



Los Angeles County
Department of Regional Planning

Planning for the Challenges Ahead



Richard J. Bruckner
Director

February 12, 2015

TO: Pat Modugno, Chair
Esther L. Valadez, Commissioner
David W. Louie, Commissioner
Curt Pedersen, Commissioner

FROM: Tyler Montgomery *TM*
Land Divisions Section

SUBJECT: **PROJECT NO. R2013-02494-(1)**
TENTATIVE TRACT MAP NO. 072444
SITE PLAN REVIEW NO. 201500043
ENVIRONMENTAL ASSESSMENT NO. 201300207
February 18, 2015 Public Hearing
Agenda Item No. 8

The attached letter was received by staff on Monday, February 9, 2015. Ms. Jo Ann Darling, an area resident, writes that she does not oppose development of 10 units on the site, but does oppose three of its design features. First, she opposes the primary street access proposed for Traymore Avenue, as it and its feeder streets are narrow and lack sidewalks and available street parking. Instead, she suggests that the primary road access be from Barranca Avenue to the east. Second, she opposes the fact that there are only three guest parking spaces proposed for the site, as street parking in the area is sometimes difficult to find. Third, she opposes the proposed setback modifications, as it places some structures near to existing properties.

Staff's recommendation for approval of the project remains unchanged.

Enclosed:
Letter from Ms. Jo Ann Darling, dated 02/09/15

02/12/15
NP:TM

February 9, 2015

Tyler Montgomery
Department of Regional Planning
320 West Temple Street
Los Angeles, CA 90012

Re: Project Number R2013-02494-(5)
Tentative Tract Map No 072444

Mr. Montgomery,

I would like to thank you for taking the time to speak to me last week, in regards to the above mentioned project. At that time, I had some concerns, about the location of the access for the above tentative tract. The following, will go into detail about the issues that will be directly affecting my home, and neighborhood. It is my understanding that the Department of Public Works, are requesting that the access for the above tract, be through Traymore Avenue. I would like you to please forward to them my correspondence with you.

My concerns regarding the above have little to do with the 10 units that are proposed, as that was going to happen sometime. My concerns lie with the proposed access to the 10 units. The property currently has an existing driveway entrance off of Barranca Avenue. It is my understanding that, the Department of Public Works, wants to keep Barranca traffic free flowing, and by using the existing driveway as the access, that traffic will become an issue. That seems a little strange, as the traffic is more on Citrus Avenue where the access to the 210 Freeway is. Barranca, south of the freeway is not a high traffic area. There is already a stop light at Armstead Street and Barranca, not even a block before the driveway. Across the street there is a large condominium project that has two (2) accesses to the project. There is also a school and two additional street accesses as well on the East side of Barranca. The West side of Barranca, there is an access for one home and access for the Church, that is on the corner of Barranca and Gladstone, which is the next main cross street.

The proposed project plans, show that Traymore is the access that the Department of Public Works, has recommended for access. Traymore is a small cul-de-sac in a very quite neighborhood on the south side of the property. My home is at the corner of Traymore and Nearfield Street (Address 18859 E Nearfield Street) it backs up to the south side of the property, and is on the West side of the proposed entrance to the project. This street access will have a direct effect on our property, and our way of life, along with our neighborhood.

Traymore is 30 feet wide, with no sidewalks. There are only actually three homes in the cul-de-sac, two to the East and our home on the West corner. The two homes on the East side both have small children. The street that will be the main access for the new residence of the 10 units will be Nearfield Street. This street is the fastest way to access Citrus, to get to the 210 Freeway, which is the closest freeway access near the project. Nearfield Street, is 27 feet wide, it has no sidewalks and no street lights. The city of Azusa, allows parking on the streets overnight. There are 20 single family residences on Nearfield, with at least two cars at each home. Currently, there is never less the 10 cars parked on the street every day. Even if you have one car parked on one side of the street, there is no way two cars are able to go down

the street without one car having to pull over and let the other pass. Now, add an additional 23 cars from the new 10 units to the daily traffic on Nearfield, which has, again, no sidewalks, and no street lights, that is a seriously dangerous situation for the kids who live there and in the nearby neighborhoods. Every day, there are kids, riding bikes and families, walking their dogs down Nearfield. So, I am asking, how can Barranca not be the better access for this project? Nearfield Street is not big enough to handle that kind of additional traffic. It would be both dangerous and devastating for this quite neighborhood. It makes no sense to require the access to be on Traymore for this project.

Another issue, that I have come across, is the builder will only be putting in three guest parking spaces located in the site. That means that any additional parking required for the 10 units will have to park on the street outside the project (Traymore). Again, this will cause additional issues with the size of the street and the fact that it will most likely always have cars parked along the street, which is in front of my house and my neighbors.

One more issue I would like to address. The builder is requesting a "Yard modification" to permit a front yard setback 10 feet rather than the required 20 feet and a rear-yard setback to 5 feet rather than the required 15 feet, and a corner side yard setback of 5 feet rather than 10 feet. I feel that the setbacks that are required should be held, and that the builders request be rejected. These are two story condos, which are already going to be able to see into our backyards at the required setbacks. There are no health issues, which should require the builder to have the setbacks be changed, so that the units have to be so near the existing properties. The request is only in the builders' interest to have the 10 units fit into the property location.

I would like to thank you again for your attention to this matter. I will be at the hearing on February 18, 2015. I hope to meet you then. If you would like to get in touch with me for any reason my contact information is: e-mail – joannjedi1@yahoo.com my cell phone – 909-720-6666.

Regards,

Jo Ann Darling
18859 E Nearfield Street Azusa, CA 91702