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Submissions by the public in compliance with the Commission Rules and Operating Procedures (ROPs), Rule 4.3, are distributed to the Commission and uploaded online. Please note that “compliance” means that the submission complies with deadline, delivery method (hard copy and/or electronic) AND the number of copies. Please review the Commission ROPs to ensure that you meet the submission requirements. The ROPs can be accessed at <http://planning.lacity.org>, by selecting “Commissions & Hearings” and selecting the specific Commission.

All compliant submissions may be accessed as follows:

- **“Initial Submissions”**: Compliant submissions received no later than by end of day Monday of the week prior to the meeting, which are not integrated by reference or exhibit in the Staff Report, will be appended at the end of the Staff Report. The Staff Report is linked to the case number on the specific meeting agenda.
- **“Secondary Submissions”**: Compliant submissions received after the Initial Submission deadline up to 48-hours prior to the Commission meeting are contained in this file and bookmarked by the case number.
- **“Day of Hearing Submissions”**: Compliant submissions after the Secondary Submission deadline up to and including the day of the Commission meeting will be uploaded to this file within two business days after the Commission meeting.

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SECONDARY SUBMISSIONS

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All materials in response to a Recommendation Report or additional comments which were received by the Commission Executive Assistant electronically no later than 48 hours prior to the Commission meeting AND which do not exceed ten (10) pages including exhibits are included in this file.

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January 11, 2019

RE: 8637 Valley Circle appeal to ZA-2017-3906-ZAD

Dear Area Planning Commissioners,

I respectfully request that you can support our request to deny the Zoning Administrator's requirement to dedicate, widen and improve Oakmont Place (Partial condition #7 from case ZA-2017-3906-ZAD).

I will personally be negatively affected by this requirement. I will also be put in danger due to the impacts that this requirement would cause by limiting my only access to my home, emergency egress if ever needed and slow emergency personnel who may need to gain access to my home in case of an emergency. I also believe it is an egregious request to ask our neighbors to construct when their project actually reduces traffic use on this street and that they won't gain anything from the costly work. In addition, the road widening and improvement will exacerbate a current condition when confused drivers use Oakmont Place which dead-ends into my driveway at the end of Limerock. Finally, this will likely invite the development of the vacant parcels at the top of Oakmont Place. In essence, my neighbor's would foot the bill to widen a road that they do not need to gain access to their own home while simultaneously making it very easy for the owners of the two vacant parcels to develop their land.

I am the only neighbor on this street to the applicants, Kathy and Bob Goldberg, who submitted a reasonable request to add a two-car garage and a master bedroom to their beautiful and modestly sized home at 8637 Valley Circle. The lot is just south of my property and it is a down sloping parcel. I have lived next to the Goldberg's for twenty one years and I know more about this property, and the road conditions and use, than anyone else.

The Zoning Administrator (ZA) made a decision to require road widening and improvements along Oakmont Place and the link or nexus to the improvement looks to be based on what the ZA perceived to be two driveways on Oakmont Place. I would like to go on record to assert that I have never seen these areas used as a driveway or for parking. The lower most easterly concrete sloped "driveway" was built in the 1980s but is far too steep and narrow for any car to functionally use. The upper or westerly paved area is for pedestrian access only. The Goldberg's have been parking in the dirt just south west of the home and/or across the street on the dirt parcel for as long as I have lived here.

The proposed project solves their lack of parking by providing a driveway and turn-around to a new 2-car garage which would be accessed off of Valley Circle. Valley Circle is a paved thirty foot wide road. A second story master bedroom would also be constructed. The project actually reduces the traffic and use of Oakmont Place by 50% since we are the only two residents that front on this street. That means that the project reduces the traffic use to one single family home. I do not believe that building a half a million to one million dollar road to nowhere is a fair condition to require for a modest addition to a single family home that will not even serve them.

Additional points to my appeal:

- Oakmont Place is not needed for access to the subject property (new driveway and access will be from Valley Circle which is improved and 30 ft wide).
- With the new access point, Oakmont Place only provides access to one property, mine, and the one single neighbor does not want the road widened.
- Ingress and egress to my property would be impossible during construction, again, this is my only access.
- A newly widened road will create a confusing and inviting entry point that dead-ends into my driveway exacerbating the existing problem when confused drivers turn up Oakmont Place thinking it leads to other streets and it actually dead-ends into my driveway. When we are parked in our own driveway other drivers cannot safely turn around.
- Driving apps may take cars down a dead-end street and require an unsafe turn-around.
- There is no nexus for a minor addition of garage and a master bedroom to an existing residence, which removes access from Oakmont Pl and relocates the property access to Valley Circle to widening a road that is no longer needed by the applicant.
- The majority of area is vacant land which does not trigger the need for a widened road.
- Widening the road will actually invite new development which will be an unintended consequence at a costly burden to my neighbor. The owners of the vacant land, if they ever want to build should be burdened with the cost of providing a code compliant road.
- The construction of the road will also adversely impact existing protected trees, mature trees and landscaping, fencing and hardscape of existing property that we do not want to see removed.
- The construction of the road will also require the construction of unsightly retaining walls and potentially the relocation of utilities.
- The Los Angeles Fire Department has reviewed and approved the project as proposed with new driveway access point off Valley Circle Blvd.
- There is no proportionality for the condition. The cost to widen the road exceeds the cost of the addition, and in fact, the cost to comply with the proposed condition is so great that it would make the project impossible due to lack of economic viability.
- The project actually removes the applicant's use of the street by shifting access to the garage and new driveway to Valley Circle, thus reducing the use of the road by 50%, down to the use of only one residence, mine.
- No one in the neighborhood has asked that this road be widened.
- No one submitted any requests in writing for the road widening.
- My neighbor's plans demonstrate on several plan pages that the unusable concrete driveway will be removed and remodeled to provide a landscaped area outside of a proposed home office. The roll-up door will be removed and two-swing doors will be installed. There will not be any driveways on Oakmont Place.
- My neighbor's project provides an essential function to the community by creating a driveway to an existing home off of a road that is thirty feet wide, thus reducing an existing non-conforming condition.
- Their project is compatible with the neighborhood.

- Their project conforms to the General Plan, Community Plan and Specific Plan and improves an existing non-conforming condition by providing covered off-street parking with access from a road that is improved to 30 feet thus performing like a public necessity.
- The project traffic will not create an adverse condition but rather improve via the new access off of Valley Circle.
- The building or structure will NOT be materially detrimental to any neighbors or the community. The design is modest and beautifully designed to fit in to the slope.

The Bureau of Engineering Hillside Referral Form that the ZA references is a standard form that the City is required to complete based on the street designations. The Bureau of Engineering does not have the authority to make a decision relative to the width of a road beyond the designated street standards or to when the widening should be required. However, the Zoning Administrator is burdened with this decision and is supposed to evaluate all of the conditions on site and in the vicinity to make the decision. In this case I cannot agree to the findings of the Zoning Administrator. The condition is egregious and dangerous. There is no nexus or proportionality and it will come at a great expense to my neighbor and a dangerous inconvenience to me. I hope that you can overturn the ZA condition and remove the requirement to dedicate, widen and improve Oakmont Place, my only access to my home.

We support our neighbors with their original request for the reduced side yard and for full relief from dedications and widening for both Limerock Trail and Oakmont Place for their proposed new garage and master bedroom. We thank the ZA for the approval for the reduced sideyard and for relief from dedication and widening of Limerock Trail. We now hope that you, the Area Planning Commissioners, can extend the relief to include Oakmont Place by denying the portion of condition number 7 which requires the project to dedicate and widen Oakmont Place.

Sincerely,

Antony Whiting

Owner of 8650 Limerock Trail, West Hills, CA 91304

A handwritten signature in blue ink, appearing to read 'Antony Whiting', is written over the typed name and address.

AREAS OF NEW LANDSCAPING

A	LID PLANTER	20 SQ. FT.
B	LID PLANTER	84 SQ. FT.
C	ABOVE RET. WALL	42 SQ. FT.
D	ABOVE RET. WALL	81 SQ. FT.
E	SLOPE AT DRIVEWAY	178 SQ. FT.
TOTAL NEW LANDSCAPING		411 SQ. FT.

GRADING QUANTITIES

TOTAL CUT	299.74 CU. YDS.
TOTAL FILL	0 CU. YDS.
TOTAL CUT & FILL	299.74 CU. YDS.
TOTAL EXPORT	299.74 CU. YDS.

FLOOR AREA

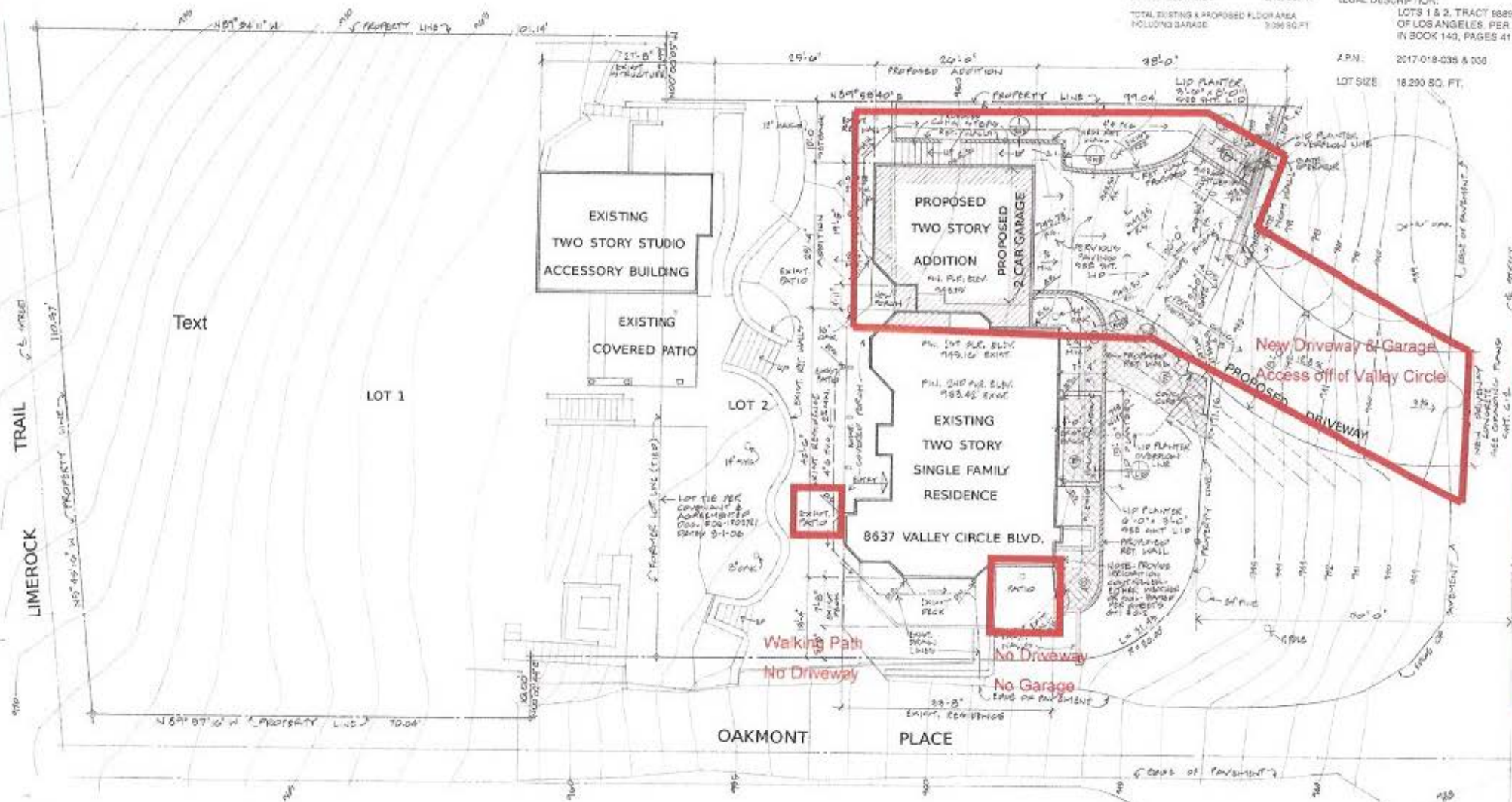
EXISTING FIRST FLOOR AREA	822 SQ. FT.
EXISTING SECOND FLOOR AREA	1,198 SQ. FT.
TOTAL EXISTING FLOOR AREA	2,021 SQ. FT.

PROPOSED ADDITION FLOOR AREAS

FIRST FLOOR ADDITION, LIVABLE	87 SQ. FT.
SECOND FLOOR ADDITION, LIVABLE	564 SQ. FT.
TOTAL ADDITION, LIVABLE	651 SQ. FT.
PROPOSED GARAGE	90 SQ. FT.
TOTAL PROPOSED ADDITION	1,215 SQ. FT.
TOTAL EXISTING & PROPOSED FLOOR AREA, LIVABLE FLOOR AREA	3,236 SQ. FT.
TOTAL EXISTING & PROPOSED FLOOR AREA INCLUDING GARAGE	3,326 SQ. FT.

PROJECT STATISTICS

CODE	2010 CRC / 2011 LARC
PROJECT DESCRIPTION	TWO STORY ADDITION AND REMODELING TO EXISTING TWO STORY RESIDENCE INCLUDING NEW ATTACHED TWO CAR GARAGE AND DRIVEWAY
ADDRESS	8637 VALLEY CIRCLE BLVD. LOS ANGELES, CA. 91304
LEGAL DESCRIPTION	LOTS 1 & 2, TRACT 8889, BLOCK D, CITY OF LOS ANGELES, PER MAP RECORDED IN BOOK 140, PAGES 41 THRU 43
APN	2017-018-035 & 036
LOT SIZE	18,290 SQ. FT.



VALLEY CIRCLE BOULEVARD

Slope Range (%)	1-14.99	15-24.99	25-34.99	35-44.99	45-54.99	55-64.99	65-74.99	75-84.99	85-94.99	95-100
Max. Residential Floor Area (sq. ft.)	2,277.61	6,375.94	5,927.50	5,296.01	1,296.01	79.92	0.00	0.00	0.00	0.00
Max. Residential Floor Area (sq. ft.)	2,277.61	6,375.94	5,927.50	5,296.01	1,296.01	79.92	0.00	0.00	0.00	0.00

BASELINE HILLSIDE ORDINANCE CALCULATIONS

BASELINE HILLSIDE ORDINANCE CALCULATIONS	
ZONE: RES2 - PER SLOPE BAND MAP & CALCULATIONS	SEE SHEET C-2
MAXIMUM RESIDENTIAL FLOOR AREA PER SLOPE BANDS	5,480.31 SQ. FT.

EXISTING & PROPOSED FLOOR AREAS

FIRST FLOOR AREA - W/OLD GARAGE, LESS EXTERIOR WALLS	1,175 SQ. FT.
TOTAL	1,175 SQ. FT.
SECOND FLOOR AREA, LESS EXTERIOR WALLS	1,198 SQ. FT.
TOTAL	1,198 SQ. FT.
TOTAL INTERIOR FLOOR AREA, LESS GARAGE AREA OF 435 SQ. FT.	2,443 SQ. FT.
TOTAL	2,443 SQ. FT.
EXISTING COVERED PORCH, NEW COVERED PORCH	28 SQ. FT.
TOTAL	28 SQ. FT.
TOTAL OVER 14' HIGH	2,471 SQ. FT.

EXISTING ACCESSORY STRUCTURE

FIRST FLOOR AREA, LESS EXTERIOR WALLS	460 SQ. FT.
TOTAL	460 SQ. FT.
SECOND FLOOR AREA, LESS EXTERIOR WALLS	261 SQ. FT.
TOTAL	261 SQ. FT.
TOTAL INTERIOR FLOOR AREA	721 SQ. FT.
COVERED RATIO	300 SQ. FT.
TOTAL OVER 14' HIGH	1,382 SQ. FT.

TOTALS FOR RESIDENCE & ACCESSORY STRUCTURE

INTERIOR FLOOR AREA - RESIDENCE	2,443 SQ. FT.
INTERIOR FLOOR AREA - ACC. STRUCT.	721 SQ. FT.
TOTAL	3,164 SQ. FT.
COVERED PORCH - RESIDENCE	28 SQ. FT.
COVERED PORCH - ACC. STRUCT.	28 SQ. FT.
TOTAL	56 SQ. FT.
OVER 14' HEIGHT - RESIDENCE	1,382 SQ. FT.
OVER 14' HEIGHT - ACC. STRUCT.	1,382 SQ. FT.
TOTAL	2,764 SQ. FT.
TOTAL FLOOR AREAS FOR RESIDENCE & ACCESSORY STRUCTURE WITH EXCLUSIONS	3,478 SQ. FT. = 5,480 SQ. FT.

SITE PLAN

Scale: 1" = 10'

CAHILL & LEESE ARCHITECTS

8737 VENICE BLVD. SUITE 103, LOS ANGELES, CA 90034 TEL: (310) 202-9343

ADDITION TO A RESIDENCE FOR BOB & KATHY GOLDBERG AT 8637 VALLEY CIRCLE BLVD. WEST HILLS, CA 91304

ZA-2017-3906-ZAD-1A

January 15, 2019

RE: 8637 Valley Circle Blvd. Appeal to ZA-2017-3906-ZAD

Dear Area Planning Commissioners,

I am writing today in support of the appeal of our neighbor, Antony (Tony) Whiting, as well as on behalf of myself and my wife, to ask that you reconsider and remove partial condition No. 7. from case ZA-2017-3906-ZAD. That condition would require us to provide "Onsite dedications and improvements along Oakmont Place...". We appreciate the hard work that the Zoning Administrator and their staff put into the analysis of our request to reduce our side yard setback by one foot, and we are grateful for the granting of a waiver of on-site improvements on Limerock Trail, however, we respectfully believe that similar reasoning, owing to the extreme hardship and lack of proportionality of providing dedications and on-site improvements to Oakmont Place, should likewise have been applied. Without that relief, our addition will be rendered absolutely, economically unviable.

I am currently managing a project at my work which involves the construction of a 94' X 18' asphalt paved roadway extension on almost flat terrain. The current cost to construct that section of roadway, having only a 3% grade is \$418,000. That number however would pale in comparison to the complex engineering, grading and construction costs required to bring Oakmont Place (Oakmont), a very steep, 162-foot-long road, compliant with current standards. It would also require the destruction of existing retaining walls vital to our home, and removal of mature and protected trees, landscaping and fences. There would be negative impact upon existing scenic boulders, so characteristic of the surrounding area, and likely also require extensive modifications to utilities. It would, in no way, be hyperbole to expect that the construction of these improvements could easily run to \$1,000,000 or more.

Tony Whiting has been our good neighbor for over two decades. As the only homes accessed by this road, we have become good friends, raising children together at the same time. We have looked out for each other, our kids and our homes. During the months that would be taken up by this proposed construction, my neighbor and his family would be prevented from accessing their house by vehicle. Oakmont is the sole access to their property. They would need to park their vehicles on Valley Circle Blvd., at the bottom of the hill, and walk up the steep slope of Oakmont and then further up Limerock Trail (Limerock) to get to their home. I will tell you that this is not an easy hike, even on the existing paved road, for anyone who is not extremely fit. Carrying groceries, or anything else one might bring to their home would be even more difficult. If the existing pavement were to be removed, walking up that hill in the dirt would be very challenging. The roadway at my work, which I mentioned earlier, is currently in that state, and even before the rains began, it was completely impassible and has remained so for weeks. Access to Tony's home by emergency vehicles would be equally impossible. In a fire, earthquake or medical emergency, that lack of access could become a matter of life and death, let alone destruction of property. It's also worth noting that cars left on Valley Circle have often been vandalized or destroyed. We have made a practice of never leaving our vehicles along the road. Under these circumstances, the Whitings would have no choice.

A central piece of our new design is the removal of access to our home via Oakmont. Since only we and Tony have been using Oakmont, now, by us entering our property off of Valley Circle, already improved to 30', we effectively remove 50% of all traffic from Oakmont. At that point, only the Whitings would be using Oakmont which is the only way in to their property.

Improving Oakmont would create further problems with the occasional lost motorist who comes up Oakmont thinking that it leads somewhere. What happens is that they end up at Tony's house and then need to back down Limerock before turning and heading back down Oakmont to Valley Circle. Improving Oakmont would lend credibility to the impression that this is a road one should take, when the reality is that it only goes to the Whiting's home.

At the top of Oakmont there are several vacant parcels. These have remained undeveloped open space forever, in part due to the steep nature of the terrain, but also due to the high cost of building on such steep hillsides as well as the cost of improving the road to them, which in turn, makes the cost even higher. I think if anyone should bear the expense of improving Oakmont, it should be those who develop those parcels, not us. We would gain nothing from improving Oakmont except to invite developers to come into our neighborhood with us subsidizing their projects. That is patently unjust.

Tony is the only person who uses Oakmont and he is in no way interested in seeing this "improvement" happen. In fact, he is vehemently opposed to it due to the dangers and extreme inconvenience it would cause him. No one in the community has asked for or wants this road to be improved and the Fire Department has already signed off.

Tony has pointed out in his appeal, and I will further attest, that neither of the areas identified as driveways are ever used for that purpose. The short, steeply-sloping driveway at the Southeast corner of our house was originally constructed when the current house was remodeled in 1984 in order to comply with the requirement to provide parking for one vehicle. It may have satisfied the code at the time, but it soon became apparent that it was impractical at best. It leads to a very narrow area inside the downstairs of the house which is so skimpy that getting in or out without scraping the side of one's car was difficult, and you had to choose which door you wanted to open, the driver's or the passenger's. As a result, that use was quickly abandoned, and the space was repurposed as an office. As seen in our plans, that area is to be landscaped and the roll-up door removed and replaced by French doors leading to a short flight of steps.

The second area, incorrectly identified as a driveway in the Zoning Administrators report, was never a driveway. It was once a lawn but was replaced with gravel in order to be more environmentally friendly and to reduce maintenance. There was no requirement for parking associated with the Accessory Building that it leads to, and that area has never been used for that purpose. Once the new driveway off of Valley Circle is built, there will be no vehicular access to our property which uses Oakmont. We are already bearing great expense to create our new access from Valley Circle in order to comply with the applicable codes. There is no justification for requiring us to improve Oakmont, a secondary road which we will no longer need, and which will now receive less traffic as a result of our project.

Throughout the long process of design and preparation to build the addition, the possible need to improve Oakmont was only mentioned as an alternative in the event we didn't choose to enter the property from the already-improved Valley Circle. By electing to do so, we believe we have fully satisfied the requirements and intent of the code and are ready to proceed with construction if this one burdensome and unnecessary condition is removed. We sincerely hope that you will agree.

Thank you,


Robert and Kathleen Goldberg (Applicants)

DAY OF HEARING SUBMISSIONS

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