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September 9, 2015

Edmond Yew, Manager
Land Development Group
Bureau of Engineering
Department of Public Works
City of Los Angeles
201 North Figueroa, 2nd Floor
Los Angeles, CA 90012

Re: Vacation proceedings for “Selkirk Lane and Rial Lane Vacation District”, VA-E1401259, processed under Council File No. 15-0882

Dear Mr. Yew,

Thank you for providing me with a copy of the City Engineer’s report dated August 14, 2015, regarding proposed vacation of portions of public (paper) streets by my neighbor, Dr. Isaac Verbukh, 10575 Selkirk Lane, Los Angeles, CA 90077. I am also in receipt of a briefer document (a map of the proposed vacation) regarding this proposal, entitled “Street Vacation Proposal”, provided on Dr. Verbukh’s behalf by Donna Shen Tripp of Craig Lawson & Co, LLC.

I have reviewed both the City Engineer’s report and the document provided by Ms. Shen Tripp and have the following comments:

Referencing the City Engineer’s report of 8/14/2015, including Exhibit “B” (color coded map):

Page 1, Recommendations, Item A: City Engineer’s report recommends instituting street vacation proceedings of the public right of way (i.e. recommends approving Dr. Verbukh’s request for vacation) for the **area colored blue on Exhibit B**, also described as “Rial Lane from approximately 20 feet northerly of Selkirk Lane to approximately 182 feet northerly of Selkirk Lane.”

I concur with and support the City Engineer’s recommendation and Dr. Verbukh’s request to vacate public right of way for this segment of Rial Lane.

Discussion: this vacation makes complete sense as Rial Lane is a completely fictional street in this location. There is no physical, public roadway that connects to this portion of Rial Lane. This area is only the western boundary of Dr. Verbukh’s property, sloping sharply down to the west toward the Lower Stone Canyon Reservoir, and is completely unsuitable and unnecessary as a roadway currently and will remain so into the foreseeable future.

Page 1, Recommendations, Item B: City Engineer’s report recommends denying street

vacation proceedings of the public right of way (i.e. recommends disapproving Dr. Verbukh’s request for vacation) for the **area colored orange on Exhibit B**, also described as “Selkirk Lane from approximately 20 feet westerly of Rial Lane to its northeasterly terminus.”

I do not concur with the City Engineer’s recommendation to disapprove vacation of the public street and do not object to Dr. Verbukh’s request to vacate public right of way for this segment of Selkirk Lane.

Discussion: Dr. Verbukh’s proposal that the city vacate this (orange) portion of Selkirk Lane also makes good sense. Although the Engineer’s report states (page 5), “the area shown [in Exhibit B] colored orange should not be vacated because it is needed for public street purposes”, I am unaware of any “public street purposes” that are or could be fulfilled by the orange segment of Selkirk Lane. The only connection of the orange area to a public street (the nearest public street is the northwestern terminus of the actual Selkirk Lane on the eastern edge of my property) is over the private street. The orange area comprises the upper (southwesterly) portion of Dr. Verbukh’s driveway, leading to his house, which has no contiguous access to a public street except over the private street.

To put it another way, the orange area cannot be accessed via public roads. Rialto Lane to the northwest and to the southeast of the orange area does not exist and won’t ever exist as a physical street. The same is true of Monango Lane. There’s no actual “there there”. The only way to get to the orange area is by traveling west-northwest from the intersection of Beverly Glen Place and Selkirk Lane, ascending along the physical portion of the real, public Selkirk Lane, to its end at the eastern side of my property, where the private street begins, and turning abruptly north-northwest, onto the private street, continuing over the private street as it makes its hairpin turn around the northern edge of my property. Selkirk Lane does not continue as a physical street, west-northwest into my property.

(Perhaps the City Engineer did not realize that there is no real continuation of Selkirk Lane from the eastern boundary of my property—on the map see the segment “VAC 95-20528--up to the northeasterly terminus of the orange area? The map provided in the Engineer’s report correctly shows that the portion of the paper Selkirk Lane, bounded on the east by my property and continuing through the middle of my backyard to where the paper Selkirk Lane contacts the northeast terminus of the orange area, has been vacated by the city because it isn’t and will never be suitable as a physical roadway due to the very steep slope of my property’s eastern edge.)

Public traffic has no right to continue beyond this northwestern terminus of the actual Selkirk Lane, which is, as I said, at the eastern boundary of my property and is well below Dr. Verbukh’s property and driveway (including the orange area). Thus there is no public access, currently or in any foreseeable future, to Dr. Verbukh’s property, or to his driveway, or to the orange area.

Since no public traffic can access or should be using his lower driveway, and the orange area can only be reached by traveling over the private street and up Dr. Verbukh’s lower driveway, what public street purposes could be served by retaining the City’s domain over the orange area? As I said, I don’t see any. **In summary**, unless there are some very important “public street purposes” which I cannot discern, **I do not see how one can object to Dr. Verbukh’s request to have the city vacate claims to the orange area**, that is, to his upper

driveway just in front of his house.

I want to thank you for giving me the opportunity to review the Engineer's report and to communicate to you my views on Dr. Verbukh's proposals.

Sincerely,

A handwritten signature in black ink that reads "David A. Rapkin, Ph.D." The signature is written in a cursive style with a large initial 'D'.

David Rapkin, Ph.D.