

9199 THRASHR AVENUE

City Clerk

Sharen Gin

Management Assistant 213-978-1074 FAXC 213-978-1074

Main City Clerk number: 213-978-1023

Coun File # 13-1274

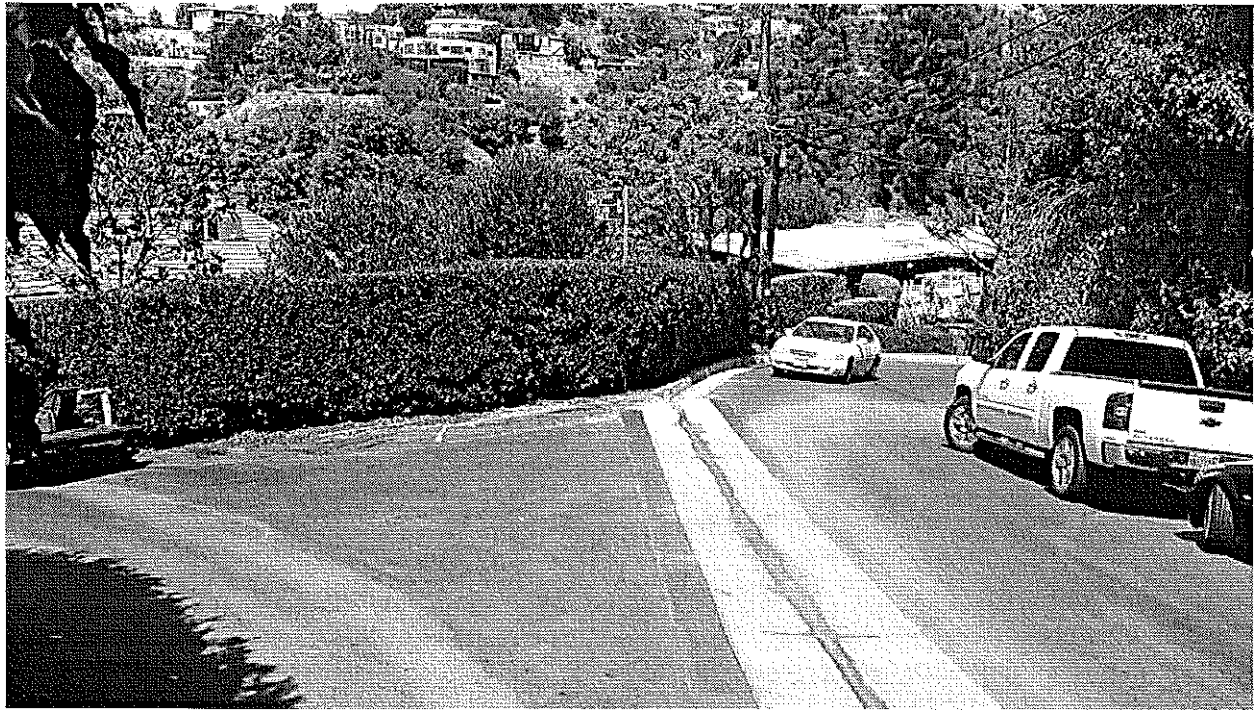
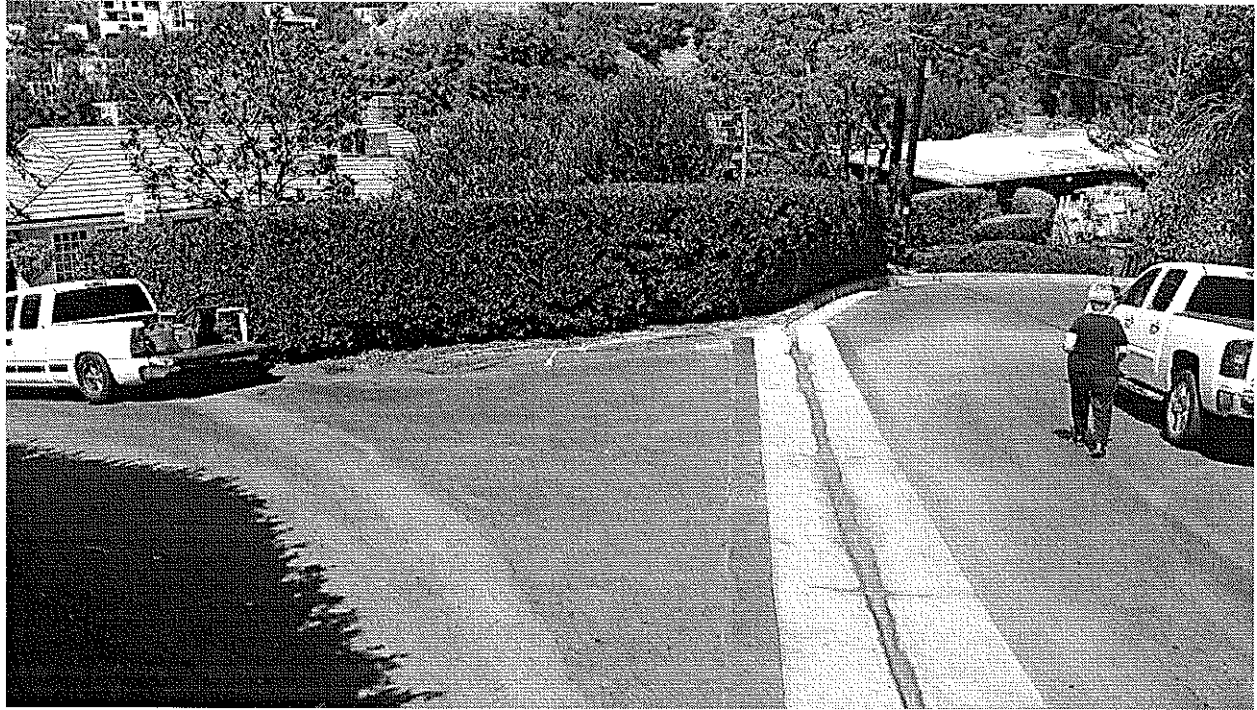
October 8, 2013 meeting of Planning Committee

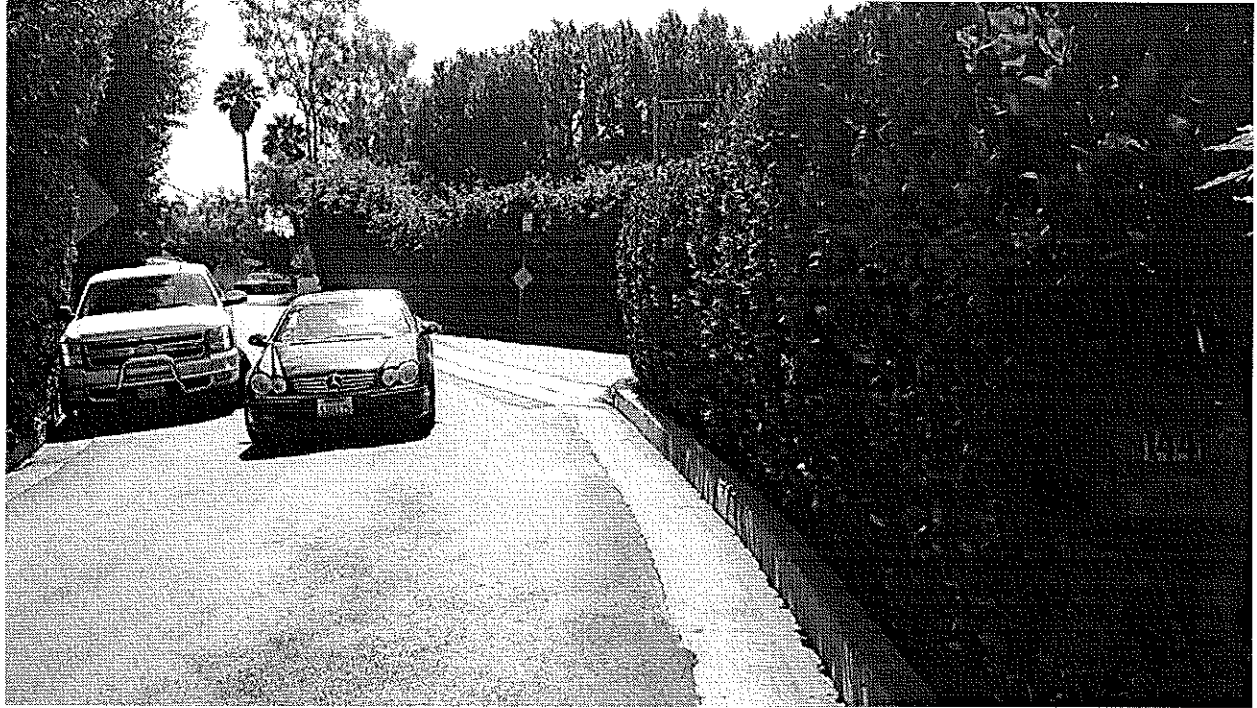
City Hall

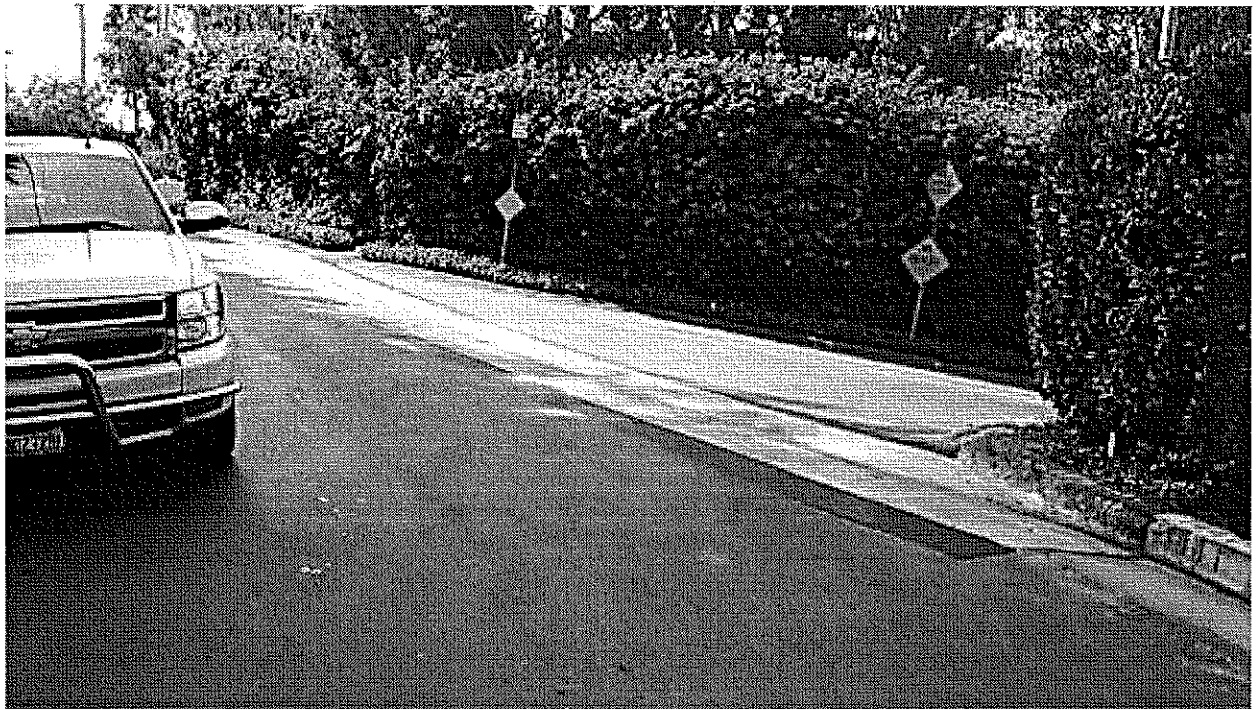
Tuesday – 2:30

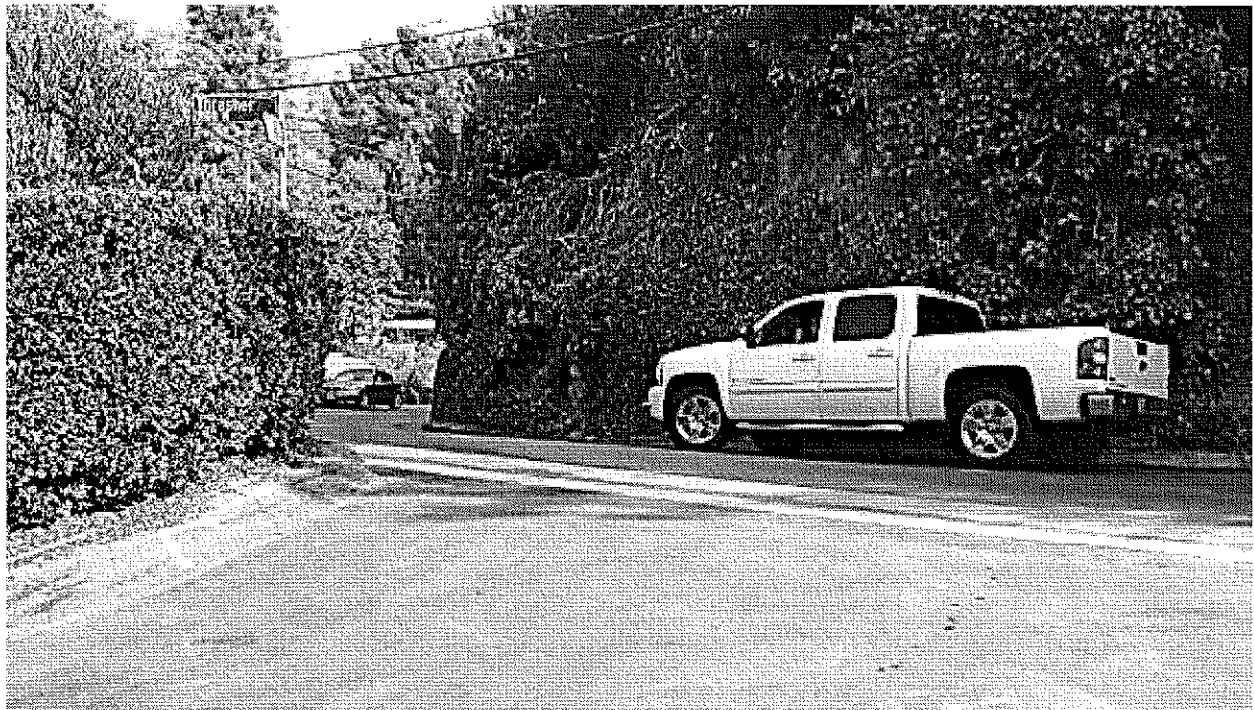
Later City Council meeting (maybe the following Tuesday)

Wd will gt notice of it.













September 19, 2013

City Council
City of Los Angeles
Los Angeles, California

Re: 9199 West Thrasher Avenue – Tract: TR 15319; Lot 6

COUNCIL FILE # 13-1274

BOARD FILE 130079

A P P E A L

Dear Councilmen:

As part of our September 19, Appeal Application are the following reasons why we need to have placed on the developers of 9199 Thrasher Avenue more strict Mitigation Measures based on their “IMMEDIATDE PAST PERFOFRMANCES IN OUR HILLS.

The developer Jonathan Adler of Bird Street LLC built 1432 Oriole Dr., which is immediately kiddie-corner to the 9100 Block of West Thrasher Avenue.

Please see A t t a c h m e n t “A” showing you the pictures of the street improvements they were required to make at the conclusions of their project due to the fact that their three year stay left a remainder of a “badly decomposed” street.

This developer will also be on our street for at least three (3) years digging up the mountain side to build, as Jonathan Adler, the developer, states, his \$25,000,000.00 residence. This is a “SPEC” Development.

Mr. Adler sold 1423 Oriole Way at the corner just this year for \$39,800,000.00 and developed as a SPEC (re-sale project).

Just recently there was a Zoning Hearing based on Mr. Adler's illegal work as he developed outside of the zoning ordinance:

- 1) Front Yard Set Back not met according to code,
- 2) Back Yard Set Backs not met according to code,
- 3) 42' height limit instead of a 36' height limit.

So again, we can see how Mr. Adler follows the codes: he goes against them, and then comes in later to get variances on them.

This case ZA 2013-0078 (ZAD) (ZAA) September 3, 2013 Hearing Date is still pending a final write up on the hearing held September 10, 2013.

This case was heard under the supervision of Jo Jo Pewsawang, City of Los Angeles Zoning.

A copy of the Report for the hearing on September 10, 2013 hearing was sent to the neighbors. In the "PROPOSED MITIGATED NEGATIVE DECLARATION" it declared that "Any written comments received during the public review are attached together with the response of the Lead City Agency". These written comments and Lead City Agency's response "WERE NOT ATTACHED".

There was no 'PARKING PLAN' VIII-40 PRESENTED BY THE APPLICANT.

There needs to be one!

We are a one car parking and one lane for travel STREET.

When the residents have parties, they rent an off-site parking lot for company parking, and have their company vanned up to the party site.

So, since we resident, have to rent spaces for our guests to park, there is no way that we can allow "crew and laborers" parking on the street during construction. There just is "no room" for additional cars on our street.

Our street is a cul-de-sac not a throughway street

There was no Emergency Evacuation Plan VIII-70 done in consultation with the Fire Department presented.

There needs to be one.

There was No Size of Trucks specified by the Applicants XVI-30.

There needs to be one, which is approved by the City.

When we were at the meeting with the City, the developer's representative told Building and Safety that the Street Services had approved of the use, stating that the street was deemed adequate for the use requested.

We are requesting:

- 1) A copy of the report from Street Services addressing the issue be made available, with the name of the person, who did the evaluation.**
- 2) What tests were done to determine the validity of that statement?**
- 3) Was there an onsite visit?**
- 4) Were any pictures taken?**
- 5) Was there a core sample taken?**
- 6) All City Streets are given a Structural Design number. This number determines the weight bearing used of the street. What is that Number, and has it changed based on the grade of "F" designation given by the City?**

We were told at the meeting by the developer's representative that they were requesting a "no parking" on the outgoing side of the street to be used by their trucks.

We will provide current pictures of the entire length of that side of the street.

There are multiple new water runoff pipes that have been installed by all of the property owners from the street above that were not there originally, which now use our street as a conduit for all of their runoff.

Water runs down these pipes almost daily which have eroded our street dramatically with resultant potholes.

As the street and berm are not made of the current design that holds water tightly to the curb, the water and debris often pour in some places over half of the street.

This means that we are forced to drive our cars over dirty water runoff on a daily basis.

The right side tires of the loaded trucks will have to be driven directly over those potholes with additional damage to our street.

Please have the answers to our questions ready for the next meeting!

Please accept this evidence as our reason to Appeal the September 10's decision, and make it part of our original Appeal Application submittal.

**Sincerely Submitted,
Dr. Juliette Cummins Sponsel
Chairman
9100 West Thrasher Avenue Neighborhood Group
310-562-4367**

Eric M. Shore	9196 Thrasher Avenue	310-271-3567
James Costa	9191 Thrasher Avenue	617-308-1316
George Kline	9191 Thrasher Avenue	
Dr. Leslie Pam	9185 Thrasher Avenue	310-275-3836
Ingeborg Burke	9171 Thrasher Avenue	310-276-6716
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Gregory Yeardye	9151 Thrasher Avenue	310-880-1208
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