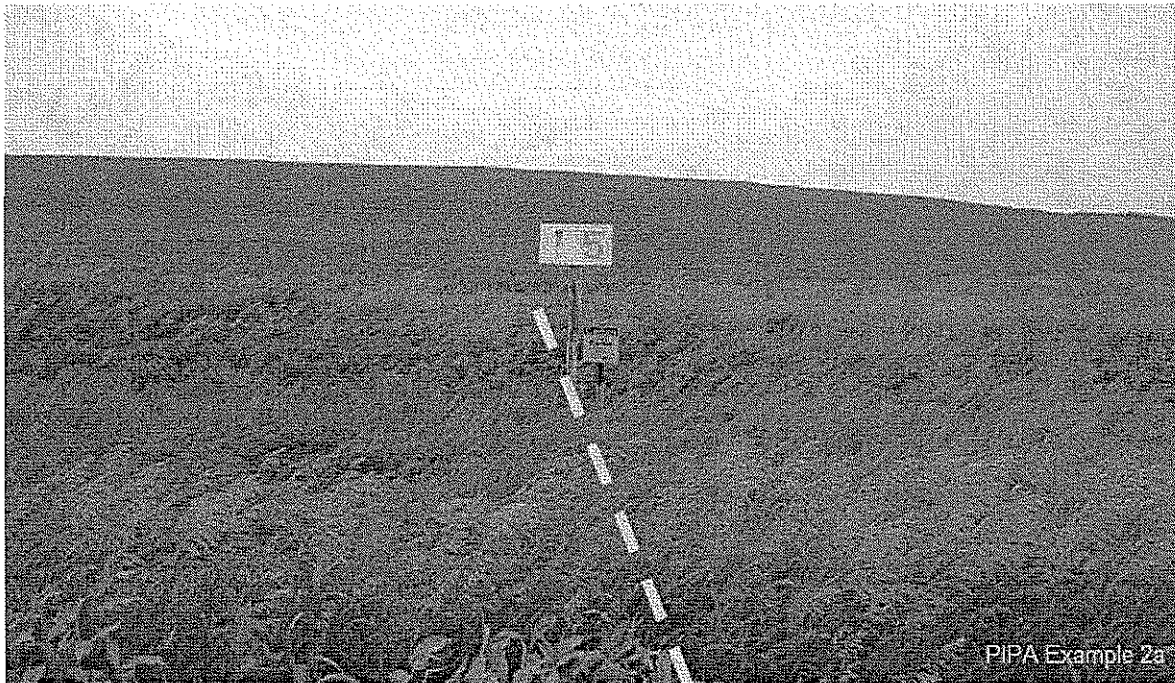
This picture illustrates development that commonly occurs as suburbs extend into rural areas. This transmission pipeline right-of-way is clearly defined yet blends with the surrounding area. The shed and playground are outside the right-of-way but the landowners are able to enjoy its use of the land.



Example 2 – Rural: Agricultural

The use of the transmission pipeline rights-of-way to grow crops is important for farmers to optimize use of the land. Seasonal crops such as corn, soybeans and cotton may be grown in the pipeline right-of-way. However, deep tilling, certain other farming practices and erosion may damage the transmission pipeline and should be discussed with the pipeline operator.

Example 2a



Example 2b



PIPA Report, November 2010

Recommended Practice	Local Government	Property Developer/ Owner	Transmission Pipeline Operator	Real Estate Commission
BASELINE (BL) RECOMMENDED PRACTICES				
BL01 Obtain Transmission Pipeline Mapping Data	X			
BL02 <i>n/a – Recommendation is incorporated into other practices.</i>				
BL03 Utilize Information Regarding Development around Transmission Pipelines	X		X	
BL04 Adopt Transmission Pipeline Consultation Zone Ordinance	X			
BL05 Define Transmission Pipeline Consultation Zone	X			
BL06 Implement New Development Planning Areas around Transmission Pipelines	X			
BL07 Understand the Elements of a Transmission Pipeline Easement		X		
BL08 Manage Land Records		X	X	
BL09 Document and Record Easement Amendments		X	X	
BL10 Implement Communications Plan			X	
BL11 Effectively Communicate Pipeline Risk and Risk Management Information			X	
BL12 Notify Stakeholders of Right-of-Way Maintenance Activities			X	
BL13 Prevent and Manage Right-of-Way Encroachment			X	
BL14 Participate to Improve State Excavation Damage Prevention Programs	X	X	X	
BL15 Enhance Damage Prevention Practices near High-Priority Subsurface Facilities			X	
BL16 Halt Dangerous Excavation Activities near Transmission Pipelines	X		X	
BL17 Map Abandoned Pipelines			X	
BL18 Disclose Transmission Pipeline Easements in Real Estate Transactions				X

PIPA Report, November 2010

Recommended Practice	Local Government	Property Developer/ Owner	Transmission Pipeline Operator	Real Estate Commission
NEW DEVELOPMENT (ND) RECOMMENDED PRACTICES				
ND01 <i>n/a – Recommendation is incorporated into other practices.</i>				
ND02 Gather Information for Design of Property Development near Transmission Pipelines		X	X	
ND03 Review Acceptability of Proposed Land Use of Transmission Pipeline Right-of-Way Prior to Design		X		
ND04 Coordinate Property Development Design and Construction with Transmission Pipeline Operator		X	X	
ND05 <i>n/a – Recommendation is incorporated into other practices.</i>				
ND06 Require Consideration of Transmission Pipeline Facilities in Land Development Design	X	X		
ND07 Define Blanket Easement Agreements When Necessary	X	X	X	
ND08 Collaborate on Alternate Use and Development of Transmission Pipeline Right-of-Way	X	X	X	
ND09 Provide Flexibility for Developing Open Space along Transmission Pipeline Rights-of-Way	X			
ND10 Record Transmission Pipeline Easements on Development Plans and Final Plats	X	X		
ND11 Reduce Transmission Pipeline Risk through Design and Location of New Parking Lots and Parking Structures	X	X		
ND12 Reduce Transmission Pipeline Risk through Design and Location of New Roads	X	X		
ND13 Reduce Transmission Pipeline Risk through Design and Location of New Utilities and Related Infrastructure	X	X		
ND14 Reduce Transmission Pipeline Risk through Design and Location of Aboveground Water Management Infrastructure	X	X		
ND15 Plan and Locate Vegetation to Prevent Interference with Transmission Pipeline Activities	X	X		
ND16 Locate and Design Water Supply and Sanitary Systems to Prevent Contamination and Excavation Damage	X	X		
ND17 Reduce Transmission Pipeline Risk in New Development for Residential, Mixed-Use, and Commercial Land Use	X	X		

PIPA Report, November 2010

Recommended Practice	Local Government	Property Developer/ Owner	Transmission Pipeline Operator	Real Estate Commission
ND18 Consider Transmission Pipeline Operation Noise and Odor in Design and Location of Residential, Mixed-Use, and Commercial Land Use Development	X	X	X	
ND19 Reduce Transmission Pipeline Risk through Design and Location of New Industrial Land Use Development	X	X		
ND20 Reduce Transmission Pipeline Risk through Location, Design, and Construction of New Institutional Land Use Developments	X	X		
ND21 Reduce Transmission Pipeline Risk through Design and Location of New Public Safety and Enforcement Facilities	X	X		
ND22 Reduce Transmission Pipeline Risk through Design and Location of New Places of Mass Public Assembly (Future Identified Sites)	X	X		
ND23 Consider Site Emergency Response Plans in Land Use Development	X	X		
ND24 Install Temporary Markers on Edge of Transmission Pipeline Right-of-Way Prior to Construction Adjacent to Right-of-Way	X	X		
ND25 Contact Transmission Pipeline Operator Prior to Excavating or Blasting	X	X	X	
ND26 Use, Document, Record and Retain Encroachment Agreements or Permits	X	X	X	
ND27 Use, Document and Retain Letters of No Objection and Conditional Approval Letters	X	X	X	
ND28 Document, Record and Retain Partial Releases		X	X	



WEST LOS ANGELES AREA PLANNING COMMISSION

200 N. Spring Street, Room 532, Los Angeles, California, 90012-4801, (213) 978-1300
www.lacity.org/PLN/index.htm

(Corrected Copy) Determination Mailing Date: AUG 27 2007

CASE NO.: TT-61605-1A
Related Case: ZA 2004-6559-ZAA-1A
CEQA: ENV-2004-6513-MND

Council District: 11
Location: 5212-5238 Thornburn Street
Zone: R1-1
Plan Area: Playa Del Rey
Lot Description: TR 51904, Lot 5

Applicant: I&I Properties, Representative: Darryl L. Fisher
Appellant: Same

At its meeting on June 20, 2007, the following action was taken by the West Los Angeles Area Planning Commission:

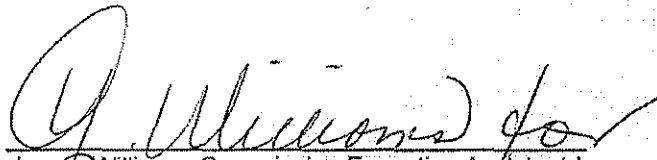
1. **Denied** the appeal.
2. **Overtured** the action of the Advisory Agency's approval of a maximum 6 single-family lots and 1 open space lot with a maximum private street length of 700 feet.
3. **Denied** pursuant to Section 17.03 of the Los Angeles Municipal Code (LAMC), Tentative Tract Map No. 61605, for a 14-lot single-family subdivision on a 2.79 net acre site.
4. **Adopted** amended Findings (attached).

Fiscal Impact Statement: There is no General Fund impact as administrative costs are recovered through fees.

This action was taken by the following vote:

Moved: Martinez
Seconded: Foster
Ayes: Washington
Absent: Brown, Burton

Vote: 3-0


James Williams, Commission Executive Assistant I
West Los Angeles Area Planning Commission

Effective Date/Appeals: This action of the West Los Angeles Area Planning Commission will be final within 10 days from the mailing date on this determination unless an appeal is filed within that time to the City Council. All appeals shall be filed on forms provided at the Planning Department's public Counters at 201 North Figueroa Street, Third Floor, Los Angeles, or at 6262 Van Nuys Boulevard, Room 251, Van Nuys. Forms are also available on-line at www.lacity.org/pln.

FINAL APPEAL DATE SEP 06 2007

If you seek judicial review of any decision of the City pursuant to California Code of Civil Procedure Section 1094.5, the petition for writ of mandate pursuant to that section must be filed no later than the 90th day following the date on which the City's decision became final pursuant to California Code of Civil Procedure Section 1094.6. There may be other time limits which also affect your ability to seek judicial review.

Attachments: Amended Findings, Determination dated May 3, 2007
City Planner: Abe Lieder c/o Ralph Avila

ExxonMobil Pipeline Company

12851 East 166th Street
Cerritos, CA 90703-2103
(310) 212-1761 Telephone
(310) 212-1788 Facsimile



December 2, 2010

Mr. Randy J. Morris
Morris Design Partners
2104 Via Acalones
Palos Verdes Estates, CA 90274

Re: La Cienega Casitas at Thornburn and La Tijera Project

Our File: 2010-308

Dear Mr. Morris:

Pursuant to your request dated October 16, 2010, pertaining to the above referenced project, please be advised that ExxonMobil Oil Corporation's (formerly known as Mobil Oil Corporation) West Coast/Rockies Pipeline Department maintains one active 16-inch pipeline (M-70) and one idle 10-inch pipeline (M-70) within the vicinity of your proposed project. We are prepared to mark our facilities upon receiving 48-hour advanced Underground Service Alert (USA) notice.

Enclosed for your information are ExxonMobil drawings D4A-5268 thru D4A-5270, 4-A-670-V and 4-A-672-V that depict the general alignment of the above referenced pipelines. Please note a portion of a former ExxonMobil 10-inch idle pipeline (M-70) was quitclaimed to Los Angeles County Flood Control and a small segment of the 10-inch pipeline (M-70) was quitclaimed to Burright in June of 1994. Please contact Los Angeles County Flood Control and Burright directly for information relative to those pipeline segments. Upon completion of your final project drawings, please provide us a detailed set of your plans for our review to determine if there is a conflict with any of our existing facilities.

ExxonMobil requires a representative to be on site during any construction activities within the vicinity of our facilities. Therefore, you or your contractors are hereby notified to contact, in addition to the above referenced USA notice, ExxonMobil's designated representative at (310) 782-0799 or (562) 921-7150 between the hours of 6:30 A.M. and 3:00 P.M., Monday through Friday, a minimum of 48 hours in advance of commencing said construction activities.

Please be advised that any and all ExxonMobil facilities identified as "Active", "Idle", or "Abandoned", unless otherwise clearly specified, remain the property of ExxonMobil Oil Corporation, and that all activities affecting these facilities must be approved and controlled by ExxonMobil. Should it be determined that such ExxonMobil facility potentially interferes with your project this office must be notified immediately, at which time ExxonMobil personnel will review the issues to determine what actions will be necessary to identify and resolve any conflicts.

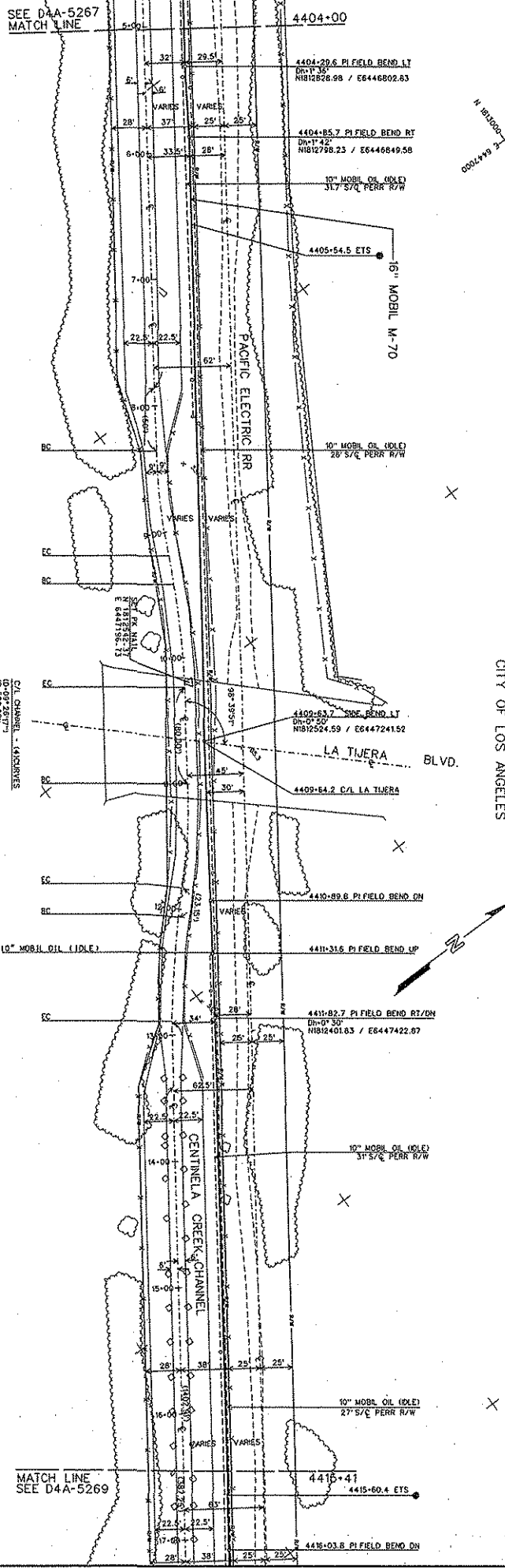
Please submit future project notifications to the undersigned at the letterhead address. If you have questions or require additional information regarding this submittal, please contact David Kingston at (310) 212-1768.

Very truly yours,

Ruth Cronin-Fruitt, Regional Manager
West Coast/Rockies Right of Way Department
For ExxonMobil Oil Corporation

Enclosures

SEE D4A-5267
MATCH LINE



N 000 000
E 644700

CITY OF LOS ANGELES

16" CRUDE OIL PIPELINE
ALIGNMENT MAP
SLAUSON TO TORRANCE

NOTE:
ALL OF THESE WERE MANUFACTURED FROM
RECYCLED MATERIALS AND ARE NOT
RECYCLED MATERIALS. THESE
EASEMENTS WERE MANUFACTURED
FROM RECYCLED MATERIALS.

C/L CHANNEL - 14' WIDE
10' MOBILE OIL (IDLE)
31 7/8" PERR R/W

N 000 000
E 644700

SCALE IN FEET
0 20 40 80

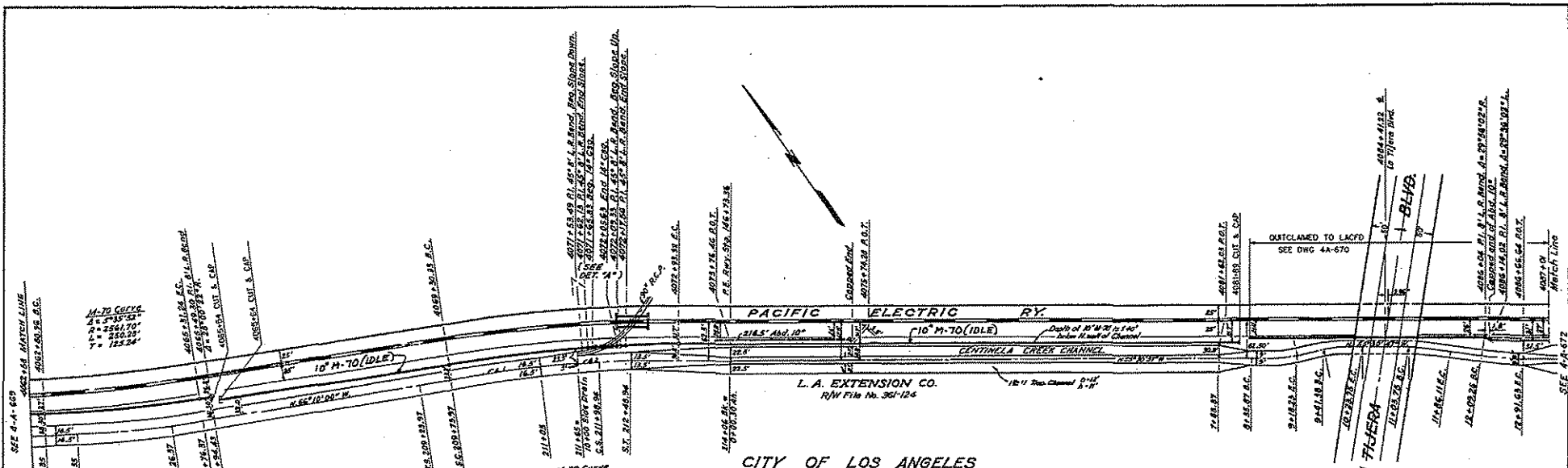
MATCH LINE
SEE D4A-5269

STATIONING	DESCRIPTION	STATIONING	DESCRIPTION
4404+00.00	MATCH LINE	4404+29.60 P.I.	TOP=41.03 CR=50.41
		4404+55.70 P.I.	TOP=45.45 CR=50.55
		4405+54.50	TOP=45.83 CR=50.78
		4406+05.30 P.O.T.	TOP=45.55 CR=50.95
		4407+22.50 P.O.T.	TOP=47.49 CR=51.4
		4408+42.70 P.O.T.	TOP=48.74 CR=52.81
		4409+83.70 P.I.	TOP=49.8 CR=53.96
		4410+08.50 U.R.	TOP=45.24 CR=54.34
		4410+31.60 P.I.	TOP=45.39 CR=54.57
		4410+82.70 P.I.	TOP=45.39 CR=54.57
		4412+52.90 P.O.T.	TOP=45.51 CR=54.77
		4413+73.60 P.O.T.	TOP=45.96 CR=55.22
		4414+95.50 P.O.T.	TOP=45.96 CR=55.22
		4415+11.00	MATCH LINE

DATE	DESCRIPTION	BY	APP'D
01/15/03	ISSUED AS-BUILT	JONAS	
01/15/03	ISSUED FOR PERMIT	JONAS	
01/15/03	ISSUED FOR RECORD	JONAS	
01/15/03	ISSUED FOR CONVERSION	JONAS	
01/15/03	ISSUED FOR VERIFICATION	JONAS	

16" CRUDE OIL PIPELINE
ALIGNMENT MAP
SLAUSON TO TORRANCE

D4A-5268



M-70 CURVE
 Δ = 5° 15' 52"
 L = 2561.70'
 T = 230.29'

Channel Curve
 Spiral No. 106
 Δ = 0° 44' 03"
 L = 50.00'
 T = 127.09'

Spiral No. 107
 Δ = 4° 06' 16"
 L = 50.00'
 T = 127.09'

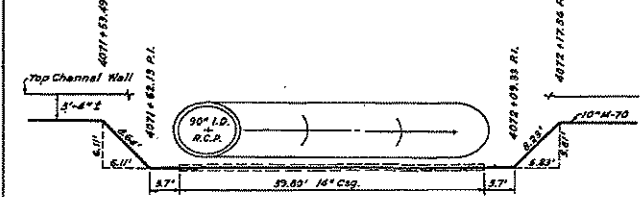
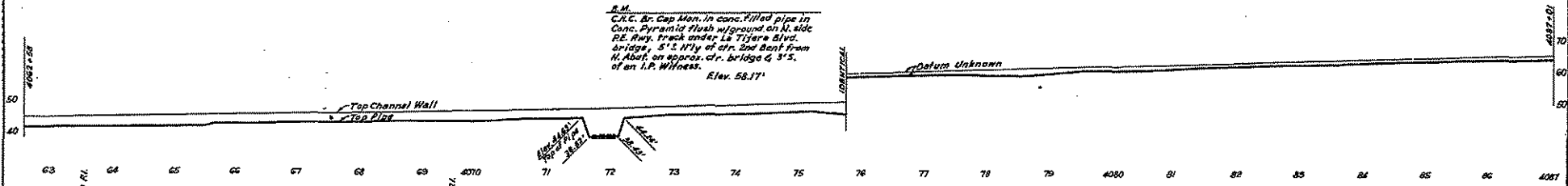
M-70 CURVE
 Δ = 5° 15' 52"
 L = 2561.70'
 T = 230.29'

Spiral No. 237
 Δ = 1° 17' 52"
 L = 105.09'
 T = 191.03'

Circle Curve
 Δ = 8° 33' 55"
 R = 1808.09'
 L = 210.04'
 T = 112.73'

HYDROSTATIC PRESSURE TEST DATA				
DATE	SECTION TESTED	TEST PRESSURE	MAXIMUM WORKING PRESSURE	DURATION
9-9-09	SLAUSON TO TORRANCE	1500 P.S.I.G.	1200 P.S.I.G.	4 HRS.

Channel - 4 Curves
 Δ = 5° 15' 52"
 R = 500'
 L = 82.35'
 T = 41.23'



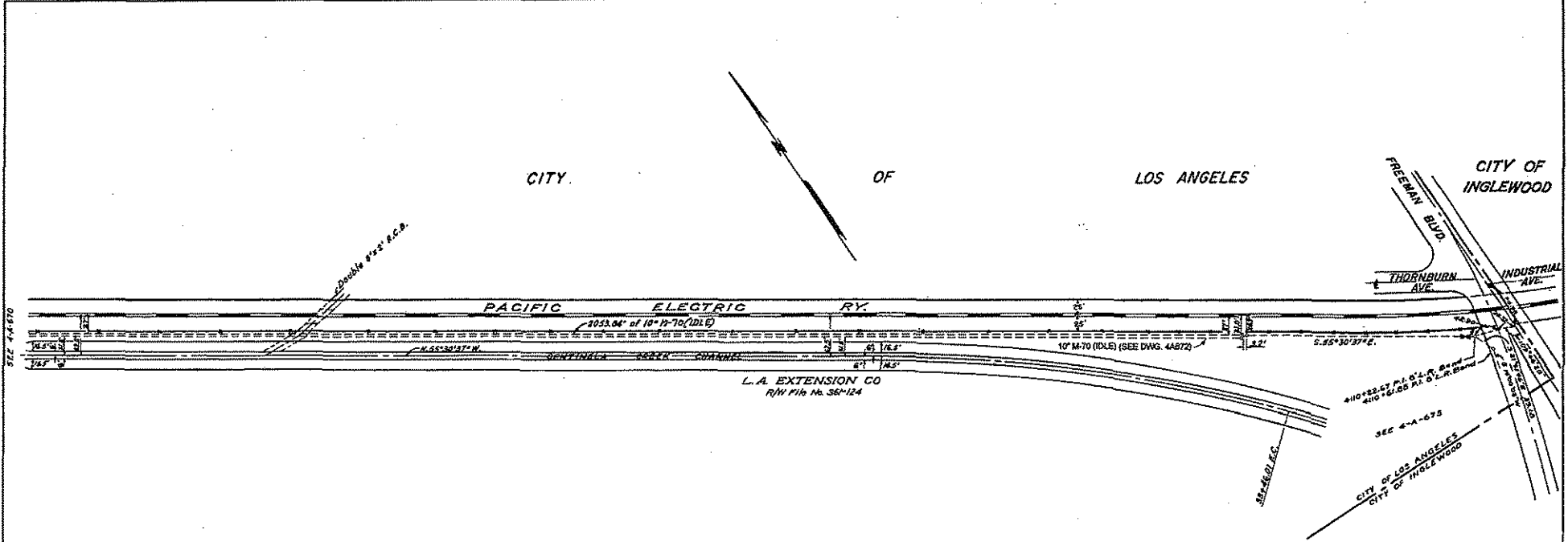
ELEV. DETAIL "A"
 F.S. M-70, p. 581

72288-01	INDEX MAP	ADDED CUT & CAPS	2-24-01	BY	
	PER R. M. LAB. L.D. FILE 118-122				
	S.F.R.D. 46-18 pp. 38-46-50				
DRG. NO.	DESCRIPTION	NO. SHEETS	IN THIS SET	DATE	
	REFERENCES				

**10" OIL LINE
 LEBEC TO TORRANCE
 MAIN LINE NO. 70**

SCALE: 1" = 100'
 DRAWN BY: J.L.C.D.
 CHECKED BY: J.L.C.D.
 DATE: 1/11/11
 APPROVED BY: [Signature]
 4-A-670-V

NOTE: THIS IS A C.A.D. PRODUCED DRAWING/DO NOT MAKE ANY MANUAL CHANGES TO ORIGINAL



L.A. EXTENSION CO
RM File No. 36-124

SEAMLESS COATED
410 x 22.67 to 411 x 20

FOR DETAILS OF M-70 (ABAN, IDLE)
IN THIS AREA, SEE DWG. 4-A-672

IDLE
M-70

HYDROSTATIC PRESSURE TEST DATA				
DATE	SECTION TESTED	TEST PRESSURE	MAXIMUM WORKING PRESSURE	DURATION
9-3-09	BLANSON TO TORRANCE	1500 P.S.I.G.	1200 P.S.I.G.	4 HRS.

DRD NO	DESCRIPTION	REVISED DATE	BY
7828B	INDEX MAP		
	PC.RR Map, L.O. File 118-122		
	6.PFB 45-18 pp. 9842-48		

MOBILE OIL CORP.	WEST COAST PIPE LINES	SCALE - 1/4" = 1'-0"
10" OIL LINE LEBEC TO TORRANCE MAIN LINE NO. 70		DRAWN BY J.L.C.B.
ENGINEERING DEPT.	TORRANCE, CALIF.	CHECKED BY
		DATE 11/24
		APPROVED BY
		4-A-672-V

Tract #:



Permit #: **PCFL 200800236**

REQUEST NO. 2004-065

Issued By: WNEZART
Issued Date: 30-JAN-08

Permit Office: 6

COUNTY OF LOS ANGELES-DPW
Department Of Public Works
Alhambra, CA 91803 - (626)458-3129

**PC-MODIFIC
MODIFICATION OF FLOOD
CONTROL FACILITY** **Flood Control District Permit**

<u>Individual's / Company Name</u>	<u>Address / City, State Zip</u>	<u>Work Phone</u>	<u>Home Phone</u>
(APP) I & I PROPERITES LLC	2104 VIA ACALONES	(310) 373-1688	(310) 645-3330
DAVE KLEIN & RANDY MORRIS (CNT)	PALOS VERDES, CA 90274		

Emergency Contact

Location

Site Address:

Description: CENTINELA CREEK: 5200 THORNBURN AVE., LOS ANGELES

Scope of Work

PERMIT PURPOSE: To authorize the work described below affecting the subject stream in accordance with the submitted plan, Los Angeles County Flood Control District Drawing No. 190-F190 (Los Angeles County Department of Public Works Drawing No. PF537552).

WORK DESCRIPTION: Construct a 24-foot chain link double gate for emergency fire truck access per SPPWC Standard Plan No. 600-2.

The proposed gates are for emergency use by the Fire Department only, and shall be kept locked at all times with the Fire Department's own lock.

PERMITTEE MUST NOTIFY PERMIT OFFICE NO. 3 (7:00 AM TO 3:30 PM) AT TELEPHONE (310) 649-6300 AT LEAST 24 HOURS BEFORE STARTING ANY WORK UNDER THIS PERMIT. FAILURE TO NOTIFY THE PERMIT OFFICE IS CAUSE FOR REVOCATION OF PERMIT. SHOULD PERMITTEE FAIL TO TAKE ACTION WITHIN 180 DAYS FROM DATE OF ISSUANCE OF THIS PERMIT OR FAIL TO ACTIVELY AND DILIGENTLY EXERCISE THE PRIVILEGES OF THIS PERMIT, THE PERMIT BECOMES NULL AND VOID. A COPY OF THIS PERMIT SHALL BE KEPT AT THE WORK SITE DURING ALL PERIODS OF OPERATION WITHIN THE DISTRICT'S RIGHT OF WAY AND SHALL BE SHOWN TO ANY DISTRICT REPRESENTATIVE OR LAW ENFORCEMENT OFFICER UPON DEMAND.

CC: City of Los Angeles
Fire Department
Flood Maintenance (South)
Construction (Office, P.O. 3, Paraoan)

Permit Detail

FILE CODE NO. :	190.032
FLOOD FACILITY NAME :	CENTINELA CREEK
FLOOD STATION :	APPROX. 703+00
INSPECTION PCA :	CMNMINSPI
LOCATION 1:	CHANNEL INT. WITH LA TIJERA BLVD., LOS ANGELES
THOMAS GUIDE :	703-A1

Comments

DIBARRA 22-JAN-08 RECEIPT NO. 08-0000573

<u>Fees</u>	<u>Fee Code</u>	<u>Account Code</u>	<u>Amount</u>
ACTUAL COST DEP FOR PLN CHK AND/OR INSP	PCACTFLD	B07_8371	-\$1,000.00
ACTUAL COST DEP FOR PLN CHK AND/OR INSP	PCACTFLD	B07_8371	\$1,000.00
INSPECTION MINOR MODIFICATION	PCMMINSPI	B07_8371	\$300.00
PLN CK MINOR MODIFICATION	PCMMPLCK	B07_8371	\$100.00
SECURITY DEPOSIT FOR FLOOD	PC-DEFFLD	7700_8371	\$1,000.00
Total Fees:			\$1,400.00

CHECK





Silvio Nunez <silvio.nunez.jr@gmail.com>

Fwd: 5200 Thornburn Ave., Los Angeles

1 message

Tim Dolberry <lloydphotography@gmail.com>
To: silvio.nunez.jr@gmail.com

Mon, Apr 11, 2011 at 4:56 PM

Begin forwarded message:

From: "Papik, George" <GPAPIK@dpw.lacounty.gov>
Date: April 11, 2011 4:32:56 PM PDT
To: <lloydphotography@gmail.com>
Cc: "Katona, Karly" <KKatona@bos.lacounty.gov>
Subject: 5200 Thornburn Ave., Los Angeles

As a follow-up to our discussion of earlier today, I will clarify the Los Angeles County Flood Control District's intent in issuing permit PCFL 200800236. The permit clearly states that it was issued for the construction of a 24-foot wide chain link double gate in the LACFCD's existing property fence with the stipulation that the gate was exclusively for emergency use by the Los Angeles City Fire Department.

The permit was NOT issued for the use of the LACFCD access road. In emergency situations, the LAFD already has the right to access LACFCD property (access road). As a condition of permit issuance, LAFD agreed to use the gate only for emergency purposes and to install their own lock on the gate.

If I recall correctly, issuance of this permit and the subsequent installation of the gate with LAFD lock were required to meet City imposed conditions of the development.

ExxonMobil Pipeline Company
12851 East 166th Street
Cerritos, CA 90703-2103
(310) 212-1761 Telephone
(310) 212-1788 Facsimile

ExxonMobil
Pipeline

October 5, 2006

Department of City Planning
Subdivision Unit, 7th Floor (Main City Hall)
200 North Spring Street
Los Angeles, CA 90012

RE: Project: 5212-5238 Thornburn Ave.
Tentative Tract Map No. 61605

TO: Deputy Advisory Agency

Regarding the above reference proposed project, please be advised that ExxonMobil Oil Corporation (formerly known as Mobil Oil Corporation) West Coast/Rockies Pipeline Department maintains one active 16-inch (M-70) crude oil pipeline and one idle 10-inch (M-70) pipeline within the vicinity of this proposed project.

Enclosed for your information are ExxonMobil Drawing Nos. D4A-5268 thru D4A-5270 and 4-A-672-V that depict the general alignment of the above referenced pipelines.

For your further information, enclosed is ExxonMobil Drawing No. 4-A-672 that depicts the general alignment of a 10-inch (M-70) pipeline that ExxonMobil quitclaimed to the Los Angeles County Flood Control in September of 1993. In addition, a small segment of the 10-inch pipeline was quitclaimed to Mr. Burright in June of 1994. ExxonMobil has relinquished all right to the segments of 10-inch pipeline shown on Drawing No. 4-A-672.

With respect to the proposed development within Tentative Tract No. 61605, ExxonMobil would like you to take into consideration compliance with the California Pipeline Safety Act of 1981, as amended January 1, 1990 as it may pertain to the proposed development project within said Tract. Your specific attention is directed to Section 51014.6 "Pipeline easements; building vegetation and shielding restrictions." A copy of the aforementioned section is enclosed for your reference.

Please be advised that any and all ExxonMobil facilities identified as "Active", "Idle", or "Abandoned", unless otherwise clearly specified, remain the property of ExxonMobil Oil Corporation, and all activities affecting these facilities must be approved and controlled by ExxonMobil. Should it be determined that such ExxonMobil facility potentially interferes with this project this office must be notified immediately, at which time ExxonMobil personnel will

An ExxonMobil Subsidiary

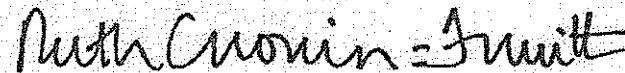
ExxonMobil
Pipeline

review the issues to determine what actions will be necessary to identify and resolve any conflicts.

We appreciate the opportunity to submit these comments and ask your cooperation in keeping us advised of the outcome of this proposed project. Please address future notifications regarding this project to me at the following address 12851 E. 166th St., Cerritos, CA 90703.

If you have questions or require additional information, please contact me at (310) 212-1761.

Very truly yours,



Ruth Cronin-Fruitt, Regional Manager
West Coast/Rockies Right of Way Dept.
for ExxonMobil Oil Corporation

Enclosures
2006-195



Gerry F. Tintle

3900 Kilroy Airport Way, Suite 210
Long Beach, CA 90806
Phone: 562.290.1518
Email address:
gerry.f.tintle@conocophillips.com

Mailed via Certified Mail

October 4, 2006

City of Los Angeles
Department of City Planning
Subdivision Unit, 7th Floor (Main City Hall)
200 North Spring Street
Los Angeles, CA 90012

**Re: Tentative Tract Map No. 61605
ZA-2004-6559-ZAA
ENV-2004-6513-MND-REC
Plan Area: Westchester-Playa Del Rey
12-Inch Torrey Pipeline (Line 600)**

Dear Ladies and Gentlemen:

We refer to that certain Notice of Public Hearing for Tentative Tract No. 61605 covering a proposed residential development in the Westchester-Playa Del Rey area of Los Angeles. ConocoPhillips Pipe Line Company owns and operates a 12-inch diameter crude oil pipeline within the project area that may conflict with the developer's plans.

Before the City of Los Angeles approves this project, ConocoPhillips needs to be assured that the development meets the requirements of the California Pipeline Safety Act, specifically Code Section 51014.6 (see the enclosure) concerning the placement of permanent structures within proximity to a pipeline in such a way that the owner/operator is denied complete and unimpaired surface access to the pipeline.

At this juncture, it would be helpful if the developer would provide us with a detailed set of his plans so we can better assess the extent of any conflict. Those plans should be directed to me at the above address.

Should anyone have questions, they can contact me at telephone number (562) 290-1518 or at the following e-mail address: gerry.f.tintle@conocophillips.com. Your cooperation in this regard is very much appreciated.

Sincerely,

Gerry F. Tintle, Consultant
Property Tax, Real Estate, Right of Way and Claims

GFT:gt
Enclosure

cc: Leo Martinez, ConocoPhillips

STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0051
(916) 319-2051
FAX (916) 319-2151
DISTRICT OFFICE
CITY HALL
ONE MANCHESTER BLVD.
P.O. BOX 6500
INGLEWOOD, CA 90301
(310) 412-6400
FAX (310) 412-6354

Assembly
California Legislature



JEROME E. HORTON
ASSEMBLYMEMBER, FIFTY-FIRST DISTRICT

CHAIR
GOVERNMENTAL ORGANIZATION
COMMITTEES
ARTS, ENTERTAINMENT, SPORTS,
TOURISM AND INTERNET MEDIA
BANKING AND FINANCE
UTILITIES AND COMMERCE
SELECT COMMITTEES
CHAIR, CALIFORNIA HORSE RACING
INDUSTRY

October 17th, 2006

Department of City Planning
Subdivision Unit, 7th Floor
200 North Spring St.
Los Angeles, CA 90012

Subject: Tentative Tract Map No. 61605 ZA-2004-6559-ZAA ENV-2004-6513-MND-REC

Dear Deputy Advisory Agency:

I write to express my concern regarding the application for the Tentative Tract Map that is taking place in my district. As the Assembly Member of the 51st Assembly District, I have significant environmental and quality of life concerns regarding this proposed development. I would like to request that this Advisory Agency deny the request for these adjustment(s) at this time, in order to allow adequate time for the proper city, county, state and federal agencies to look into this development.

The referenced Tentative Tract requires two Zoning Administrator's Adjustments to proceed. However, this application is inconsistent and incompatible in terms of the lot sizes in the community. Therefore I object to granting these adjustments, and to that of the project in general. The variances being requested should also be denied because this project would aggravate the potential danger to the public's safety and their quality of life. I find it disturbing to know that are between 95,000 to 125,000 barrels of crude oil being transported daily by pipelines within the proximity of the proposed development. The fact the Fire Department has concerns regarding inadequate fire protection, and the request by the developers for the use of the narrow "Centinela Creek Flood Maintenance Road" that is often flooded during the rainy season is of grave concern to me and this community.

Therefore, I would like the Office of State Fire Marshall to properly study and determine the exact environmental factors and quality of life issues this development would expose. Denying the adjustment at this time, would allow the City, County and Federal agencies adequate time to determine how they would be impacted by this development.

This is a non-political issue that should be easily addressed. Again, I write to respectfully request you deny the Tentative Tract Map Application while the proper agencies address the critical environmental and quality of life issues.

If you have any questions or concerns please do not hesitate to contact my office at (310) 412-64000. Thank you for your time and consideration.

Sincerely,

JEROME E. HORTON
51st Assembly District

cc: Chief Ruben Grialba, Office of the State Fire Marshall

E-mail: Assemblymember.Jerome.Horton@asm.ca.gov





BILL ROSENDAHL

City of Los Angeles
Councilman, Eleventh District

Committees

- Chair, *Public Works*
- Vice-Chair, *Trade, Commerce & Tourism*
- Member, *Budget & Finance*
- Member, *Transportation*
- Member, *Ad Hoc Gang Violence & Youth Development*
- Member, *Ad Hoc Homelessness*

Emily Gabel-Luddy
Associate Zoning Administrator
Deputy Advisory Agency

Re: Tentative Tract Map No. 61605
Plan Area: Westchester, Playa Del Rey
ZA-2004-6559-ZAA
ENV-2004-6513-MND-REC
Council District 11

Dear Ms. Gabel-Luddy:

I am writing to request that you extend the consideration period for the proposed development at 5212-5238 Thornburn Ave.

This case was first heard by the Deputy Advisory Agency on June 29, 2005. The matter was taken under advisement for a period of ten days, but before a decision was reached, the applicant withdrew the proposed project. In August, 2006, the applicant presented a revised proposal to the Westchester/Playa Del Rey Neighborhood Council. The Neighborhood Council voted to not support the project. One of the reasons that the Neighborhood Council rejected the proposal was because the applicant's proposal relies on use of the County Flood Control access road on Centinela Creek as a secondary outlet road for emergency vehicles.

On October 17, 2006, a 2nd hearing was held before the City's Deputy Advisory Agency. My representative, Marina Martos, asked the Agency to take the matter under consideration for 60 days until concerns regarding the use of the Flood Control access road and other potential environmental impacts could be further studied. The Deputy Advisory Agency took the matter under consideration for only three weeks, until November 7.

I strongly believe that additional time is required in order to complete the needed research on the issues raised at the hearing. In addition to the effected residents and the Westchester/ Playa del Rey Neighborhood Council, the proposed project is opposed by 51st District Assemblyman, Jerome E. Horton, the Coastal Law Enforcement Action Network (CLEAN), and the Sierra Club, Angeles Chapter.

Westchester Office
7166 W. Manchester Boulevard
Westchester, CA 90045
(310) 560-8772
(310) 410-3946 Fax

City Hall
200 N. Spring Street, Room 415
Los Angeles, CA 90012
(213) 473-7011
(213) 473-6926 Fax

West Los Angeles Office
1645 Corinth Avenue, Room 201
Los Angeles, CA 90025
(310) 575-8461
(310) 575-8305 Fax

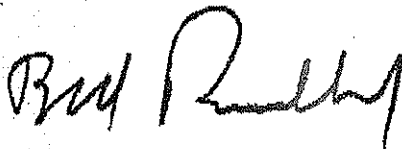


As you know, the main concerns are:

- (1) The secondary access road is only 15 feet wide in places and is unlighted. The road is bordered by Centinela Creek with 45 degree banks. There is nothing to prevent a vehicle from going over the edge in inclement weather.
- (2) The applicant has stated in two public hearings that use of the service road as a secondary access has been tentatively approved by the Los Angeles County Flood Control District. However, the applicant has failed to produce any evidence of this approval. As a matter of fact, the District has records of a lapsed request that was never approved.
- (3) The Sierra Club has expressed concerns with potential runoff into Centinela Creek, which flows into Ballona Creek, Ballona Wetlands and the Santa Monica Bay. The Sierra Club is concerned with the effects the proposed project will have on water quality, and are calling for additional environmental studies before the project is permitted.
- (4) Several oil companies (Conoco/Phillips and Exxon/Mobil) have active pipeline easements through the project. They have expressed concern that the proposed project will not meet the requirements of the California Pipeline Safety Act, and have asked for a full report from the State Fire Marshall.

I am concerned that the November 7 deadline does not allow adequate time to resolve these issues.

Thank you for your consideration,



BILL ROSENDAHL
Councilmember, 11th District

cc: Supervisor Yvonne Burke
Second Supervisorial District

August 22, 2005

TO: Subdivision Unit 7th floor
(Main City Hall)
200 North Spring Street
Los Angeles, California 90012

ATT: Lateef Sholebo, Associate City Planner,
Planning Department Staff,
Department head for City of Los Angeles Planning Department,
Advisory Agency

FROM: Silvio Nunez Jr. 5332
Thornburn Street, Los Angeles, CA 90045

SUBJECT: PUBLIC RESPONSE TO PLANNING DEPARTMENT STAFF REPORT FOR
TENTATIVE TRACT NO. 61605 (stamped map dated October 20,2004); ZA-2004-
6559-ZAA; ENV-2004-6513-MND

BACKGROUND

INI Properties Partnership has requested the approval of tentative tract map for a 13-lot single-family subdivision with a Private Street designated as lot 14. The subdivision request is on a 2.79 net acre (121,433 net square feet) site, zoned R1-1 and designated for Low Residential in the Westchester-Playa del Ray Community Plan. Also a Zoning Administrator's Adjustment to permit zero-foot rear yard setbacks in lieu of 15 feet required for all 13 lots. The subject property address is 5212-38 Thornburn Avenue.

The subject property is an irregular vacant linear shaped parcel with 100 feet frontage on Thornburn Avenue and about 50 feet frontage on La Tijeras Avenue. The topography is hillside, sloping up to the north. The subject site contains a total of 121,433 net square feet of lot area after the required dedications. The subject site is zoned R1-1 and designated Low Residential in the Westchester-Playa del Rye Community Plan with corresponding zones of RS, R1, and RE9.

The adjoining property to the north is zone R3 along the westerly 750 feet and R 1 zone for the remaining portion and are currently developed with apartments and condominiums for the R3 portion and single-family houses on the R1 portion. The adjoining property to the east is zoned R1 and is developed with single-family houses and a church. The adjoining property to the south is zoned OS-1XL and is the Los Angeles County Centinela Creek Flood Control Channel which also contains an abutting 25-foot service road and a 35-foot channel. Further south of the channel is the 405 Freeway. The adjoining property to the west is La Tijeras Boulevard.

The proposed 13 lot single-family subdivision is consistent with the planned land use and zoning. All 13 lots meet the R1-1 zone area requirement, however, staff is concerned about the proposed layout and the number of lots. All 13 lots will provide 2 parking spaces (2-car garages) plus 3 guest parking spaces per lot for a total of 65 spaces serving the 13 lots. This is in compliance with the Advisory Agency's parking policy.

The proposed 20-foot private street abuts the northerly property line and will contain a standard hammerhead turnaround, which will also provide emergency access into the flood control service road.

The applicant has stated that the use of the 25-foot wide service road has been approved by both the Los Angeles County Flood Control District and the Los Angeles City Fire Department, however, the applicant has not furnish the approval letters.

Due to the limited 30 feet lot dept resulting from the 20-foot private street dedication, all proposed houses on the 13 lots will observe a 0-foot rear yard setback. The applicant has requested a Zoning Administrator's adjustment for 0-foot rear yard setback in lieu of the required 15-feet for all 13 lots.

Fire department states the "inadequacy of fire protection in travel distance" to the structures because 20-private cul sac street is beyond 700-feet a secondary access shall be required and homes shall all require fire-sprinklers. Consequently this more likely than not will affect responses to: rescue and emergency medical, structure fires and overpressure ruptures and/or explosions caused by existing petroleum and natural gas lines.

Bureau of Engineering in their comment letter has required a minimum of 24-foot wide private street easement, however, tract map submitted by the applicant only reflects a 20-foot easement for the private street. With respect to Department of city Planning-Environmental Mitigations Measures is an inadequate argument and does not address any of the residents concerns.

DISCUSSION

Obviously, applicant has property rights, however, the issue is not whether or not there are homes, but whether the residents believe their property right are being violated by an attempt to change the character of the community, quality of life and if there shall be a detrimental affect to public safety?

Although, the Los Angeles M.C. allows for minor zoning adjustments for minor-modifications per Sections 12.28 C.4 and 17.03 same is also not absolute, since L.A.M.C. states that minor modifications should be viewed objectively (reasonable person test) in the context of its intent, impact and case precedent. Here, this attempt is a "significant modification" and the proposed project only benefits the developer and the potential 13-property owners. The entire community is opposed to granting any variance since it does not benefit the community in whole or in part.

The project Engineer has certified the subject site is not located in any potentially dangerous area, however, staff report is silent as to existing easement (16" Exxon/Mobile Petroleum and 12" Natural gas lines) which developer proposes to realign pursuant to California Public Utilities Commission rules governing variances. According to the developer, lines would be moved significantly north and aligned under proposed private road (presumably at its medium which would place lines approximately 12' from existing residences since private road shall be 24' wide) towards existing WWII constructed single-family homes increasing the already present danger.

Lateef Sholebo, Associate City Planner and "The Planning Department staff are concerned about the proposed layout and the number of lots due to the narrow depth of the site and the proposed private street."

However, a significant attempt is being made to justify project as "infill" to grant said zoning adjustment not based on any credible fact or legal finding applicant is being unreasonably deprived of the proper use of his property but clearly a political consideration since applicant was well aware and understood at the time he purchased site of the unique characteristics, natural and inherent limitations regarding said property.

Pursuant to submitted plans, development does not appear to follow ADA standards. ADA requires a minimum of 4' unobstructed clearance for any proposed sidewalks. Here it appears a wheelchair

bound person would find it extremely cumbersome to navigate on the indicated minimum 4' without tilting or falling off curve resulting in serious bodily injury

Although, this proposed project contains a private road, the American with Disabilities Act (ADA) requirements preclude such use because the proposed private road would not allow sufficient space for the ingress and egress of pedestrians, specifically those who are wheelchair bound or sight impaired. A minimum unobstructed walkway of four (4) feet would be required. Additionally, other hazards may result, placing the City in violation of various rules and regulations (e.g. Federal Highway Administration rules, ADA Administrative Guidelines, etc.) pertaining to the accessibility of streets and walkways.

Furthermore, allowing this inappropriate construction of private road could subject the City of Los Angeles to claims based of discrimination based upon ADA, civil remedies and penalties associated with failure to comply with State and Federal guidelines for access to the disabled.

Here there is not sufficient width (gutter per Planning Dept.) and no adjacent parkway or grassy area to allow public/private unobstructed access to walkways (non-existent sidewalks), including the disabled community since they would be using private street as a means of transferring the subject development. This proposed location does not have adequate width to accommodate wheelchair bound individuals.

TRAFFIC

In traffic engineering parlance, it is a significant number. For example, there are 32-residences along the south side of Thornburn Street. If each residence averages two-vehicles making just two-round trips per day (two trips out and two trips back), equates to 128-vehicle trips. This does not mean that all residents traveled this portion of the street, but this is intended to show scale of traffic that may easily be generated just with a local street.

Thornburn Street is 38-feet wide and currently endures significantly amounts of vehicle noise than the surrounding Westchester area because of its geographically setting and configuration of surrounding public right-of-ways. (405 FWY, La Tijera and La Cienega Boulevards).

Thornburn Street has manifested itself from a simple residential street because now it truly handles both local and area-wide traffic since Motorist's apparently use this route to bypass the congested Bridge (405 FWY & La Tijera with 2-off ramps and 2-on ramps), which is continuously congested with commercial and private vehicles having increased the base ambient noise level above 54dB(A) for daytime, and 45dB(A) for nighttime for residentially zoned properties. Thus, La Tijera Boulevard has turned Thornburn Street into an unofficial on-ramp to the southbound 405-Fwy via southbound La Cienega Boulevard, which handles over 77,000 vehicles per day. At this time, we have no specific numbers for traffic counts along north and south La Tijera Boulevard, however in the aggregate traffic counts on former and latter thoroughfares exceeds 130,000 vehicles per day.

City of Los Angeles has attempted to mitigate this traffic by implementing traffic calming measures i.e. speed bumps which although well intended have fundamentally aggravated noise levels since SUV drive at posted or increased speeds with no affect on the vehicles because of their design and/or engage in "gutter running" as do regular vehicles. More importantly, these measures have affected Fire and Police response times in the "Manchester Triangle Area". It is a well known fact Fire and Police Departments have historically argued against "speed bumps" installation in as much as they affect response times, hence public safety.

CONCLUSION

Los Angeles Municipal Code provides guidelines for Commissioners in reviewing such applications. Those guidelines include the character of the neighborhood, the proposed use of the property, the betterment of the neighborhood, the economic impact, and a variety of other factors.


This proposed development undoubtedly will have a direct adverse and detrimental impact on the existing properties in the surrounding neighborhood because the private road and petroleum line and gas lines will immediately encroach onto the adjacent properties effectively making "sandwiched properties" in as much as properties sitting on south-side of Thornburn Street will be configured between the 16" Exxon/Mobile petroleum pipeline, Conoco 12" Natural gas line and two-streets (Private and public).

Readers must be mindfully, the original intent of the existing alignment and subsequent construction immediately next to and parallel to Centinela Creek -flood plain was to mitigate the danger posed to the adjacent residents. However, developer now wants to aggravate this danger by increasing the threat to public safety.

It is worthwhile to note drawings are silent as to the existence of single-family homes nor does it delineate existing alignments or proposed re-alignment. Another, noteworthy point, subject property is on a former railroad right-of-way which more likely than not has a "risk of upset" requiring environmental soil remediation in compliance with California Health and Safety Code because of potential release of petroleum and other ultra-hazardous materials on site.

As to all factors this application for adjustment should be denied because proposed development is not in harmony with various elements on Thornburn Street or surrounding area. Further, development is not desirable to public convenience or welfare and is not proper in relation to existing development in the community; since the zoning adjustment shall be materially detrimental to the character of the immediate neighborhood, in as much as the proposed 26' wide two-story homes with 0 front and rear set backs will not enhance the neighborhood by making it more attractive nor is it compatible between respective sites in the protection of neighboring properties; since the surrounding area are predominantly single story residential homes with an excess of 15' rear setbacks and front yard set backs built near the end of WW II for returning GI's would impact the aesthetic appearance of the single-family residents in the area, notwithstanding the impact of relocating existing energy lines.

This project will affect the economic welfare of the community since surrounding tax base shall be negatively affected given historical character of the community, and will be permanently changed as a result of the proposed adjustment, which is not in conformance with the intent nor the spirit of the City's General plan and is inconsistent with the legislative intent of the zoning and development standards of the Los Angeles Municipal Code pertaining to the adjacent properties which raises the question that should be clarified by the city attorney's office as to whether City Los Angeles' General Plan and Municipal Code supersedes the Community plan when proposed action is obviously unreasonable.



Silvio Nunez Jr.
5332 Thornburn Street
Inglewood CA 90045
310.621.6354

cc: Kathryn Frengs, Field Deputy
cc: Grieg Asher, Planning Department

NEIGHBORHOOD CONCERNS AND ISSUES FOR TENTATIVE TRACT MAP NO. 61605 (ZA-2004-6559-ZAA, ENV-2004-6513-MND)

PROJECT LOCATION: A more complete description of the location is: Starting at 5212 Thornburn Street and running north/west from immediately behind existing 33 homes and multi-unit structures for a measured 0.32 miles (equivalent to 4.5 blocks), bounded on the south by Centinela Creek, ending in the west at address 5440 Thornburn. (In other words, the tentative tract runs almost the full distance from La Cienega to La Tijera)

CONCERNS/ISSUES:

1. The tentative tract is extremely narrow for most of its length. After the first few houses from the east end, it seems more or less uniform in width, shrinking a bit as it goes west. Behind 5249 Thornburn, across from Glasgow Ave, the measured width from that location's south property line to the edge of the creek is 51 feet, 9 inches. This narrow width will cause a number of problems.
 - a. The private road is assumed to be 15 feet wide, and if a minimum distance of 5 feet is assumed to the existing houses property lines, the absolute maximum width of the new houses is 31 feet, 9 inches, with zero (0) offset from the road. If 5 feet from the creek is also a requirement, (and one will not be able to get to the creek side of the house without it), it means the maximum width is 26 feet, 9 inches, a very limited house width indeed.
 - b. It is assumed that no street parking will be allowed on the private road to keep the street clear for emergency vehicles. There is not room for driveways, so the only place for the residents to park is in their garage. Where will guests and oversized vehicles park, and in all probably, many of the resident's 13 to 26 vehicles? On Thornburn Street, where there already is a parking problem? This will be a genuine problem with the neighborhood.
 - c. The tentative tract for most of its length is fairly level, Thornburn Street is not! It is higher at both ends with a low place near the middle. Only 8 of the existing 33 lots on Thornburn are at the level of the tentative tract. Therefore, the contractor will have to dig away some portion of the hill behind at least some of the remaining 25 lots, hopefully adding some means such as walls, to prevent erosion. It is my understanding that many of the residents have had erosion problems at the south ends of their lots. A lot of fine old trees may disappear with this digging. The 2 story multi-unit structures at the west end of the tentative tract will require special consideration. These structures at 5522, 5530 and 5440 Thornburn appear to be built to the minimum distance from their southern property lines and the rise they are located upon is the highest point on the street. The digging may be as close as 10 feet from their foundations. Some geological engineering and very substantial walls very well may be required here to prevent structural damage to these Units. At least some of the other properties have smaller structures at the south end of their lots, and may have the same problem to a lesser degree. In any case any walls will take space, further reducing the width of the houses.
 - d. Just on the other side of the creek is a sound wall for the I-405, which is always busy. One can assume that the bed rooms are on the second story of the houses, were the sound reduction is less effective. With the constant noise from freeway, sleep will not be easy.

2. Making the tract area a gated community seems very divisive, dividing the neighborhood into "us and them". Working access, parking and increased traffic issues will be enough of a problem without starting with such an unnatural division.
3. As the last street north of the I-405, and entrances to both directions nearby, Thornburn Street has more than it's share of traffic during the morning and afternoon commute. It is often difficult to even get out of ones' driveway during these times, and getting onto La Cienega or La Tijera from Thornburn can take a long time. In fact in the morning, drivers from the tentative tract may face a line of east bound vehicles that completely block the entrance to the private road. Another 13 to 26 vehicles are certainly not needed.
4. At least 3 potentially dangerous issues also exist.
 - a. There is Mobile Oil pipe line that runs the length of the tentative tract, and perhaps a gas line as well. One would guess that the oil pipe line is close to the middle of the clear area, so it would end up under the houses. One would think that building houses on top or even in close proximity an oil line is not a very good idea. According to the "Digalert" website, in 1976 a construction crew dug into an buried oil pipe line, on Venice Blvd in relatively nearby Culver City , and 9 people died in the resulting explosion and a city block was burned to the ground.
 - b. Ramsgate Ave covers a very large storm drain that also runs between 5352 and 5400 Thornburn, across the tentative tract and into Centinel Creek. One would doubt that the drain is designed to withstand the weight of a house.
 - c. A fence notwithstanding, it would be dangerous to have small children that close to the creek. We hear about tragedies yearly where people get into "fenced" waterways. There is always water in Centinel Creek, often with little or no flow. However, during and after a rain storm for a surprising long time, there is a deep and swift flow. The creek's containment walls are estimated to be at least 10 feet high and either so steeply slanted they cannot be climbed, or near the west end, are vertical. Flow is to the west, which would wash a trapped victim away from the entrance ramp.
5. Finally, the single entrance and its' location could be a potential problem.
 - a. Escape from a disaster to the east will be impossible.
 - b. Access to the west most locations for police or fire fighters could be tenuous at best.
 - c. The only nearby stores or other facilities are to the west. For the houses at the west end, an additional 0.64 miles is added to any walk for groceries or other supplies. Shortening the walk by cutting through private property is potentially one more point of contention between neighbors.

In Summary, the neighborhood of North Westchester strongly recommends not granting the variance and preventing this ill conceived project, with its narrow and noisy houses, which will cause conflict with the current residents over increased traffic, parking and access problems and potential erosion problems; plus it has the added danger of a buried oil pipe line which is close to or perhaps under the tract houses, and a potentially dangerous drain channel/creek as the southern boundary of the tentative track.