

# Tract No. 7260 Association, Inc.

2065 Kerwood Avenue, Los Angeles, CA 90025-6006 [www.tract7260.org](http://www.tract7260.org)

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**President**  
Mike Eveloff

August 17, 2006

**Vice-President**  
Kevin Singer

Department of City Planning  
200 North Spring Street, Room 721  
Los Angeles, CA 90012

**Treasurer**  
Patt Hoffen

Please accept this letter as additional comments in opposition to the project at 1883 S. Comstock Avenue, Los Angeles, CA 90025. The parcel map number is AA 2006-3747-PMLA/ ENV-2006-3748-CE.

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The Tract No. 7260 Homeowners Association represents homeowners from Beverly Glen Boulevard to Century City and Santa Monica Boulevard to Pico Boulevard. The project at 1883 Comstock falls within the northern portion of our homeowners association.

Over 100 neighbors have now signed petitions opposing this project, including 100% of the property owners in the 1800 and 1900 blocks of Comstock.

Since the hearing on the project and at the recommendation of the city, our Association held a meeting with the developer and a representative from the council office. At that meeting, several issues were raised. Specifically:

1. Per section 12.21C1(g) (see below), more than 50% of the front yard cannot be improved for driveway access. The current project indicates improvement well over that percentage (38' of 55').

Section 12.21C1(g)

No automobile parking space shall be provided or maintained within a required front yard. Except where a lot is developed with a building meeting the requirements of Section 12.08.3B1, **not more than 50 percent of a required front yard shall be designed, improved or used for access driveways.**

2. Per section 12.21A6© (see below), the use of grasscrete is not permitted.

Section 12.21A6(c)

Paving and Car Stops. (Amended by Ord. No. 171,530, Eff. 4/4/97.) Every parking area, every parking garage required by the provisions of this article, every automobile storage area (except those areas utilized for the temporary storage of automobiles for not to exceed six months in any calendar year), and every automobile, manufactured home or trailer sales area, including access driveways to those areas, **shall be paved with hard, durable asphaltic paving which has been mixed at a plant and is at least two inches thick after compaction, or with portland cement paving at least three inches thick or any material deemed equivalent by the Department of Building and Safety.** All such areas shall have appropriate bumper guards, wheel stops, steel posts, walls, curbs, suitable landscaping or other installations **adequate to prevent vehicles from parking or maneuvering on those portions of a lot upon which a driveway or parking area is prohibited**, or into a public right of way, or where those portions of a lot are needed to prevent encroachment on walkways or adjoining properties.

3. Parking on Comstock will be materially impacted by the project. The community requests that the project, once modified to correct other deficiencies and if approved, be required to have 2.5 spots per unit to allow for visitor parking.

4. Curb space on Comstock will be materially impacted as several spaces will be removed. This will impact residents on both the R1 and R2 sides of Comstock during street-cleaning and trash-collection days.
5. Public safety will be compromised, as the slope of the driveway into a subterranean garage will create a unique visibility concern with regard to pedestrians, and especially small children, who may not see cars exiting the project. Further, drivers may have limited ability to see pedestrians due to the subterranean nature of the project and the two retaining walls on either side of the project. Because this structure and its driveway are completely inconsistent with other properties, including R1 properties across the street, pedestrians will not be expecting the increased danger from the project driveway.
6. The developer indicated nine, thirty-inch wide caissons are part of the project. This involves a significant movement of earth. At the meeting, several residents have reported that other projects in the immediate area have created new cracks and other issues in backyards and other structures. Full soil impact and structural analysis reports for adjoining properties are necessary to understand the impact on surrounding properties. The property owner should be required to create a photographic record of neighboring properties at their expense so that damage can be documented. The property owner should be further required to post a bond to cover any potential damages due to unexpected impacts of the project.
7. Questions have been raised concerning the property line between the project site and the property immediately to the north. The project should be denied until these issues have been resolved.

We believe that each of the issues raised above provides a substantive and material basis for denying the proposed project. We urge you to deny the project for the reasons stated above, for the reasons stated in our previous correspondence and due to overwhelming community opposition to the project.

Thank you for the opportunity to provide comments on this matter.

Sincerely,

Michael Eveloff  
President, Tract 7260