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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"**: 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"**: 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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ENABLE BOOKMARS ONLINE:

**If you are using Explorer, you need will need to enable the Acrobat  toolbar to see the bookmarks on the left side of the screen.

If you are using Chrome, the bookmarks are on the upper right-side of the screen. If you do not want to use the bookmarks, simply scroll through the file.

If you have any questions, please contact the Commission Office at (213) 978-1300.

SECONDARY SUBMISSIONS

Connect Create Collaborate

Planning APC South Valley <apcsouthvalley@lacity.org>

3701 north glenridge dr, sherman oaks, DIR-2017-1105-DRB-SPP-MSP-1A

1 message

johnwmilo@aol.com <johnwmilo@aol.com> Mon, Jan 11, 2021 at 3:33 PM
Reply-To: johnwmilo@aol.com
To: "apcsouthvalley@lacity.org" <apcsouthvalley@lacity.org>
Cc: "brandennyc@gmail.com" <brandennyc@gmail.com>, "carsonherman@aol.com" <carsonherman@aol.com>, johnwmilo@aol.com

TO WHOM IT MAY CONCERN

Please deliver these documents to each of the commisioners for our hearing this next Thursday at 4pm

Regards,

John Milo,PE
818-634-0588

Greetings members of the South Valley Area Planning Commission

I sincerely regret not being able to address the commission in person regarding this project but with the proper narrative and exhibit I feel comfortable presenting a viable case for outright denial of the project

I have been directly involved with this project for several years and have seen it evolved into a convoluted assortment of facts, mistakes and even out right ommissions which seem to have been made intentionally to mislead the Mulholland Scenic Corridor Review Board(MSCRB) group and now the SVAPC.

This latest set of plans is the fourth generation of plans and has not been thoroughly reviewed by the MSCRB .My preliminary review indicates many changes but since there are no further reviews by the MSCRB and since it has been rejected three (3) times and I see no project improvement that would warrant a reconsideration of the MSCRB rejection.

Therefore I have turned my attention to what I feel is the most critical and potentially dangerous element of the project..

The excavation and shoring

I have been working in the local mountains for over thirty (30) years, the Hollywood hills, Santa Monica mountains and the Malibu mountains.

*Most of these housing tracts were subdived in the 1920's and the road were built about the same time. The roads were cut into the hillside and the soil debris was dumped over the downhill side of the road. This material has been identfied in many reports as uncertified fill and even sometimes as landslide debris or loose alluvial...not much different in terms of stability. The three (3) homes just immediately above and to the east of the proposed development were built in the 1940's and 1950's without the strict grading ordinance we have now. Many projects were allowed to move forward by acknowledgement of the underlying subgrade and also by signing a **hillside stability** waiver. The three parcels just uphill and to the east were developed to a lesser standard than is required today. The homes are small and one story. A lot has changed in the last 80 years. Slope stabilty analysis*

is now required for all hillside projects with safety factor elements included in the design. Given the vulnerabity of the three (3) upslope lots to subadjacent grading a comprehensive site evaluation should be considered.Especially since the stabilty of the existing structures is what provides stability for the City street (Glenridge Drive)

It is good to note that the cross section details that were submitted for review by the applicant conventiently omitted cross section details thru the upslope property and across the adjacent road
(Glenridge Dr.)

please note

Comprehensive evaluation of hillside stability requires two concepts be addressed "Analysis and Design". In other words (1) be sure you are addressing the entire scope of the project and (2) employ the technical and engineering skills that solve the problems in accordance with the local building codes.

*I have reviewed the slope stability diagrams that are included in the addendum report 3/14/2018 dated. The diagrams consider probable slope plane failure(s) lines from sub grade pad to the east boundaries of the existing slope. The calculations seem to meet the minimum requirements of the building code but the conditions of approval are numerous in regards to slope stability and specifically do not address the **adjacent support** requirements for the three (3) structures uphill and to the east.In other words it is the reponsabiltyof the applicant not only to provide slope stability for the three(3) upslope lots but to also take into consideration the slope stability of the City Street (Glenridge Drive). This would require a separate plan check by*

the City of Los Angeles engineering department along with application for an "E" permit. Performance bonds would be required for this work and most likely a "B" permit would be required for the driveway encroachment permit.

Also

*The depth of the excavation thirty five (35) feet presents a significant challenge to shore up the properties in questions. It is important to note that at this juncture the required shoring of the properties to the east also constitutes a **"de facto"** shoring of the public street -Glenridge drive. Therefore it is recommended that an **E** permit be applied for and proper notice--not just the 30 day statutory*
requirement but done immediately with plans
*and calculations submitted to the property owners for independent verification by a licensed structural engineer (paid for by the applicant). As shown on the attached Exhibit-A the excavation of the basement is approximately **85 Ft.** below street level. Thus if you remove the lateral support of the existing structure at the basement level you remove the lateral support at the street. I have prepared Exhibit-A (attached) to show the depths of excavtion and three possible slope planes that could be considered.*

The plans call for seven (7) rows of shoring pile but the slope stability diagrams show only four (4) applicant should clarify

Continual independent monitoring of the plan development process by an independent structural engineer paid for by the applicant and reporting directly to the property owners will be necessary prior to approval of the shoring plan by the owners

The plan check conditions calls for the shoring pile to be considered constrained. The pile as shown during the shoring procedures are unconstrained and considerable deflection should be anticipated. This must be avoided. This deflection will translate up to street level.

The applicant will need to provide a performance bond and liability insurance for the duration of the project that names the property owners to the east as additional insured.

Conclusion

Standing back and looking at this project as a whole I am concerned that if this project should fail to be completed during the excavation stage the entire hillside would be in jeopardy thru many winter seasons without a responsible party able and willing to complete this work.Should the project be abandoned after the shoring and excavation the neighborhood would be left with a dangerous eyesore.

*Completion bond and Liabilty insurance for the **ENTIRE** duration of the project are absolutely necessary.*

It just may be best to deny this project as being ill conceived.

regards,

John Milo,PE
President
West Valley Engineering

407A Bryant Circle
Ojai, CA, 93023
818-634-0588

3701 NORTH GLENRIDGE EXHIBITS.pdf
4538K

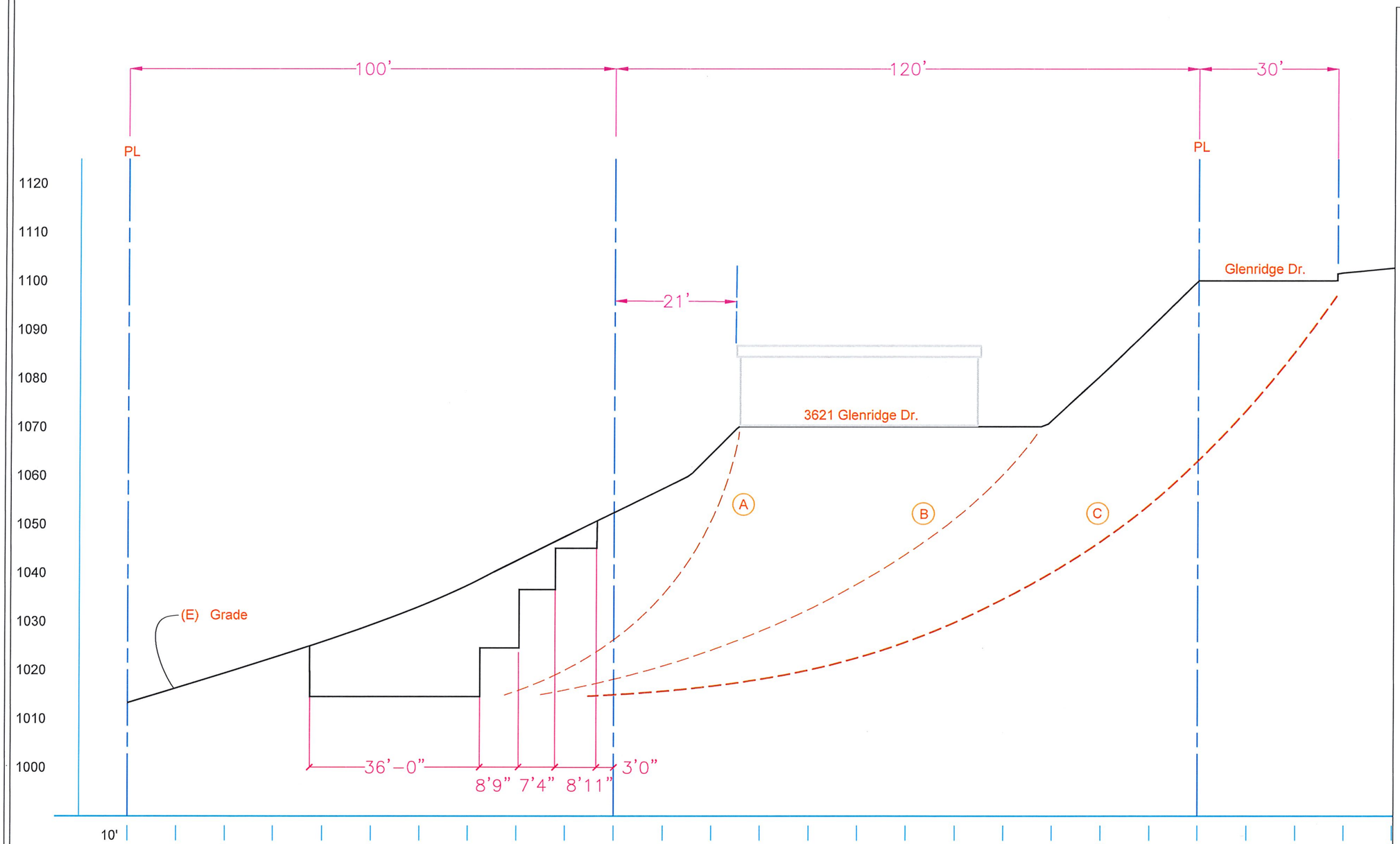

EXHIBIT A

General Notes

1. 1st draft
2. 2nd draft
3. 3rd draft

SLOPE STABILITY DIAGRAM

3701 GLENRIDGE DR.
SHERMAN OAKS, CA
91423
APN:
2272-032-020 +
(2272-032-006)

No.	Revision/Issue	Date

Firm Name and Address

LAHAINA COMPUTER
135 NORTH LOMITA AVE.
OJAI, CA 93023
(805) 798-3172
graphics@lahainacomputer.com

Project Name and Address

WEST VALLEY ENGINEERING
407-A BRYANT CIRCLE
OJAI, CA 93023

Sheet Title	Sheet No.
GROUND PLAN	A
Date: JAN. 9, 2021	
Scale: 1" = 10'-0"	

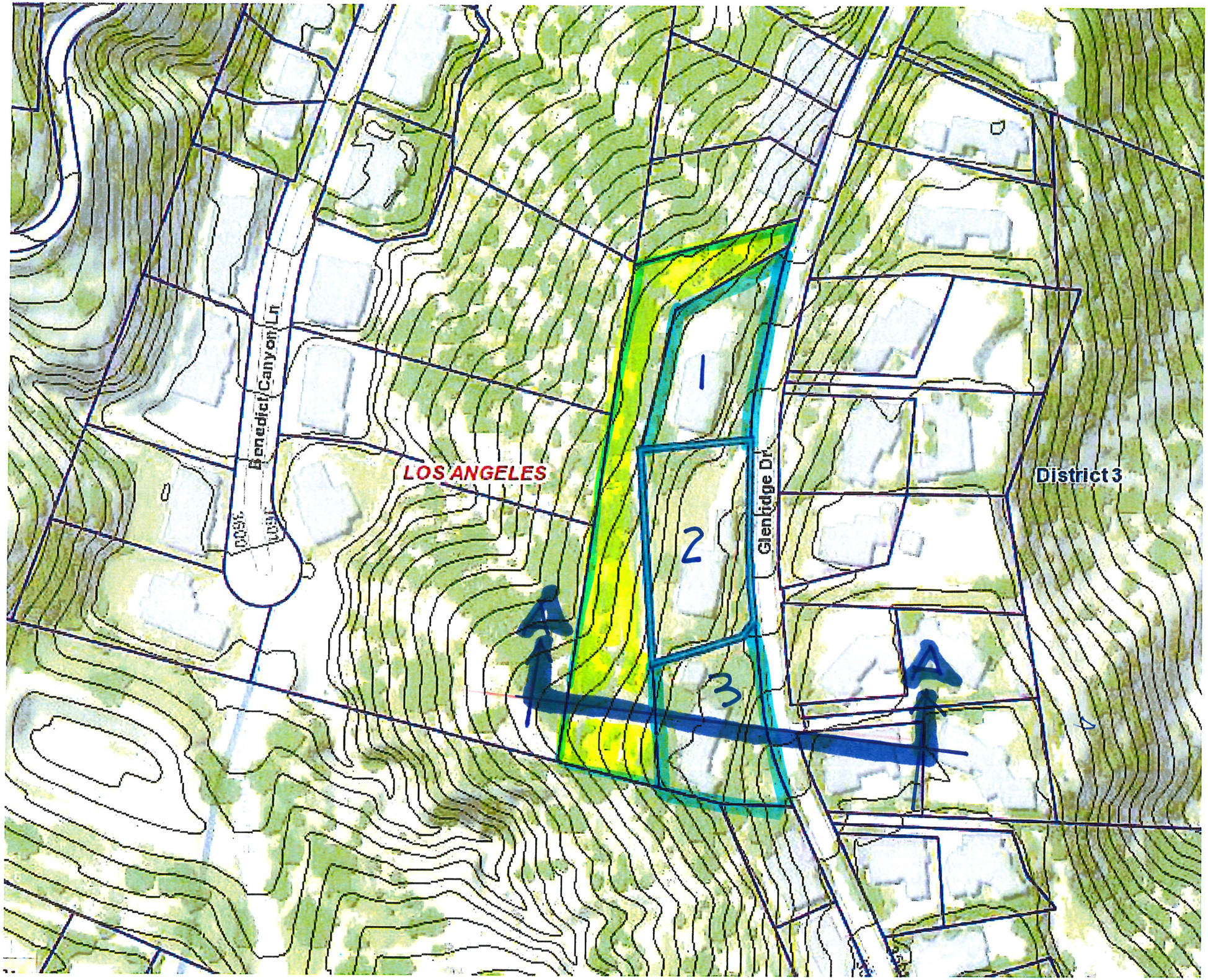
Benedict Canyon Ln
LOS ANGELES
Glenridge Dr.
District 3
1
2
3
A
A

EXHIBIT – B

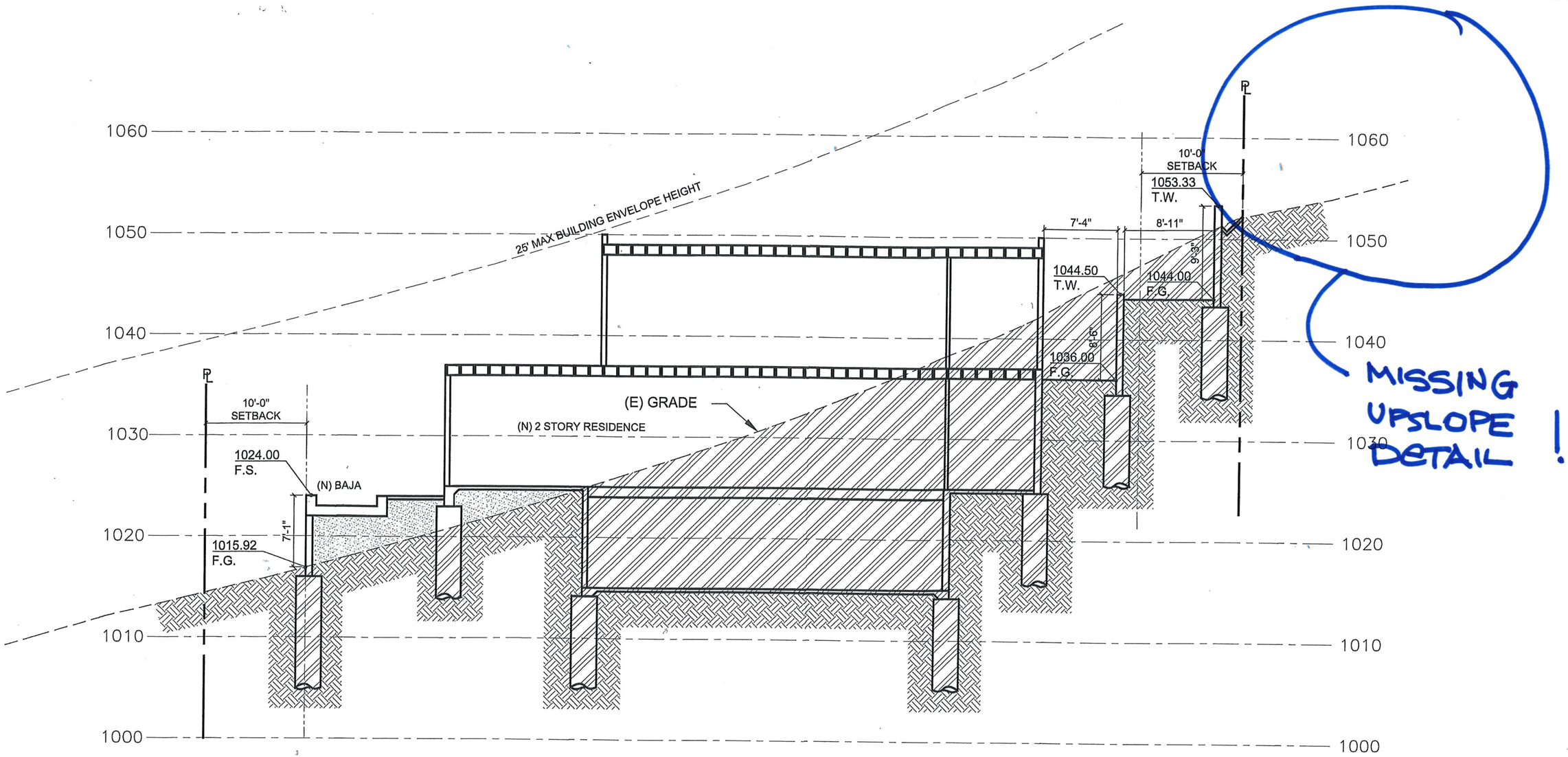
1060
1050
1040
1030
1020
1010
1000
25' MAX BUILDING ENVELOPE HEIGHT
PL
10'-0" SETBACK
1053.33 T.W.
7'-4"
8'-11"
9'-3"
1044.50 T.W.
1044.00 F.G.
8'-6"
1036.00 F.G.
(E) GRADE
(N) 2 STORY RESIDENCE
1024.00 F.S.
(N) BAJA
7'-1"
1015.92 F.G.
MISSING UPSLOPE DETAIL !

EXHIBIT - C

DAY OF HEARING SUBMISSIONS