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- **“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.
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SECONDARY SUBMISSIONS

DAY OF HEARING SUBMISSIONS

Additional Information for Appeal (Case #ZA-2022-2735-CU-1A)

Frank Arlotti, Appellant. Owner of 23007 Del Valle St, Woodland Hills.

This appeal focusses on:

- 1) the required Mandated Findings for the Conditional Use (CU).
- 2) issues related to Ventura Blvd parking and alternatives to the proposed project.
- 3) Discrepancies: between Exhibit A and the LAMC and/or CU Conditions.
- 4) the fact that while the Conditions identified in the approval for the CU are all necessary; additional Conditions are also required.

Issues with the approval of the Mandated Findings

- **The project does not enhance the built environment in the surrounding neighborhood nor provide an essential service to the community.**
 - The proposed parking lot does not provide services to the adjacent residences.
 - The residences include: 21 townhomes, 21 2-car garages with full size spaces.
 - Residents of other blocks on Del Valle do not park at our building.
 - Alternatives for the Commercial building parking problems should be explored more thoroughly.
 - Security is degraded by the location of a parking lot in a residential area
 - No rain capture or permeable materials are proposed.
 - Rain runoff flooding of the sidewalk is of concern for ADA persons and others.
 - Addition of an adjacent Commercial Parking lot reduces the adjacent residences' property and leasing values.
- **The project will degrade and adversely affect the adjacent residential property. The project's design is not required by Conditions to be compatible in appearance and materials with the adjacent residential property. Public Health and safety is a concern. The parking lot invites crime.**
 - Conditions for Compatibility with the residences design and appearance are not included: ie., wrought iron fencing where visible at the street, decorative block or stucco finish and color similar to the residences. [see photos page 5]
 - Setbacks for the parking area should correspond to those of the residences.
 - An example Landscape buffer between the residences and the parking lot is shown on page 2 of Exhibit A, but a buffer is not included in the proposed design.
 - Landscape Conditions for the project should require a buffer of 6 ft.
 - The project's east side lot boundary is buffered by 6 ft from the adjacent lot wall.
 - No onsite security or security patrol is proposed, or Conditioned by the CU.
 - There are known crimes associated with existing parking lots on Del Valle St.
 - Parking lot crimes, with police reports, on Del Valle St (between 22400 and 22800 blocks) from May 2020 to Dec 2022 include:
 - 7 Burglaries from Vehicle, 1 Stolen vehicle, 1 Petty Theft under \$950.

- These numbers only include crimes noted by LAPD as located in Parking Lots.
Source: data.lacity.org
- Frequent loitering has also been noted by the residents with those parking lots.
- On site security or security patrols should be required.
- There are health and safety concerns from locating an ADA parking space 0.3 miles from the commercial building where the employee(s) work.
- Del Valle St is sloped all the way to Fallbrook Ave, as are the alternate side street routes to Ventura Blvd.
- If a shuttle service is provided for the ADA space and/or the other employees, a shuttle pick-up/drop-off area needs to be identified within the lot.
- Otherwise, traffic will be blocked on Del Valle St.

• **The project does not conform to the purpose, intent and provisions of the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan.**

Policy 1-1.4

Protect the quality of the residential environment through attention to the physical appearance of communities.

- Approved Conditions for this Conditional Use do not address the appearance and compatibility with the adjoining residential structures.
- Condition 11 should include lighting shielding for the residences, as called out for the street (public right-of-way).

Policy 1-1.6

Promote neighborhood preservation, particularly in existing single family neighborhoods, as well as in areas with existing multi-family residences.

Program: The Community Plan establishes residential land use categories and makes an appropriate designation for each neighborhood in the Community Plan Area. All zone changes, ... conditional uses, ... shall be consistent with Community Plan land uses.

- Adding a parking lot, adjacent to the existing residences, further degrades and changes the neighborhood instead of preserving it.
- A Woodland Hills Specific Plan draft (Ventura-Cahuenga Boulevard, Spring 2022) further differentiates the CU beneficiary's commercial building area (Community Center) from the subject parking lot area (Neighborhood Center).

Policy 2-1.1

Locate new commercial development in areas currently designated for such development.

- The Del Valle project site is not designated for commercial use.

Policy 2-2.1

Require that any proposed development be designed to enhance and be compatible with adjacent development.

- As previously noted, Conditions should be added requiring the street-facing appearance and materials used for the parking lot be consistent with the residences; including a landscaped buffer between properties.

Objective 11-1

To pursue transportation demand management strategies, that can maximize vehicle occupancy, minimize average trip length, and reduce the number of vehicle trips.

Policy 11-1.1

Encourage non-residential development to provide employee incentives for utilizing alternatives to the automobile (i.e., carpools, vanpools, buses, flex time, bicycles, and walking, etc.)

- This project encourages the use of single occupant vehicles.

Objective 15-1

To provide parking in appropriate locations in accord with Citywide standards and community needs.

- The proposed parking lot is not in an appropriate location.
- The business benefiting from the lot is 0.3 miles away.
- Since the parking lot is not anchored by an adjacent business, any loss of the conditional use (city revocation, business relocation, new parking structure attached to the business building, etc.) would result in an abandoned parking lot.
- In contrast, all of the neighborhood parking lots referenced in this Case have anchoring business(es).
- Abandonment of the lot would result in a major negative impact on the adjacent residences (i.e., loss of lighting, surveillance cameras, maintenance, and water for the landscaping).
- Abandoned commercial areas are an identified concern in the Community Plan.
- In this case there aren't resources to restore the parking lot to R-3 or R-1 use.

Policy 15-1.3

New parking lots and new parking garages shall be developed in accordance with design standards.

Surface Parking Lot Design Standards: 1) Devote 2% of the total surface area of surface parking lots to landscaping; 2) Provide landscaped buffer along public streets or adjoining residential uses.

- Proposed design and case Conditions do not call out a landscape buffer, even though there are adjoining residences.
- The Community Plan clearly intends compatibility, aesthetic design, including buffering between commercial and residential uses.

Ventura Blvd parking and alternatives to the proposed parking lot

- LA City has broken ground on the Reimagine Ventura Blvd project.
- The project focusses on providing additional parking, estimated at a 33% increase.
- The project addresses problems with side street and Ventura Blvd parking.
- The office building called out in the CU is along the Reimagine Ventura Blvd path.
- Reimagine Ventura Blvd will alleviate some or all of the immediate problems.
- The success of this LA City funded project will supersede the proposed parking lot.
- The lack of an anchoring building to the proposed project would lead to abandonment of the parking lot, with significant negative impact falling on the neighbors. [Loss of lighting, cameras, landscaping water and maintenance .]

Alternatives for the parking lot should include:

- Reduction Of single occupant vehicles (per Goal 11 of the Community Plan).
- Consideration of a parking structure adjacent to the building at 22837 Ventura Blvd.
[note: If a new parking garage were constructed after this proposed lot is built, the residents risk that the adjoining parking lot will be abandoned.]

- **Issues of LAMC and CU Condition discrepancies with the proposed parking lot design (Conditional Use Exhibit A)**

- Condition 18 requires full compliance with the LAMC. No deviations granted.
- There are discrepancies between the project's design (Exhibit A) and the LAMC, and also with the Conditions given in the approved CU.
- The Applicant's Representative stated that all LAMC requirements will be met.
- The parking lot dimensions shown in Exhibit A are: 49' available bay width before including a landscape buffer, and 16' min aisle. These allowances do not comply with LAMC requirements for the project design, which is a Two—Way Traffic, Double Loaded Aisle parking lot.
- Even with dimension requirements reduced to One-Way Traffic, 100% compact, non-required stalls (NRS), 54' bay width; 20' aisle width are required.
- Including the non-compact ADA space as a Standard NRS, requires a 60' 8" bay.
[per LAMC 12.21 A. 5, and LADBS P/ZC 2002-001 Revised 6/28/2021].
- Including the landscape buffer provides a 43' bay width, which supports a required 39' bay width for a Single Loaded Compact NRS design, or a required 42'8" bay width for a Single Loaded Standard NRS design.
- Viable full LAMC compliance options for the project exist.
- Condition 14 specifies LAMC Section 12.42 B.2 and shading for 50% of the parking stall area, during the summer after 10 years. Exhibit A doesn't show any trees within the parking lot. The trees within the street side landscape area provide little shade to the parking lot.
- The summer sun in LA is nearly overhead (approximately 80 degrees). Trees are needed to be within the parking lot; requiring a reduction from 23 approved spaces.



Via Del Valle
Townhouses
Street View.
(11-25-2022)



Via Del Valle
Townhouses
Entrance Gate.
(11-25-2022)

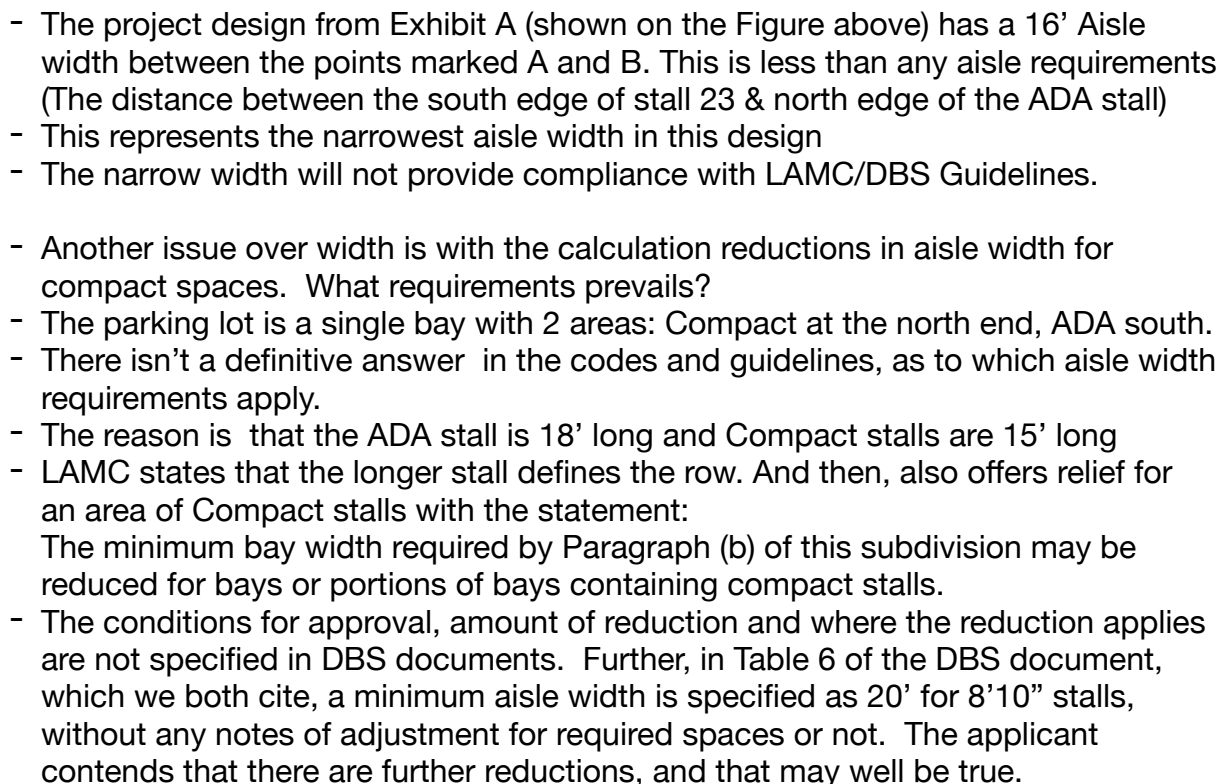
Since Mandated Findings are not met, and LA City has approved Reimagine Ventura Blvd, I request that this Conditional Use Permit be denied.

Should this Conditional Use go forward, I request the following Conditions be added before a final approval:

- Compatibility with the residences design and appearance: ie., wrought iron fencing where visible from the street, decorative block or stucco finish and color similar to the residences.
- Setbacks for the parking area shall equal those of the residence buildings.
- A landscape buffer of at least 6 ft. between the residences and the parking lot. [Similar dimensions as the buffer provided by the adjoining lot on the east.]
- Condition 11 should include lighting shielding for the residences, as called out for the street (public right-of-way).
- Provide on-site security personnel or a periodic security patrol to prevent loitering and other crimes (i.e., once per hour).
- A designated shuttle pick-up and drop-off area for the ADA space.
- No pick-up and drop-off vehicle shall block traffic on Del Valle St.
- Proposed parking lot bay design fully compliant with the LAMC, i.e., Single Loaded Aisle with Non-required Compact stalls or wit; Non-required Standard stalls; all options include the ADA required stall.

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- There are contentions over LAMC/DBS compliance relating dimensions.
- I don't think that Applicant nor Appellant will be able to provide a clear resolution.
- The resolution for these issues will probably best be handled by the LA DBS.



Ventura Blvd parking and alternatives to the proposed parking lot

- **LA City has broken ground on the Reimagine Ventura Blvd project.**
 - **Reimagine Ventura Blvd focusses on providing additional parking, estimated at a 33% increase (+ 32 spaces).**
 - **The project addresses problems with side street and Ventura Blvd parking.**
 - **The office building called out in the CU is along the Reimagine Ventura Blvd path.**
- **LA City built the Warner Center Transit Center in Woodland Hills**
 - **The Applicant's office building is along a direct route from the center**
 - **A Parking structure exists across the street from the Transit Center**
- **Alternatives to the Del Valle parking lot support:**
 - **Reduction Of single occupant vehicles: Community Plan Goal 11.**
 - **Net Zero goals (2030)**
 - **California Green Initiatives**
 - **AB-2097's support of transit centers such as Warner Center**
- **Other parking solutions include: Construction of a parking structure near the building at 22837 Ventura Blvd.**
 - **Reduction of Ingress/Egress on Ventura Blvd**
[note: If a new parking garage were constructed after this Del Valle lot is built, the Del Valle parking lot will be abandoned.]

The above are all in addition to the options called out in the Community Plan:

- **Carpools, Vanpools, Flex Time, Bicycles, etc.**

Zoom Meetings are also a good idea