

Appendix A

**Notice of Preparation and NOP
Comments**

Notice of Preparation of an Environmental Impact Report and Notice of Scoping Meeting

Date: January 31 2008

To: Affected Agencies, Organizations, and Interested Parties

From: City of Los Angeles Department of City Planning
Debbie Lawrence, AICP
200 N. Spring St, Los Angeles, CA 90012
(213) 978.3034
(213) 978.1226 (Fax)

Re: **Notice of Preparation (NOP) of an Environmental Impact Report (EIR) and Notice of Scoping Meeting for the San Pedro Community Plan Project**

The City of Los Angeles Department of City Planning (Lead Agency) will prepare an EIR for the proposed San Pedro Community Plan Project. This Notice of Preparation (NOP) is being distributed to applicable responsible agencies, trustee agencies, and interested parties as required by the California Environmental Quality Act (CEQA). Comments from interested agencies are requested as to the scope and content of the environmental information that is pertinent to each agency's statutory responsibilities in connection with the proposed project.

Project Location: The San Pedro Community Plan Area (CPA) contains approximately 3,675 acres and is located about 15 miles south of downtown Los Angeles on the Palos Verdes Peninsula at the southern terminus of the Harbor Freeway (I-110). The CPA is adjacent to the Harbor City/Wilmington Community Plan Area (City of Los Angeles) on the north, the Port of Los Angeles to the east, the City of Rancho Palos Verdes on the west, and the Pacific Ocean to the south. The Community Plan area is generally bounded by: Taper Avenue on the north; John Gibson Boulevard, Harbor Boulevard, the West Channel of the Port of Los Angeles, and Cabrillo Beach on the east; the Pacific Ocean on the south; and the western border of Los Angeles with the city of Rancho Palos Verdes. Figure 1 illustrates the regional location. The CPA is shown in Figure 2.

Project Characteristics: The San Pedro Community Plan (Community Plan) is one of 35 Community Plans which comprise the Land Use Element of the General Plan, one of the seven state-mandated elements of the General Plan that also include noise, transportation, conservation and others. The Community Plan is intended to promote an arrangement of land uses, streets, and services in the Community Plan area to encourage

economic vitality; social and physical well-being; and general health, safety, welfare and convenience of the people who live and work in the community

The project is the proposed New Community Plan Program, or restudy, of the San Pedro Community Plan, which is intended to:

- a. Guide development through 2030 and to replace the existing 1999 San Pedro Community Plan;
- b. Refine and amend the existing 1996 General Plan Framework Element;
- c. Amend the new Mobility (Transportation) Element of the General Plan with respect to polices pertinent to San Pedro;
- d. Initiate Plan Amendments and Zone Changes necessary to implement the General Plan and accomplish the stated objectives of the Community Plan program (see below);
- e. Establish and apply Overlay Districts to portions of the San Pedro Community Plan, as necessary to implement the General Plan Framework Element and community plan policies; and
- f. Refine and amend other Citywide Elements of the General Plan as necessary.

The Community Plan is also intended to guide development by informing the general public of the City's broad planning goals, policies, and objectives, as well as specific development standards for the Community Plan area. The Community Plan would allocate land for the range of uses that the community will need through 2030, including land for housing, jobs and, recreation, and would improve the link between land use and transportation in a manner that is consistent with the General Plan Framework Element, the Citywide growth strategy. The Community Plan's goals, objectives, policies and programs are specific, action-oriented ideals that the City will promote for the duration of the Plan.

The Community Plan will implement changes to zoning, amend land use plan designations and establish overlay zones, as appropriate. Plan amendments would potentially change or refine plan designations and footnotes and make changes to other Citywide Elements, as necessary. In concert with the proposed Plan amendments, new zones may be necessary to maintain Plan consistency (implemented by ordinance). Zone changes would serve to regulate development standards such as: heights of structures, setbacks, lot coverage, density and intensity, open space, use of land, parking and design. Overlay zones, districts and other plans would additionally be established to regulate development that is consistent with the General Plan, enhance the unique character of neighborhoods and accommodate growth within the San Pedro Community Plan area. Areas of focused study will include, but not be limited to, Downtown San Pedro, Pacific Avenue, Gaffey Street, portions of Harbor Boulevard, and potential new development in the adjacent Wilmington/Harbor City Community Plan that is in proximity to San Pedro.

Issues to Be Addressed In the EIR: Based on the project description and the Lead Agency's understanding of the environmental issues associated with the project, the following topics will be analyzed in detail in the EIR:

- Aesthetics
- Agricultural Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation/ Traffic
- Utilities and Service Systems

Alternatives to be analyzed in the EIR will be defined based on their potential to reduce or eliminate significant environmental impacts associated with the proposed Community Plan project. The specific alternatives to be evaluated in the EIR may include, but are not limited to, the "No Project" alternative as required by CEQA and alternative land use configurations.

Submittal of Written Comments: The Lead Agency solicits comments regarding the scope, content and specificity of the EIR from all interested parties requesting notice, responsible agencies, agencies with jurisdiction by law, trustee agencies, and involved agencies. In accordance with the time limits established by CEQA, please send your response at the earliest possible date, but no later than thirty days after receipt of this notice.

Please send your written/typed comments (including a name, telephone number, and contact information) to the following:

City of Los Angeles Department of City Planning
 Debbie Lawrence, AICP
 200 N. Spring St, Los Angeles, CA 90012
 (213) 978.3034
 (213) 978.1226 (Fax)

Because of time limits mandated by state law, written comments must be provided to the City of Los Angeles at the earliest possible date, but no later than 5 p.m. on March 3, 2008.

Notice of Scoping Meeting: Pursuant to California Public Resources Code §§21081.7, 21083.9, and 21092.2, the Lead Agency will conduct a public scoping meeting for the same purpose of soliciting oral and written comments from interested parties requesting notice, responsible agencies, agencies with jurisdiction by law, trustee agencies, and involved federal agencies, as to the appropriate scope and content of the EIR.

ALL INTERESTED PARTIES ARE INVITED TO ATTEND A PUBLIC SCOPING MEETING TO ASSIST IN IDENTIFYING ISSUES TO BE ADDRESSED IN THE EIR. ATTENDEES WILL HAVE AN OPPORTUNITY TO PROVIDE INPUT TO THE CONSULTANTS PREPARING THE EIR.

The public scoping meeting will be held on February 20, 2008 starting at 6:30 p.m. at the following location:

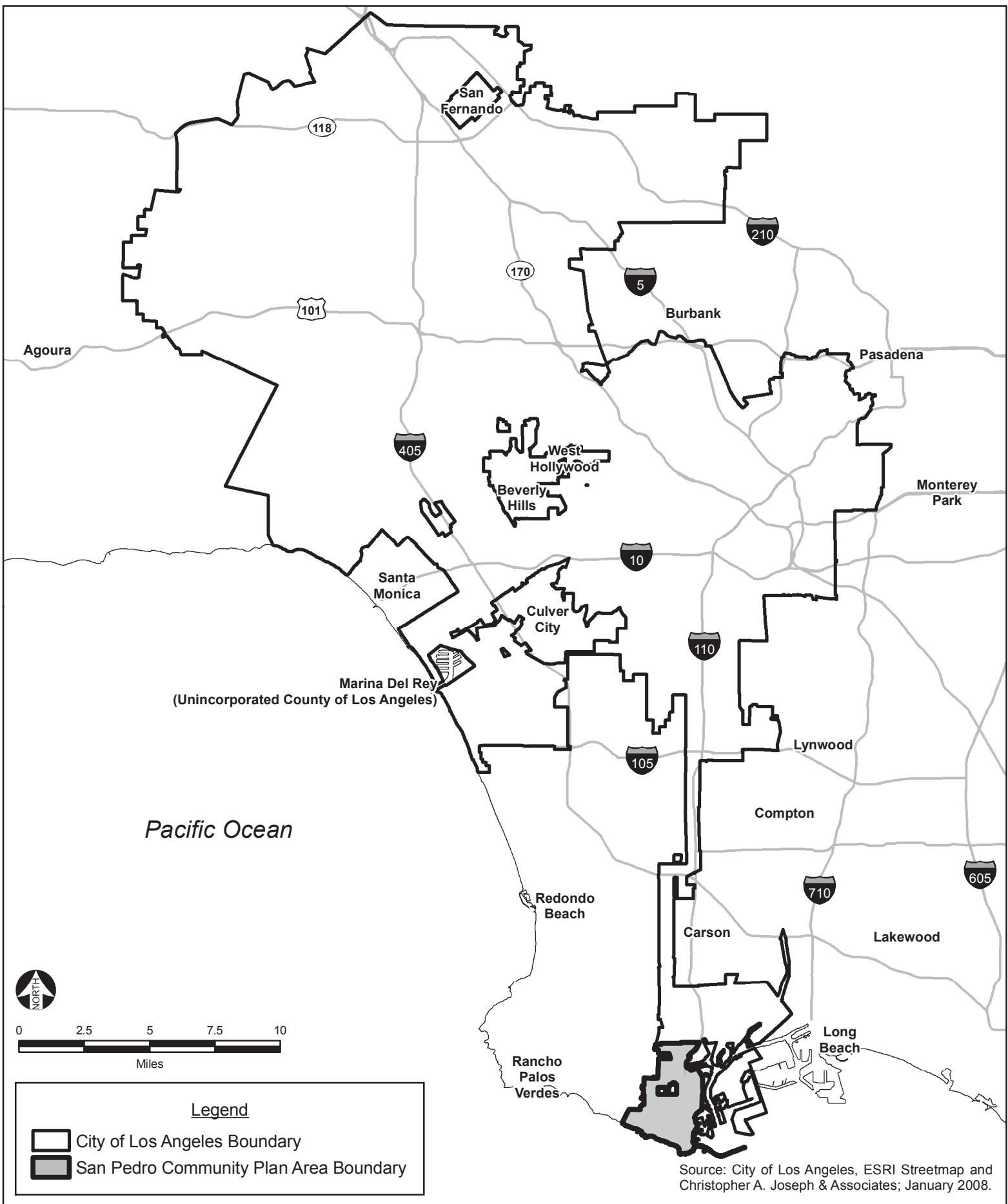
Port of Los Angeles
425 S. Palos Verdes St.
2nd Floor, Board Room
San Pedro, CA 90733

For additional information, please contact Debbie Lawrence at (213) 978.3034.



Date: January 31, 2008

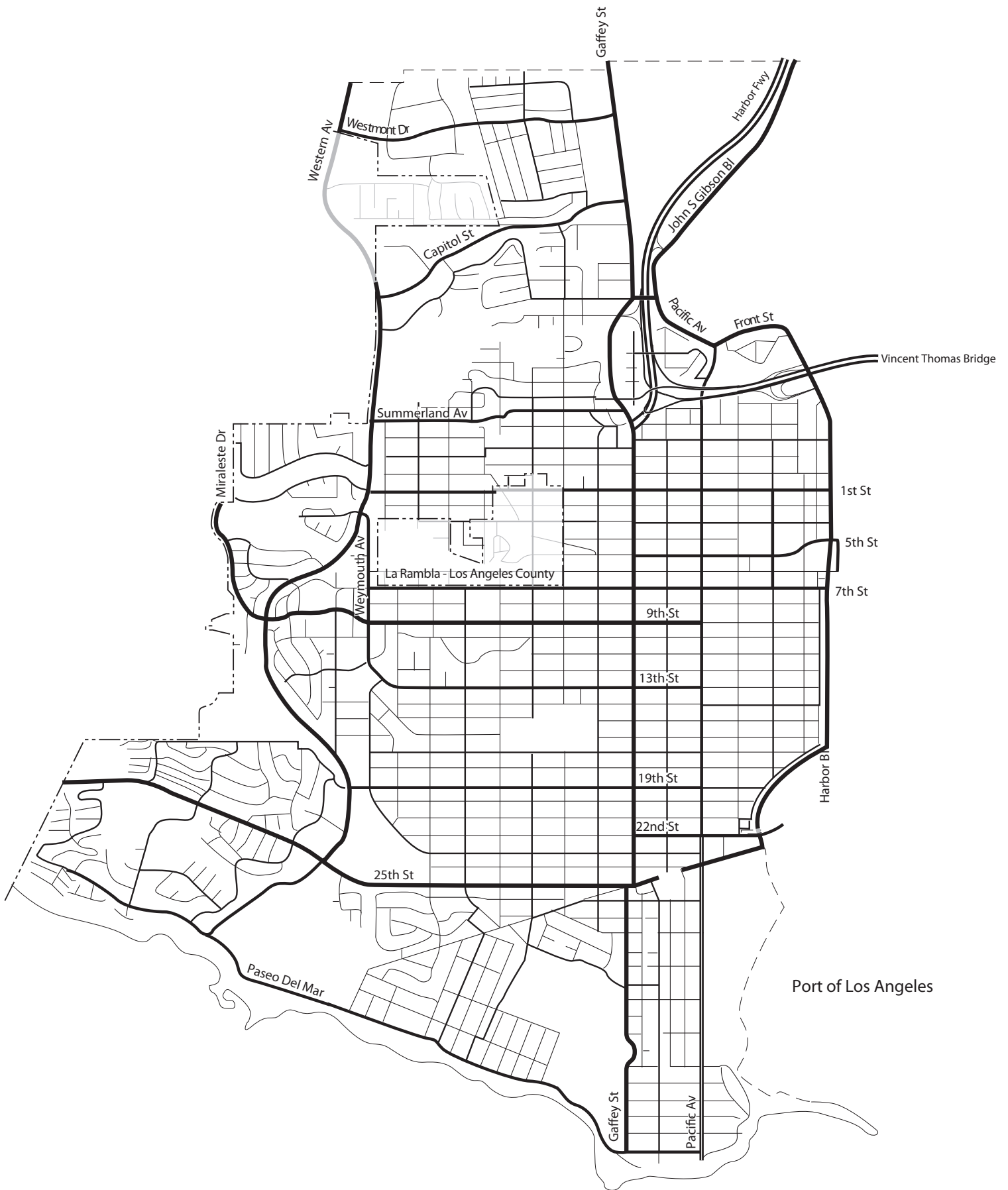
Debbie Lawrence, AICP
City of Los Angeles Planning Department



Legend

- City of Los Angeles Boundary
- San Pedro Community Plan Area Boundary

Source: City of Los Angeles, ESRI Streetmap and Christopher A. Joseph & Associates; January 2008.



Source: City of Los Angeles, ESRI Streetmap and Christopher A. Joseph & Associates; January 2008.



CHRISTOPHER A. JOSEPH & ASSOCIATES
Environmental Planning and Research



San Pedro Community Plan Area

From: Richard Royce [royce@ventureexpo.com]
Sent: Friday, February 22, 2008 9:25 AM
To: Rob Carnachan; Katrina Hardt-Holoch
Cc: Conni Pallini; Debbie Lawrence; gail.goldberg@lacity.org
Subject: San Pedro Redevelopment
Attachments: 6thStCreek-x2-web.jpg; ATT12882082.htm

Good morning Rob and Katrina,

I was good to meet you at the San Pedro EIR meeting. I hope you got an earful of what this community is thinking about when it come to still another EIR and "Community Plan".

I wanted to give you a link to my blog and also to NewSanPedro.com and BanningVillage.com. They are for my attempt to get REAL CHANGE around here and not just another overlay or set of useless paperwork.

See:

www.NewSanPedro.com

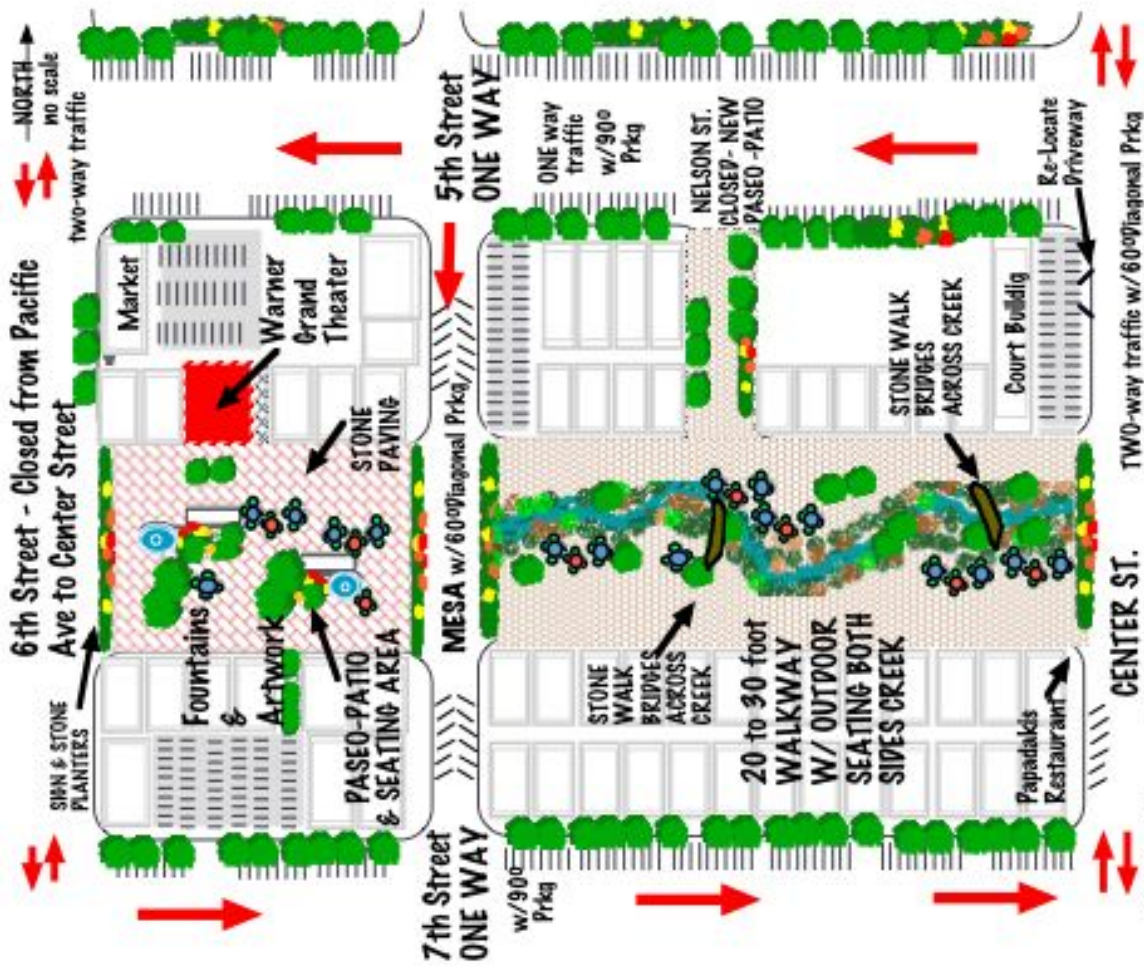
www.ventureexpo.com/blog1.html and www.ventureexpo.com/blog2.html

www.ventureexpo.com/6thStreetCreek.html

www.BanningVillage.com (and download the PDF).

Looking forward to what you come up with.

Richard Pawlowski



6th Street Creek - Old Downtown San Pedro Business District
 Closure of 6th from Pacific Ave to Center Street with all asphalt, cars and parking meters removed. Parking spaces are actually increased with 90 degree parking and one-way traffic on 5th and 7th- Dick Pawlowski - NewSanPedro.com - \$10-\$31-5625

From: Richard Royce [royce@ventureexpo.com]
Sent: Monday, February 25, 2008 8:20 PM
To: specialpeople@ventureexpo.com
Subject: Part 2 February - San Pedro/Wilmington Redevelopment News

Please view the HTML/Blog version see www.ventureexpo.com/blog3.html - This is just the email overview.

This is Part Two of the February 08 issue of the *San Pedro - Wilmington Redevelopment News* (click here www.ventureexpo.com/blog3.html). I had to make a few changes in my topics because of some important meetings last week and I don't want to be overly critical and verbose - because there are some positive redevelopment aspects floating in our dirty wind :-)

In this February issue - Part TWO - I'll cover:

- * **Copious and Confusing Consultants and CRA's Blowing \$500,00 on Another Huge Mistake in Downtown San Pedro**
- * **Mitigation Madness 4 - Port Commissioners OK Only \$3.6 Million for Just 2 Projects and Ignores Any Real "Aesthetic" Mitigation For Wilmington Residents.**
- * **Trick CRA Financing and WHY it may be BAD for Us All.**
- * **CouncilWoman Janice Hahn Adroitly Juggles The Term "Waterfront" Which Suits a Developer's False Advertising.**

In the next or March Issue I'll cover:

- * **My *San Pedro Magazine* Interview with Josh Stecker**
- * **Something Much Better Than the Stupid Looking and Out of Place MoJo "Death Ray"**
- * **The Incestuous Loan Relationships Between the CRA and the Port of Los Angeles**
- * **POLA's Fuzzy and Deadly Math**
- * **Mobile Kiosk Opportunity Can Help Solve the Chamber of Commerce Cash Flow**
- * **More About the New 6Th Street Creek Plan for Downtown San Pedro**
- * **Tentative - My Personal Update on Ponte Vista - and How the Battle Will End Up (maybe I'll keep quite).**
- * **More about our New Port Technologies Incubator**

Richard Pawlowski
VentureXPO Group

www.VentureXPO.com
www.NewSanPedro.com
www.BanningVillage.com

Quote of the month - "A problem cannot be solved in the same consciousness that it was created. And, not everything that can be counted counts and not everything that counts can be counted". Albert Einstein

From: Richard Royce [royce@ventureexpo.com]
Sent: Friday, March 07, 2008 7:11 AM
To: specialpeople@ventureexpo.com
Subject: San Pedro Magazine Interview

Good morning,

There has been quite a good response so far to the *San Pedro Magazine* interview and many new people are now on this list because of it (now over 1,000).

I'll again have to do a two part (maybe 3) newsletter this month - but in Part One, it will be solely about the interview with **Joshua Stecker**, the Editor of *San Pedro Magazine* with comments from some readers of the article. If you haven't been able to get a copy of it, you can read it all here and then point your friends, neighbors and co-workers to read it as well - if you wish. (Copy and paste if the link doesn't work here) - <http://www.ventureexpo.com/interview.html>

In Part TWO I'll cover (if I have time):

*** The Incestuous Loan Relationships Between the CRA and the Port of Los Angeles (BTW, this is a VERY IMPORTANT TOPIC for both San Pedro and Wilmington residents)**

*** If YOU Want Some Real Funny Entertainment - Come to a CRA/PCAC Meeting**

*** POLA's Fuzzy and Deadly Math and Why NO POLA GROWTH is a GOOD thing.**

*** More About the New 6Th Street Creek Plan for Downtown San Pedro - Including Comments from Readers**

*** More about the New Port Technologies Incubator at The Port's O Call**

*** My Personal Update on Ponte Vista - and How the Battle Will End Up (maybe I should keep quite).**

*** Something Much Better Than the Stupid Looking and Out of Place MoJo "Death Ray"**

Richard Pawlowski
VentureXPO Group
www.VentureXPO.com
www.NewSanPedro.com
www.BanningVillage.com

Quote of the month - *"The difficulty lies, not in the new ideas, but in escaping the old ones, which ramify, for those brought up as most of us have been, into every corner of our mind"* - John Maynard Keynes, English economist

Los Angeles Unified School District

Facilities Services Division

DAVID L. BREWER III
Superintendent of Schools

JOSEPH A. MEHULA
Chief Executive, Facilities Services Division

FREDERICK C. SMITH
Acting Deputy Chief Facilities Executive, New Construction Branch

RENA S. PEREZ
Director, Master Planning and Demographics

DATE: October 16, 2008

TO: City of Los Angeles Department of City Planning
200 N. Spring St.
Los Angeles, CA 90012
Attn: Debbie Lawrence, AICP

FROM: Rena Perez, Director
Master Planning & Demographics

SUBJECT: Environmental Impact Report Information Requested for: ***NOP SAN PEDRO COMMUNITY PLAN PROJECT, GENERALLY BOUNDED BY; TAPER AVENUE ON THE NORTH; JOHN GIBSON BOULEVARD, HARBOR BOULEVARD, THE WEST CHANNEL OF THE PORT OF LOS ANGELES AND CABRILLO BEACH ON THE EAST; PACIFIC OCEAN ON THE SOUTH; AND THE WESTERN BORDER OF LOS ANGELES WITH THE CITY OF RANCHO PALOS VERDES.***

Included please find a ***LAUSD Schools Enrollments and Capacities Report*** for the schools that have a resident attendance area and may be impacted by development projects located within the Community Plan Area referenced above. The report contains data on each school's current and projected capacities, enrollments, and school calendars, and is designed to address any questions pertaining to overcrowding and factors related to school capacity. Schools which do not have a resident attendance area may be shown on the attached map but will not be included in the Enrollments and Capacities Report.

Planned schools listed in the report are expected to relieve existing schools serving the Community Plan Area. Some school sites may not show on the attached map.

Please note that the data in this report already take into account portable classrooms on site, additions being built onto existing schools, student permits and transfers, specific educational programs running at the schools, and any other operational activities or educational programming that affects the capacities and enrollments of LAUSD's schools. **Enrollment and capacity data are updated annually and become available after December 1 of each year. Projected enrollment and capacity data are updated annually and will be reported when they become available.**

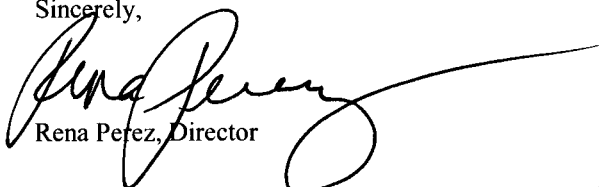
Additional information can be found in LAUSD's 2008 "Strategic Execution Plan" at www.laschools.org/sep/, on LAUSD's Facilities main webpage at www.laschools.org/, or on LAUSD's general website, at www.lausd.net.

The school fee justification study is updated annually. Please contact the LAUSD Developer Fee Office at (213) 743-3670 for more information regarding fees and student generation rates.

ATTACHMENTS

1. LAUSD SCHOOLS ENROLLMENTS AND CAPACITIES REPORT
2. MAP OF SCHOOL SITES AND BOUNDARIES FOR SCHOOLS SERVING THE COMMUNITY PLAN AREA.

Sincerely,



Rena Perez, Director

LAUSD SCHOOLS ENROLLMENTS AND CAPACITIES

PROJECT SERVED: NOP San Pedro Community Plan Project, generally bounded by; Taper Ave. on the north; John Gibson Blvd., Harbor Blvd., the West Channel of the Port of Los Angeles, and Cabrillo Beach on the east; the Pacific Ocean on the south; and the western border of Los Angeles with Rancho Palos Verdes.

SCHOOL YEAR: 2008-2009

(Enrollments & Capacities reflect data from School Year (SY) 2007-2008. SEE DISCLAIMER BELOW.)

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
|---------------|----------------------|------------------|------------------|---------------------|-------------------|-------------------------------------|------------------|--------------------|----------------------|---------------------------------------|-----------------------------------|
| Location Code | School Name | Current Calendar | Current Capacity | Resident Enrollment | Actual Enrollment | Current seating coverage/(shortage) | Overcrowded Now? | Projected Capacity | Projected Enrollment | Projected seating coverage/(shortage) | Overcrowding Projected in Future? |
| 2288 | BANDINI EL | 1 TRK | 475 | 408 | 407 | 67 | No | 458 | 377 | 81 | No |
| 2315 | BARTON HILL EL | 1 TRK | 934 | 814 | 743 | 120 | No | 905 | 739 | 166 | No |
| 2685 | CABRILLO EL | 1 TRK | 535 | 615 | 490 | (80) | Yes | 507 | 559 | (52) | Yes |
| 3302 | CRESTWOOD ST EL | 1 TRK | 540 | 171 | 473 | 369 | No | 554 | 145 | 409 | No |
| 3767 | 15TH ST EL | 1 TRK | 786 | 782 | 681 | 4 | Yes | 736 | 701 | 35 | No |
| 4466 | HAWAIIAN EL | 4 TRK | 1269 | 785 | 799 | 484 | Yes | 736 | 851 | (115) | Yes |
| 4836 | LELAND EL | 1 TRK | 642 | 642 | 536 | 0 | Yes | 585 | 551 | 34 | No |
| 6013 | PARK WESTERN EL | 1 TRK | 377 | 228 | 382 | 149 | No | 382 | 233 | 149 | No |
| 6616 | 7TH ST EL | 1 TRK | 501 | 428 | 448 | 73 | No | 527 | 347 | 180 | No |
| 6870 | S SHORES PER ARTS MG | 1 TRK | 449 | 470 | 468 | (21) | Yes | N/A | N/A | N/A | N/A |
| 7035 | TAPER EL | 1 TRK | 664 | 307 | 511 | 357 | No | 544 | 244 | 300 | No |
| 7767 | WHITE POINT EL | 1 TRK | 485 | 403 | 434 | 82 | No | 428 | 375 | 53 | No |
| 8104 | DANA MS | 1 TRK | 2024 | 1878 | 1876 | 146 | No | 1924 | 1645 | 279 | No |
| 8110 | DODSON MS | 1 TRK | 2253 | 1261 | 1454 | 992 | No | 1956 | 1225 | 731 | No |
| 8490 | WILMINGTON MS | 1 TRK | 2080 | 2244 | 2090 | (164) | Yes | 1753 | 1922 | (169) | Yes |
| 8529 | BANNING SH | 1 TRK | 3353 | 3970 | 3516 | (617) | Yes | 2401 | 3763 | (1362) | Yes |
| 8779 | NARBONNE SH | 1 TRK | 3441 | 3255 | 3445 | 186 | No | 3137 | 3140 | (3) | Yes |
| 8850 | SAN PEDRO SH | 1 TRK | 3538 | 3581 | 3582 | (43) | Yes | 3150 | 3657 | (507) | Yes |

Schools Planned to Relieve Known Overcrowding

| |
|--------------------------|
| SOUTH REGION SPAN K-8 #1 |
| SOUTH REGION HS #4 |
| SOUTH REGION HS #15 |

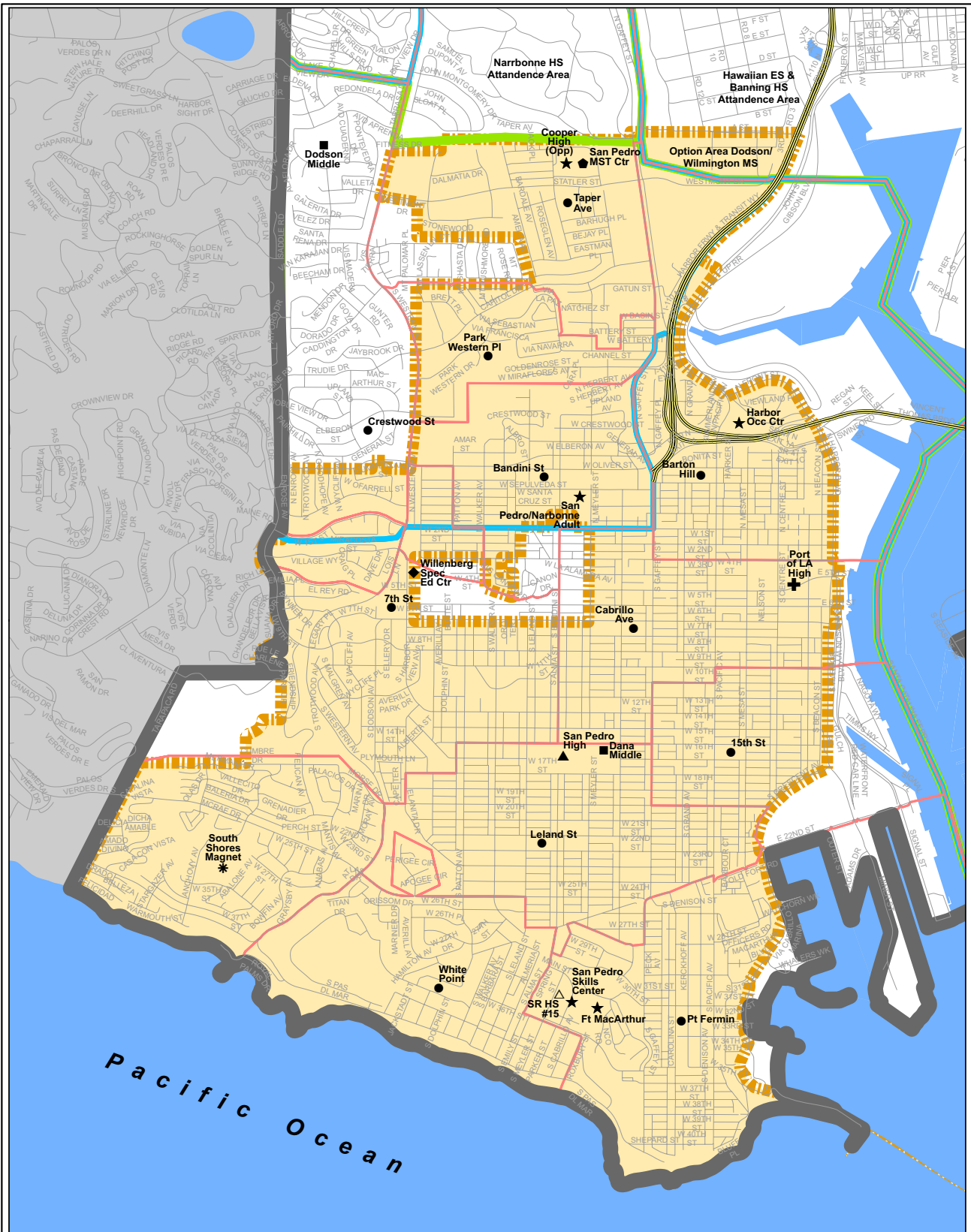
| |
|------|
| 13 |
| 1278 |
| 1809 |
| 1215 |

See Next Page

DISCLAIMER: CURRENT DATA ARE UPDATED ANNUALLY AND BECOME AVAILABLE AFTER DECEMBER 1ST OF EACH CALENDAR YEAR.
PROJECTED DATA ARE REPORTED ANNUALLY WHEN THEY BECOME AVAILABLE.

NOTES:

- ¹ School's ID code.
- ² School's name (High schools listed include enrollments & capacities for all co-located programs at the high school site).
The current calendar the school is operating on. Schools operate on a 'multi-track' calendar (listed as 3 TRK or 4 TRK), because of overcrowded
- ³ conditions.
- ⁴ School's current operating capacity, or the maximum number of students the school can serve while operating on its current calendar.
The total number of students living in the school's attendance area and who are eligible to attend the school. Includes secondary-grades magnet
- ⁵ students.
 - Multi-track calendars are utilized as one method of providing relief to overcrowded schools by increasing enrollment capacities.
 - A key goal of the Superintendent and Board of Education is to return all schools to a traditional 2-semester calendar (1 TRK).
- ⁶ The number of students actually attending the school now, including secondary-grades magnet students.
- ⁷ Current seating overage or (shortage): equal to (current capacity) - (resident enrollment).
- ⁸ Current overcrowding status of school. The school is currently overcrowded if any of these conditions exist:
 - School is currently on a multi-track calendar.
 - There is currently a seating shortage.
 - There is currently a seating overage of LESS THAN or EQUAL TO a 'safety margin' of 30 seats.The capacity the school will have after shifting to a 2-semester (1 TRK) calendar and implementing operational goals such as full-day kindergarten
- ⁹ and class-size reduction.
PROJECTED DATA INCORPORATES THE SEATING AND ENROLLMENT EFFECTS OF PLANNED SCHOOLS SCHEDULED TO OPEN SY 08-
- ¹⁰ 09.
Projected 5-year total number of students living in the school's attendance area and who are eligible to attend the school. Includes secondary-
- ¹¹ grades magnet students.
- ¹¹ Projected seating overage or (shortage): equal to (projected capacity) - (projected enrollment).
- ¹² Projected overcrowding status of school. The school will be considered overcrowded in the future if any of these conditions exist:
 - School remains on a multi-track calendar.
 - There is a seating shortage in the future.
 - There is a seating overage of LESS THAN or EQUAL TO a 'safety margin' of 30 seats in the future.
- ¹³ The anticipated capacity of new schools planned for the area. While these new seats will help offset projected overcrowding at the existing schools listed in this report, there may be other overcrowded schools not listed here that are also targeted to be relieved by these new schools. Therefore, it should not be assumed that these planned school capacities will be allocated solely towards offsetting overcrowding at the existing schools listed here.
- * Charter School: Information on the school's current capacity is unavailable.



San Pedro Community Plan Area

- | | | | |
|---|-------------------|-----------------------------|--------------------------------|
| Community Plan Area | Elementary School | Planned Elementary School * | Magnet School |
| Elementary School Level Attendance Boundary | Middle School | Planned Middle School * | Affiliated Charter School |
| Middle School Level Attendance Boundary | High School | Planned High School * | Other Planned LAUSD Facilities |
| High School Level Attendance Boundary | Span School | Planned Span School * | Other LAUSD Facilities |
| LAUSD Boundary | | | Administration |
| Outside LAUSD Area | | | |



All data displayed herein is current as of 2007-2008 school year, unless otherwise noted.

Prepared By:
Master Planning & Demographics
Facilities Services Division

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reproduced except as licensed by
Digital Map Products, Thomas Bros. Maps.
Date: October 14, 2008

* Planned new school with site configuration indicates Board action has approved a preferred site and/or property is District owned.

0 0.25 0.5 0.75 Miles



LOS ANGELES UNIFIED SCHOOL DISTRICT
Facilities Services Division

LOC. CODE: 2288

**SUBJECT: NEW SERVICE BOUNDARY DESCRIPTION FOR BANDINI STREET SCHOOL
EFFECTIVE JULY 1, 2007.**

The area described below has been approved by the superintendent as the attendance area served by the above-mentioned school. The description starts at the most northwesterly corner and follows the streets in clockwise order. Boundaries are on the center of the street unless otherwise noted.

This boundary supersedes boundary effective February 1, 1965 (clarified 9-11-1967, 9-4-1968; updated 7-1-1995).

This is an official copy for your file.

(GRADES K – 5)

NORTHERLY BOUNDARY OF PECK PARK * MIRAFLORES AVENUE (BOTH SIDES EXCLUDED, INCLUDING ALL OF GOLDENROSE STREET, EVENING SHADE DRIVE, CARA PLACE, AND CABRILLO AVENUE) * GAFFEY STREET * FIRST STREET * BANDINI STREET * CANON DRIVE AND EXTENSION, SOUTH OF BELMARIN DRIVE * A LINE TO THE INTERSECTION OF HAMILTON AVENUE AND BIG CANYON PLACE * BIG CANYON PLACE * WALKER AVENUE * FIRST STREET * PATTON AVENUE * SUMMERLAND AVENUE * WESTERN AVENUE.

OPTIONAL: BANDINI STREET AND SEVENTH STREET SCHOOLS

SUMMERLAND AVENUE * PATTON AVENUE * FIRST STREET * WALKER AVENUE * BIG CANYON PLACE EXTENDED WESTERLY, SOUTHERLY OF FOURTH STREET AND THE INTERSECTION OF THIRD STREET AND HARBOR VIEW AVENUE, TO WEYMOUTH AVENUE * WEYMOUTH AVENUE * WESTERN AVENUE.

For assistance, please call Master Planning & Demographics, Facilities Services Division, at (213) 893-6850.

APPROVED: JOSEPH A. MEHULA, Chief Facilities Executive, Facilities Services Division

DISTRIBUTION: School
Pupil Statistics
Transportation Branch

Master Planning and Demographics
School Traffic and Safety Education Section
Department of Transportation, City of L. A.

LOS ANGELES UNIFIED SCHOOL DISTRICT
Information Technology Division

LOC. CODE: 2315

**SUBJECT: UPDATE BOUNDARY DESCRIPTION FOR BARTON HILL SCHOOL
EFFECTIVE SEPTEMBER 14, 1970 (CLARIFIED 2-22-91) (UPDATED 7-1-95).**

Reconfiguration has changed the grade levels serviced by this school and the boundary description has been updated to reflect this change. This updating does not change the intent of the boundary as it was approved on September 14, 1970 (clarified 2-22-91). The description starts at the most northwesterly corner and follows the streets in clockwise order. Boundaries are on the center of the street unless otherwise noted.

This is an official copy for your file.

(GRADES K-5)

A LINE EASTERLY, FROM AND INCLUDING 2550 GAFFEY STREET * A LINE SOUTHERLY, WEST OF UNION OIL COMPANY REFINERY * A LINE EASTERLY, SOUTH OF UNION OIL COMPANY REFINERY, EXTENDED TO WEST BASIN * WEST BASIN * TURNING BASIN * MAIN CHANNEL * THIRD STREET AND EXTENSION * GAFFEY STREET, TO AND INCLUDING 2550 GAFFEY STREET.

OPTIONAL: BARTON HILL AND WILMINGTON PARK SCHOOLS.

PUPILS LIVING ON TERMINAL ISLAND.

For assistance, please call Demographic and Boundary Unit, Information Technology Division, at (213) 625-6181.

APPROVED: JOHN K. NAGATA, Assistant Superintendent, Information Technology Division

DISTRIBUTION: School
Heritage School
Pupil Statistics
Transportation Branch
Demographic and Boundary Unit
School Traffic and Safety Education Section
Department of Transportation, City of L. A.

LOS ANGELES UNIFIED SCHOOL DISTRICT
Facilities Services Division

LOC. CODE: 2685

**SUBJECT: NEW SERVICE BOUNDARY DESCRIPTION FOR CABRILLO AVENUE SCHOOL
EFFECTIVE JULY 1, 2007.**

The area described below has been approved by the superintendent as the attendance area served by the above-mentioned school. The description starts at the most northwesterly corner and follows the streets in clockwise order. Boundaries are on the center of the street unless otherwise noted.

This boundary supersedes boundary effective July 1, 1992 (updated 7-1-1995).

This is an official copy for your file.

(GRADES K – 5)

FIRST STREET * GAFFEY STREET * THIRD STREET AND EXTENSION * MAIN CHANNEL * TENTH STREET AND EXTENSION * PACIFIC AVENUE * ELEVENTH STREET * GAFFEY STREET * 15TH STREET AND EXTENSION * ALMA STREET (TO SEVENTH STREET) * BANDINI STREET.

For assistance, please call Master Planning & Demographics, Facilities Services Division, at (213) 893-6850.

APPROVED: JOSEPH A. MEHULA, Chief Facilities Executive, Facilities Services Division

| | | |
|----------------------|-----------------------|---|
| DISTRIBUTION: | School | Master Planning and Demographics |
| | Pupil Statistics | School Traffic and Safety Education Section |
| | Transportation Branch | Department of Transportation, City of L. A. |

LOS ANGELES UNIFIED SCHOOL DISTRICT
Information Technology Division

LOC. CODE: 3302

**SUBJECT: UPDATE BOUNDARY DESCRIPTION FOR CRESTWOOD STREET SCHOOL
EFFECTIVE JULY 1, 1975 (UPDATED 7-1-95).**

Reconfiguration has changed the grade levels serviced by this school and the boundary description has been updated to reflect this change. This updating does not change the intent of the boundary as it was approved on July 1, 1975. The description starts at the most northwesterly corner and follows the streets in clockwise order. Boundaries are on the center of the street unless otherwise noted.

This is an official copy for your file.

(GRADES K-5)

SOUTH BOUNDARY OF GREEN HILLS MEMORIAL PARK CEMETERY *
WESTERN AVENUE * FIRST STREET (BOTH SIDES EXCLUDED) * LOS
ANGELES UNIFIED SCHOOL DISTRICT BOUNDARY.

OPTIONAL: CRESTWOOD STREET AND SEVENTH STREET SCHOOLS.

FIRST STREET (BOTH SIDES) * WESTERN AVENUE * EL REY ROAD AND
EXTENSION (BOTH SIDES EXCLUDED) * LOS ANGELES UNIFIED SCHOOL
DISTRICT BOUNDARY.

For assistance, please call Demographic and Boundary Unit, Information Technology
Division, at (213) 625-6181.

APPROVED: JOHN K. NAGATA, Assistant Superintendent, Information Technology Division

DISTRIBUTION: School
Heritage School
Pupil Statistics
Transportation Branch
Demographic and Boundary Unit
School Traffic and Safety Education Section
Department of Transportation, City of L. A.

LOS ANGELES UNIFIED SCHOOL DISTRICT
Information Technology Division

LOC. CODE: 3767

**SUBJECT: UPDATE BOUNDARY DESCRIPTION FOR FIFTEENTH STREET SCHOOL
EFFECTIVE JULY 1, 1992 (UPDATED 7-1-95).**

Reconfiguration has changed the grade levels serviced by this school and the boundary description has been updated to reflect this change. This updating does not change the intent of the boundary as it was approved on July 1, 1992. The description starts at the most northwesterly corner and follows the streets in clockwise order. Boundaries are on the center of the street unless otherwise noted.

This is an official copy for your file.

(GRADES K-5)

TENTH STREET AND EXTENSION * MAIN CHANNEL * TWENTY-SECOND STREET AND EXTENSIONS (BOTH SIDES) * CRESCENT AVENUE AND EXTENSION * NINETEENTH STREET * GAFFEY STREET * ELEVENTH STREET * PACIFIC AVENUE.

For assistance, please call Demographic and Boundary Unit, Information Technology Division, at (213) 625-6181.

APPROVED: JOHN K. NAGATA, Assistant Superintendent, Information Technology Division

DISTRIBUTION: School Demographic and Boundary Unit
Heritage School School Traffic and Safety Education Section
Pupil Statistics Department of Transportation, City of L. A.
Transportation Branch

LOS ANGELES UNIFIED SCHOOL DISTRICT
Facilities Services Division

LOC. CODE: 4466

SUBJECT: NEW SERVICE BOUNDARY DESCRIPTION FOR HAWAIIAN AVENUE SCHOOL EFFECTIVE JULY 1, 2006.

The area described below has been approved by the superintendent as the attendance area served by the above-mentioned school. The description starts at the most northwesterly corner and follows the streets in clockwise order. Boundaries are on the center of the street unless otherwise noted.

This boundary supersedes boundary effective November 1, 1955 (clarified 1-25-1963, 2-21-1991; updated 7-1-1995).

This is an official copy for your file.

(GRADES K – 5)

ANAHEIM STREET * NEPTUNE AVENUE (BOTH SIDES EXCLUDED) * HARRY BRIDGES BOULEVARD * FRIES AVENUE AND EXTENSION TO NORTHWEST END OF SLIP No. 5 * SLIP No. 5 * EAST BASIN * TURNING BASIN * A LINE EXTENDED WESTERLY, SOUTH OF UNION OIL COMPANY REFINERY * A LINE EXTENDED NORTHERLY, WEST OF UNION OIL COMPANY REFINERY.

For assistance, please call Master Planning & Demographics, Facilities Services Division, at (213) 893-6850.

APPROVED: JOSEPH A. MEHULA, Chief Facilities Executive, Facilities Services Division

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| DISTRIBUTION: School | Master Planning and Demographics |
| Pupil Statistics | School Traffic and Safety Education Section |
| Transportation Branch | Department of Transportation, City of L. A. |

LOS ANGELES UNIFIED SCHOOL DISTRICT
Information Technology Division

LOC. CODE: 4836

**SUBJECT: UPDATE BOUNDARY DESCRIPTION FOR LELAND STREET SCHOOL
EFFECTIVE JULY 1, 1992 (UPDATED 7-1-95).**

Reconfiguration has changed the grade levels serviced by this school and the boundary description has been updated to reflect this change. This updating does not change the intent of the boundary as it was approved on July 1, 1992. The description starts at the most northwesterly corner and follows the streets in clockwise order. Boundaries are on the center of the street unless otherwise noted.

This is an official copy for your file.

(GRADES K-5)

FIFTEENTH STREET AND EXTENSION * GAFFEY STREET * NINETEENTH STREET * CRESCENT AVENUE AND EXTENSION * TWENTY-SECOND STREET * VIA CABRILLO MARINA (BOTH SIDES EXCLUDED) * OLD FORT ROAD AND EXTENSION (BOTH SIDES EXCLUDED) * PACIFIC AVENUE * HAMILTON AVENUE AND EXTENSION * GAFFEY STREET * TWENTY-EIGHTH STREET AND EXTENSION * HAMILTON AVENUE * TWENTY-NINTH STREET * EMILY STREET * THIRTIETH STREET * ALMA STREET * TWENTY-SEVENTH STREET * LELAND STREET * TWENTY-FIFTH STREET (PORTSMOUTH HOMES EXCLUDED) * WESTERN AVENUE * NINETEENTH STREET * WEYMOUTH AVENUE * SEVENTEENTH STREET * PATTON AVENUE.

For assistance, please call Demographic and Boundary Unit, Information Technology Division, at (213) 625-6181.

APPROVED: JOHN K. NAGATA, Assistant Superintendent, Information Technology Division

DISTRIBUTION: School
Heritage School
Pupil Statistics
Transportation Branch
Demographic and Boundary Unit
School Traffic and Safety Education Section
Department of Transportation, City of L. A.

LOS ANGELES UNIFIED SCHOOL DISTRICT
Facilities Services Division

LOC. CODE: 6013

SUBJECT: CLARIFICATION OF THE BOUNDARY DESCRIPTION FOR PARK WESTERN PLACE SCHOOL EFFECTIVE JANUARY 31, 1966 (UPDATED 7-1-1995) (CLARIFIED 11-22-1983; 7-1-2007).

This clarification of the existing boundary description does not change the intent of the boundary as it was approved on January 31, 1966 (updated 7-1-1995; clarified 11-22-1983). (Changes have been highlighted by "strikeout" and/or boldface type.) The description starts at the most northwesterly corner and follows the streets in clockwise order. Boundaries are on the center of the street unless otherwise noted.

This is an official copy for your file.

(GRADES K - 5)

LOS ANGELES CITY BOUNDARY AND EXTENSIONS TO THE INTERSECTION OF AMELIA AVENUE AND CAPITOL DRIVE * AMELIA AVENUE EXTENDED SOUTHERLY TO PARK WESTERN DRIVE * PARK WESTERN DRIVE (BOTH SIDES) * BATTERY STREET AND EXTENSION * CABRILLO AVENUE AND EXTENSION (BOTH SIDES EXCLUDED) * CHANNEL STREET (BOTH SIDES) * PARAISO STREET (BOTH SIDES) * BASIN STREET (BOTH SIDES) * GAFFEY STREET * MIRAFLORES AVENUE (BOTH SIDES, INCLUDING ALL OF **GOLDENROSE STREET, EVENING SHADE DRIVE, CARA PLACE, AND CABRILLO AVENUE**) * NORTHERLY BOUNDARY OF PECK PARK * WESTERN AVENUE.

For assistance, please call Master Planning & Demographics, Facilities Services Division, at (213) 893-6850.

APPROVED: JOSEPH A. MEHULA, Chief Facilities Executive, Facilities Services Division

DISTRIBUTION: School
Pupil Statistics
Transportation Branch

Master Planning and Demographics
School Traffic and Safety Education Section
Department of Transportation, City of L. A.

LOS ANGELES UNIFIED SCHOOL DISTRICT
Facilities Services Division

LOC. CODE: 6137

**SUBJECT: NEW SERVICE BOUNDARY DESCRIPTION FOR POINT FERMIN SCHOOL
EFFECTIVE JULY 1, 2001.**

The area described below has been approved by the superintendent as the attendance area served by the above-mentioned school. The description starts at the most northwesterly corner and follows the streets in clockwise order. Boundaries are on the center of the street unless otherwise noted.

This boundary supersedes boundary effective August 1, 1995 (clarified 2-22-91, 6-16-92, 7-1-93); (updated 7-1-95).

This is an official copy for your file.

(GRADES K - 5)

AREA I

HAMILTON AVENUE * TWENTY-EIGHTH STREET AND EXTENSION * GAFFEY STREET * HAMILTON AVENUE AND EXTENSION * PACIFIC AVENUE * STEPHEN M. WHITE DRIVE (BOTH SIDES) * EASTERLY BOUNDARY OF FORT MACARTHUR, ALONG WEST SIDE OF VIA CABRILLO MARINA AND SHOSHONEAN ROAD * TWENTY-SECOND STREET AND EXTENSION (BOTH SIDES EXCLUDED) * MAIN CHANNEL * OUTER HARBOR * PACIFIC OCEAN * ROXBURY STREET AND EXTENSION * THIRTY SIXTH STREET * ALMA STREET * THIRTIETH STREET * EMILY STREET * TWENTY-NINTH STREET.

AREA II – FORT MACARTHUR AREA (see note)

HAMILTON AVENUE EXTENDED, EXCLUDING ALL OF BARBOUR COURT AND MESA STREET * EASTERLY BOUNDARY OF FORT MACARTHUR, ALONG WEST SIDE OF VIA CABRILLO MARINA AND SHOSHONEAN ROAD * STEPHEN M. WHITE DRIVE (BOTH SIDES EXCLUDED) * PACIFIC AVENUE.

Note: Per Local District Administrator, Point Fermin and White Point Principals, pupils who live in the Fort MacArthur area may elect to attend White Point School for grades K-5, on a space-available basis.

For assistance, please call Masterplanning and Demographic Branch, Facilities Services Division, at (213) 633-7606.

APPROVED: JAMES A. McCONNELL, Chief Facilities Executive, Facilities Services Division

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| DISTRIBUTION: School | Demographic and Boundary Unit |
| Heritage School | School Traffic and Safety Education Section |
| Pupil Statistics | Department of Transportation, City of L. A. |
| Transportation Branch | |

LOS ANGELES UNIFIED SCHOOL DISTRICT
Facilities Services Division

LOC. CODE: 6616

SUBJECT: CLARIFICATION OF THE BOUNDARY DESCRIPTION FOR SEVENTH STREET SCHOOL EFFECTIVE JULY 1, 1992 (UPDATED 7-1-1995) (CLARIFIED 7-1-2007).

This clarification of the existing boundary description does not change the intent of the boundary as it was approved on July 1, 1992 (updated 7-1-1995). (Changes have been highlighted by "strikeout" and/or boldface type.) The description starts at the most northwesterly corner and follows the streets in clockwise order. Boundaries are on the center of the street unless otherwise noted.

This is an official copy for your file.

(GRADES K - 5)

EL REY ROAD (BOTH SIDES) AND EXTENSIONS * WESTERN AVENUE * WEYMOUTH AVENUE * BIG CANYON PLACE AND EXTENSIONS, **SOUTHERLY OF FOURTH STREET AND THE INTERSECTION OF THIRD STREET AND HARBOR VIEW AVENUE, FROM WEYMOUTH AVENUE,** TO THE INTERSECTION OF BIG CANYON PLACE AND HAMILTON AVENUE * CANON DRIVE AND EXTENSION, SOUTH OF BELMARIN DRIVE * BANDINI STREET (TO SEVENTH STREET) * ALMA STREET * 15TH STREET * PATTON AVENUE * 17TH STREET * WEYMOUTH AVENUE * 19TH STREET * WESTERN AVENUE * MORSE DRIVE (BOTH SIDES EXCLUDED) * MANTIS AVENUE (BOTH SIDES EXCLUDED) * CUMBRE DRIVE (BOTH SIDES EXCLUDED) AND EXTENSION, NORTH OF AMIRANTE DRIVE * LOS ANGELES UNIFIED SCHOOL DISTRICT BOUNDARY.

OPTIONAL: SEVENTH STREET AND BANDINI STREET SCHOOLS

SUMMERLAND AVENUE * PATTON AVENUE * FIRST STREET * WALKER AVENUE * BIG CANYON PLACE EXTENDED WESTERLY, **SOUTHERLY OF FOURTH STREET AND THE INTERSECTION OF THIRD STREET AND HARBOR VIEW AVENUE,** TO WEYMOUTH AVENUE * WEYMOUTH AVENUE * WESTERN AVENUE.

OPTIONAL: SEVENTH STREET AND CRESTWOOD STREET SCHOOLS

FIRST STREET (BOTH SIDES) * WESTERN AVENUE * EL REY ROAD AND EXTENSION (BOTH SIDES EXCLUDED) * LOS ANGELES UNIFIED SCHOOL DISTRICT BOUNDARY.

For assistance, please call Master Planning & Demographics, Facilities Services Division, at (213) 893-6850.

APPROVED: JOSEPH A. MEHULA, Chief Facilities Executive, Facilities Services Division

DISTRIBUTION: School
Pupil Statistics
Transportation Branch

Master Planning and Demographics
School Traffic and Safety Education Section
Department of Transportation, City of L. A.

LOS ANGELES CITY BOARD OF EDUCATION
EDUCATIONAL HOUSING BRANCH

Service Boundary Description

To The Principal:

The territory described below has been approved by the Superintendent as the district to be served by your school. The description starts at the most northwesterly corner and follows the streets in clockwise order. Unless noted otherwise, the center of the street is the official boundary.

This boundary becomes effective on September 1, 1980 (Clarification 6-8-82)
and supersedes boundary description effective February 2, 1959 (Clarified 9-4-68)

This is your OFFICIAL COPY and is to be retained in your files until it is superseded.

Signed William J. Tascher
DIRECTOR, EDUCATIONAL HOUSING BRANCH

K ONLY

CUMBRE DRIVE (BOTH SIDES) AND EXTENSION NORTH OF AMIRANTE DRIVE * MANTIS AVENUE
(BOTH SIDES) * MORSE DRIVE (BOTH SIDES) * WESTERN AVENUE * A LINE SOUTHERLY FROM
THE INTERSECTION OF WESTERN AVENUE AND PASEO DEL MAR * PACIFIC OCEAN * LOS ANGELES
UNIFIED SCHOOL DISTRICT BOUNDARY.

LOS ANGELES UNIFIED SCHOOL DISTRICT
Information Technology Division

LOC. CODE: 7035

**SUBJECT: UPDATE BOUNDARY DESCRIPTION FOR TAPER AVENUE SCHOOL
EFFECTIVE AUGUST 19, 1991 (UPDATED 7-1-95).**

Reconfiguration has changed the grade levels serviced by this school and the boundary description has been updated to reflect this change. This updating does not change the intent of the boundary as it was approved on August 19, 1991. The description starts at the most northwesterly corner and follows the streets in clockwise order. Boundaries are on the center of the street unless otherwise noted.

This is an official copy for your file.

(GRADES K-5)

AGA JANIAN DRIVE AND EXTENSIONS * A LINE SOUTHERLY, WEST OF UNION OIL COMPANY REFINERY * A LINE WESTERLY TO AND EXCLUDING 2550 GAFFEY STREET * GAFFEY STREET * BASIN STREET (BOTH SIDES EXCLUDED) * PARAISO STREET (BOTH SIDES EXCLUDED) * CHANNEL STREET (BOTH SIDES EXCLUDED) * CABRILLO AVENUE AND EXTENSION (BOTH SIDES) * BATTERY STREET AND EXTENSION * PARK WESTERN DRIVE (BOTH SIDES EXCLUDED) * EXTENSION OF AMELIA AVENUE NORTHERLY TO THE INTERSECTION OF AMELIA AVENUE, CAPITOL DRIVE AND LOS ANGELES CITY BOUNDARY * LOS ANGELES CITY BOUNDARY AND EXTENSION WESTERLY TO WESTERN AVENUE * WESTERN AVENUE.

OPTIONAL: TAPER AVENUE AND ESHELMAN AVENUE SCHOOLS

PALOS VERDES DRIVE NORTH * ANAHEIM STREET * WEST BOUNDARY OF UNION OIL COMPANY REFINERY * AGAJANIAN DRIVE AND EXTENSIONS * WESTERN AVENUE.

For assistance, please call Demographic and Boundary Unit, Information Technology Division, at (213) 625-6181.

APPROVED: JOHN K. NAGATA, Assistant Superintendent, Information Technology Division

DISTRIBUTION: School
Heritage School
Pupil Statistics
Transportation Branch
Demographic and Boundary Unit
School Traffic and Safety Education Section
Department of Transportation, City of L. A.

LOS ANGELES UNIFIED SCHOOL DISTRICT
Facilities Services Division

LOC. CODE: 7767

**SUBJECT: NEW SERVICE BOUNDARY DESCRIPTION FOR WHITE POINT SCHOOL
EFFECTIVE JULY 1, 2001.**

The area described below has been approved by the superintendent as the attendance area served by the above-mentioned school. The description starts at the most northwesterly corner and follows the streets in clockwise order. Boundaries are on the center of the street unless otherwise noted.

This boundary supersedes boundary effective August 1, 1985 (clarified 2-22-91, 7-1-93); (updated 7-1-95).

This is an official copy for your file.

(GRADE K ONLY)

TWENTY-FIFTH STREET (INCLUDING ALL OF PORTSMOUTH HOMES) *
TWENTY-FIFTH STREET * LELAND STREET * TWENTY-SEVENTH STREET *
ALMA STREET * THIRTY-SIXTH STREET * ROXBURY STREET AND
EXTENSION * PACIFIC OCEAN * A LINE NORTHERLY TO THE INTERSECTION
OF WESTERN AVENUE AND PASEO DEL MAR * WESTERN AVENUE.

(GRADES 1 - 5)

CUMBRE DRIVE (BOTH SIDES) AND EXTENSION NORTH OF AMIRANTE
DRIVE * MANTIS AVENUE (BOTH SIDES) * MORSE DRIVE (BOTH SIDES) *
WESTERN AVENUE * TWENTY-FIFTH STREET (INCLUDING ALL OF
PORTSMOUTH HOMES) * TWENTY-FIFTH STREET * LELAND STREET *
TWENTY-SEVENTH STREET * ALMA STREET * THIRTY-SIXTH STREET *
ROXBURY STREET AND EXTENSION * PACIFIC OCEAN * LOS ANGELES
UNIFIED SCHOOL DISTRICT BOUNDARY.

(GRADES K - 5) - FORT MACARTHUR AREA (See Note)

HAMILTON AVENUE EXTENDED EXCLUDING ALL OF BARBOUR COURT
AND MESA STREET * EASTERLY BOUNDARY OF FORT MACARTHUR,
ALONG WEST SIDE OF VIA CABRILLO MARINA AND SHOSHONEAN ROAD *
STEPHEN M. WHITE DRIVE (BOTH SIDES EXCLUDED) * PACIFIC AVENUE.

Note: Per Local District Administrator, Point Fermin and White Point Principals, pupils who live in the Fort MacArthur area may elect to attend White Point School for grades K-5, on a space-available basis.

For assistance, please call Masterplanning and Demographic Branch, Facilities Services Division, at (213) 633-7606.

APPROVED: JAMES A. McCONNELL, Chief Facilities Executive, Facilities Services Division

DISTRIBUTION: School
Heritage School
Pupil Statistics
Transportation Branch
Demographic and Boundary Unit
School Traffic and Safety Education Section
Department of Transportation, City of L. A.

LOS ANGELES UNIFIED SCHOOL DISTRICT
Information Technology Division

LOC. CODE: 8104

**SUBJECT: UPDATE BOUNDARY DESCRIPTION FOR RICHARD HENRY DANA MIDDLE SCHOOL
EFFECTIVE JULY 1, 1975 (UPDATED 7-1-95).**

Reconfiguration has changed the grade levels serviced by this school and the boundary description has been updated to reflect this change. This updating does not change the intent of the boundary as it was approved on July 1, 1975. The description starts at the most northwesterly corner and follows the streets in clockwise order. Boundaries are on the center of the street unless otherwise noted.

This is an official copy for your file.

(GRADES 6-8)

FIRST STREET (BOTH SIDES EXCLUDED, INCLUDING ALL OF MIRACOSTA STREET, MIRABEAU AVENUE AND ELLERY DRIVE) * WESTERN AVENUE * FIRST STREET * GAFFEY STREET * BATTERY STREET AND EXTENSION * HARBOR FREEWAY * A LINE EXTENDED EASTERLY, SOUTH OF UNION OIL COMPANY REFINERY, TO WEST BASIN * WEST BASIN * TURNING BASIN * MAIN CHANNEL * PACIFIC OCEAN * LOS ANGELES UNIFIED SCHOOL DISTRICT BOUNDARY.

OPTIONAL: DANA AND WILMINGTON MIDDLE SCHOOLS

STUDENTS LIVING ON TERMINAL ISLAND.

For assistance, please call Demographic and Boundary Unit, Information Technology Division, at (213) 625-6181.

APPROVED: JOHN K. NAGATA, Assistant Superintendent, Information Technology Division

DISTRIBUTION: School Demographic and Boundary Unit
Heritage School School Traffic and Safety Education Section
Pupil Statistics Department of Transportation, City of L. A.
Transportation Branch

LOS ANGELES UNIFIED SCHOOL DISTRICT
Information Technology Division

LOC. CODE: 8110

**SUBJECT: UPDATE BOUNDARY DESCRIPTION FOR RUDECINDA S. DODSON MIDDLE SCHOOL
EFFECTIVE AUGUST 4, 1989 (UPDATED 7-1-95).**

Reconfiguration has changed the grade levels serviced by this school and the boundary description has been updated to reflect this change. This updating does not change the intent of the boundary as it was approved on August 4, 1989. The description starts at the most northwesterly corner and follows the streets in clockwise order. Boundaries are on the center of the street unless otherwise noted.

This is an official copy for your file.

(GRADES 6-8)

SOUTH BOUNDARY OF GREEN HILLS MEMORIAL PARK CEMETERY *
WESTERN AVENUE * AGAJANIAN DRIVE AND EXTENSIONS * A LINE
EXTENDED SOUTHERLY, WEST OF UNION OIL COMPANY REFINERY * A
LINE EXTENDED EASTERLY, SOUTH OF UNION OIL COMPANY REFINERY
* HARBOR FREEWAY * BATTERY STREET AND EXTENSION * GAFFEY
STREET * FIRST STREET * WESTERN AVENUE * FIRST STREET (BOTH
SIDES), INCLUDING ALL OF ELLERY DRIVE, MIRABEAU AVENUE AND
MIRACOSTA STREET * LOS ANGELES UNIFIED SCHOOL DISTRICT
BOUNDARY.

OPTIONAL: DODSON AND FLEMING MIDDLE SCHOOLS

LEESDALE AVENUE EXTENDED NORTH OF HARBOR HILLS HOUSING
PROJECT, INCLUDING ALL OF VIA MADONNA * WESTERN AVENUE *
SOUTH BOUNDARY OF GREEN HILLS MEMORIAL PARK CEMETERY *
LOS ANGELES UNIFIED SCHOOL DISTRICT BOUNDARY.

OPTIONAL: DODSON AND WILMINGTON MIDDLE SCHOOLS

(THIS OPTION DEPENDENT ON SPACE AVAILABLE AT WILMINGTON MIDDLE SCHOOL.)

ANAHEIM STREET * FRIES AVENUE AND EXTENSION TO NORTHWEST
END OF SLIP #5 * SLIP #5 * EAST BASIN * TURNING BASIN * WEST
BASIN * A LINE EXTENDED WESTERLY, SOUTH OF UNION OIL
COMPANY REFINERY * A LINE EXTENDED NORTHERLY, WEST OF
UNION OIL COMPANY REFINERY.

For assistance, please call Demographic and Boundary Unit, Information Technology
Division, at (213) 625-6181.

APPROVED: JOHN K. NAGATA, Assistant Superintendent, Information Technology Division

DISTRIBUTION: School
Heritage School
Pupil Statistics
Transportation Branch
Demographic and Boundary Unit
School Traffic and Safety Education Section
Department of Transportation, City of L. A.

LOS ANGELES UNIFIED SCHOOL DISTRICT
Facilities Services Divisions

LOC. CODE: 8490

SUBJECT: CLARIFICATION OF THE BOUNDARY DESCRIPTION FOR WILMINGTON MIDDLE SCHOOL EFFECTIVE AUGUST 4, 1989 (UPDATED 7-1-95) (CLARIFIED 3-14-03).

This clarification of the existing boundary description does not change the intent of the boundary as it was approved on August 4, 1989 (updated 7-1-95). (Changes have been highlighted by "strikeout" and/or boldface type.) The description starts at the most northwesterly corner and follows the streets in clockwise order. Boundaries are on the center of the street unless otherwise noted.

This is an official copy for your file.

(GRADES 6-8)

SEPULVEDA BOULEVARD * LOS ANGELES UNIFIED SCHOOL DISTRICT BOUNDARY * EAST BASIN * SLIP #5 * FRIES AVENUE AND EXTENSION * ANAHEIM STREET * BIXBY SLOUGH * PACIFIC COAST HIGHWAY * HARBOR FREEWAY * LOMITA BOULEVARD * VERMONT AVENUE.

OPTIONAL: WILMINGTON AND CARNEGIE MIDDLE SCHOOLS

(THIS OPTION DEPENDENT ON SPACE AVAILABLE AT WILMINGTON MIDDLE SCHOOL.)

WATSONCENTER ROAD AND EXTENSION * LOS ANGELES UNIFIED SCHOOL DISTRICT BOUNDARY * SEPULVEDA BOULEVARD * AVALON BOULEVARD.

OPTIONAL: WILMINGTON, CARNEGIE, AND WHITE MIDDLE SCHOOLS

(THIS OPTION DEPENDENT ON SPACE AVAILABLE AT WILMINGTON MIDDLE SCHOOL.)

231ST STREET AND EXTENSIONS (BOTH SIDES, INCLUDING 23100 DOLORES STREET) TO ANCHOR AVENUE * **231ST STREET** * BAYPORT STREET (~~BOTH SIDES~~) * AVALON BOULEVARD * SEPULVEDA BOULEVARD * MAIN STREET.

OPTIONAL: WILMINGTON AND DANA MIDDLE SCHOOLS

STUDENTS LIVING ON TERMINAL ISLAND.

(OVER)

OPTIONAL: WILMINGTON AND DODSON MIDDLE SCHOOLS

(THIS OPTION DEPENDENT ON SPACE AVAILABLE AT WILMINGTON MIDDLE SCHOOL.)

ANAHEIM STREET * FRIES AVENUE AND EXTENSION TO NORTHWEST END
OF SLIP #5 * SLIP #5 * EAST BASIN * TURNING BASIN * WEST BASIN * A LINE
EXTENDED WESTERLY, SOUTH OF UNION OIL COMPANY REFINERY * A LINE
EXTENDED NORTHERLY, WEST OF UNION OIL COMPANY REFINERY.

For assistance, please call Master Planning & Demographics, Facilities Services Division, at (213) 633-7606.

APPROVED: JAMES A. McCONNELL, Jr., Chief Facilities Executive, Facilities Services Division

DISTRIBUTION: School Master Planning and Demographics
Pupil Statistics School Traffic and Safety Education Section
Transportation Branch Department of Transportation, City of L. A.

LOS ANGELES UNIFIED SCHOOL DISTRICT
Information Technology Division

LOC. CODE: 8529

**SUBJECT: UPDATE BOUNDARY DESCRIPTION FOR PHINEAS BANNING SENIOR HIGH SCHOOL
EFFECTIVE MAY 1, 1971 (CLARIFIED 8-3-90) (UPDATED 7-1-95).**

Reconfiguration has changed the grade levels serviced by this school and the boundary description has been updated to reflect this change. This updating does not change the intent of the boundary as it was approved on May 1, 1971 (clarified 8-3-90). The description starts at the most northwesterly corner and follows the streets in clockwise order. Boundaries are on the center of the street unless otherwise noted.

This is an official copy for your file.

(GRADES 9-12)

TURMONT STREET (BOTH SIDES EXCLUDED) * CENTRAL AVENUE *
LOS ANGELES UNIFIED SCHOOL DISTRICT BOUNDARY * EAST BASIN *
TURNING BASIN * WEST BASIN * A LINE EXTENDED WESTERLY,
SOUTH OF UNION OIL COMPANY REFINERY * A LINE EXTENDED
NORTHERLY, WEST OF UNION OIL COMPANY REFINERY * BIXBY
SLOUGH * PACIFIC COAST HIGHWAY * HARBOR FREEWAY * LOMITA
BOULEVARD * VERMONT AVENUE * SEPULVEDA BOULEVARD * LOS
ANGELES CITY DEPARTMENT OF WATER AND POWER RIGHT-OF-WAY
* WATSONCENTER ROAD * LUCERNE STREET AND EXTENSION (BOTH
SIDES EXCLUDED) * SAN DIEGO FREEWAY * AVALON BOULEVARD.

OPTIONAL: BANNING AND SAN PEDRO SENIOR HIGH SCHOOLS

STUDENTS LIVING ON TERMINAL ISLAND.

For assistance, please call Demographic and Boundary Unit, Information Technology
Division, at (213) 625-6181.

APPROVED: JOHN K. NAGATA, Assistant Superintendent, Information Technology Division

DISTRIBUTION: School
Heritage School
Pupil Statistics
Transportation Branch
Demographic and Boundary Unit
School Traffic and Safety Education Section
Department of Transportation, City of L. A.

LOS ANGELES UNIFIED SCHOOL DISTRICT
Facilities Services Division

LOC. CODE: 8779

SUBJECT: CLARIFICATION OF THE BOUNDARY DESCRIPTION FOR NATHANIEL NARBONNE SENIOR HIGH SCHOOL EFFECTIVE MAY 1, 1971 (CORRECTED 8-15-1974) (UPDATED 7-1-1995) (CLARIFIED 10-1-2007).

This clarification of the existing boundary description does not change the intent of the boundary as it was approved on May 1, 1971 (corrected 8-15-1974; updated 7-1-1995). (Changes have been highlighted by "strikeout" and/or boldface type.) The description starts at the most northwesterly corner and follows the streets in clockwise order. Boundaries are on the center of the street unless otherwise noted.

This is an official copy for your file.

(GRADES 9 - 12)

FRANCISCO STREET (BOTH SIDES) TO NORMANDIE AVENUE * FRANCISCO STREET AND EXTENSION * VERMONT AVENUE * LOMITA BOULEVARD * HARBOR FREEWAY * PACIFIC COAST HIGHWAY * BIXBY SLOUGH AND EXTENSION WEST OF UNION OIL COMPANY REFINERY * A LINE EXTENDED WESTERLY, EXCLUDING 2550 AND 2551 GAFFEY STREET, 2230 AND 2231 TAPER AVENUE, TO WESTERN AVENUE * WESTERN AVENUE * SOUTH BOUNDARY OF GREEN HILLS MEMORIAL PARK CEMETERY AND EXTENSION * LOS ANGELES UNIFIED SCHOOL DISTRICT BOUNDARY.

For assistance, please call Master Planning & Demographics, Facilities Services Division, at (213) 893-6850.

APPROVED: JOSEPH A. MEHULA, Chief Facilities Executive, Facilities Services Division

DISTRIBUTION: School
Pupil Statistics
Transportation Branch

Master Planning and Demographics
School Traffic and Safety Education Section
Department of Transportation, City of L. A.

LOS ANGELES UNIFIED SCHOOL DISTRICT
Information Technology Division

LOC. CODE: 8850

SUBJECT: CORRECTION OF THE BOUNDARY DESCRIPTION FOR SAN PEDRO HIGH SCHOOL
EFFECTIVE FEBRUARY 4, 1964 (CLARIFIED 5-1-68) (UPDATED 7-1-95)
(CORRECTED 8-15-74,10-7-96).

This correction of the existing boundary description does not change the intent of the boundary as it was approved on February 4, 1964 (clarified 5-1-68); (corrected 8-15-74); (updated 7-1-95).

The description starts at the most northwesterly corner and follows the streets in clockwise order. Boundaries are on the center of the street unless otherwise noted.

This is an official copy for your file.

(GRADES 9 - 12)

SOUTH BOUNDARY OF GREEN HILLS MEMORIAL PARK CEMETERY AND EXTENSION * WESTERN AVENUE * A LINE EASTERLY THROUGH AND INCLUDING 2230 AND 2231 TAPER AVENUE, 2550 AND 2551 GAFFEY STREET, TO A POINT EAST OF GAFFEY STREET * A LINE EXTENDED SOUTHERLY, WEST OF UNION OIL COMPANY REFINERY * A LINE EXTENDED EASTERLY, SOUTH OF UNION OIL COMPANY REFINERY, AND EXTENSION TO WEST BASIN * WEST BASIN * TURNING BASIN * MAIN CHANNEL * PACIFIC OCEAN * LOS ANGELES UNIFIED SCHOOL DISTRICT BOUNDARY.

OPTIONAL: SAN PEDRO AND BANNING HIGH SCHOOLS

STUDENTS LIVING ON TERMINAL ISLAND.

For assistance, please call Demographic and Boundary Unit, Information Technology Division, at (213) 625-5454.

APPROVED: JOHN K. NAGATA, Assistant Superintendent, Information Technology Division

DISTRIBUTION: School Demographic and Boundary Unit
Heritage School School Traffic and Safety Education Section
Pupil Statistics Department of Transportation, City of L. A.
Transportation Branch

Speaker Cards

COMMENT CARD

SAN PEDRO COMMUNITY PLAN SCOPING MEETING DRAFT ENVIRONMENTAL IMPACT REPORT

Date: Wednesday, February 20, 2008 (6:30 to 8:30 PM)
Location: Port of Los Angeles- Harbor Commission Board Room
425 S. Palos Verdes Street, 2nd Floor
San Pedro, CA 90733
Project: San Pedro Community Plan

Please note that this document will be part of the public record. Comments may be submitted at the Scoping Meeting or may be sent to:

ATTN: Debbie Lawrence, AICP
City of Los Angeles Department of City Planning
200 N. Spring Street, Los Angeles, CA 90012
(213) 978.3034 (213) 978.1226 (Fax)

****Comments must be received no later than 5:00 p.m. on Monday, March 3, 2008.****

Name (Please Print): Dick Paulowski
Mailing Address: 745 ORO TERRACE SAN PEDRO 90731
Resident, Business, Organization, etc.: NEWSAN PEDRO.COM

Comment (s):
WE NEED TO "RE-PURPOSE" SEVERAL
COMMERCIAL STREETS IN ORDER TO
KEEP BETTER RETAILERS AND SUPPORT
A NEW AND "POTENTIALLY" BETTER
DEMO GRAPHIC.
SEE - NEWSAN PEDRO.COM AND
ALSO WWW.BANNINGVILLAGE.COM

REPURPOSING CERTAIN STREETS IN TO "NEAR
NATURAL" CREEKS CAN SOLVE MAJOR
PROBLEMS IN BOTH SAN PEDRO & WILMINGTON

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Name (Please Print): BILL ROBERTS

Mailing Address: 3936 BLUFF PLACE

Resident, Business, Organization, etc.: SAN PEDRO COASTAL NEIGHBORHOOD COUNCIL

Comment (s): PROPOSED CRUISE TERMINAL KAUAI POINT

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Name (Please Print): PAT NAVÉ

Mailing Address: 1064 VIA LAPAZ SP 90732

Resident, Business, Organization, etc.: _____

Comment (s): EVACUATION PLANNING

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Name (Please Print): DOUG EPPERHART
Mailing Address: 1206 West 37th St San Pedro 90731
Resident, Business, Organization, etc.: Coastal San Pedro Neighborhood Council
Comment (s): _____

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Name (Please Print): CHUCK HART

Mailing Address: 1027 STATLER ST. SAN PEDRO CAL. 90731

Resident, Business, Organization, etc.: SAN PEDRO PENINSULA HOMEOWNERS UNITED INC.

Comment (s): THE "LPG" AMERICAS FACILITY AT GAFFNEY ST. & WESTMONT DR
MUST BE RELOCATED OR CLOSED DOWN. A CATASTROPHIC EVENT WORST
CASE SCENARIO COULD RESULT IN THOUSANDS OF DEATHS/INJURYS AND MILLIONS
IN PROPERTY DAMAGE. ITS LOCATION IS NEXT TO RESIDENTIAL NEIGHBORHOODS
AND AT LEAST THREE SCHOOLS. IT IS ALSO LOCATED NEXT TO A FLOOD
CONTROL CHANNEL THAT DUMPS INTO THE PORT -SO THE PORT MAY ALSO BE
CLOSED DOWN IN THE CASE OF AN EVENT

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Name (Please Print): Sue Castillo
Mailing Address: 809 S. Grand Avenue
Resident, Business, Organization, etc.: resident, HOA
Comment (s): _____

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Name (Please Print): David Walsh

Mailing Address: 425 S. Palos Verdes ST

Resident, Business, Organization, etc.: _____

Comment (s): Proposed new Future High school
located adjacent to Alma - 30th to 36th st
should have access dedicated only
from Gaffey st. otherwise there
will be huge impacts to residential
areas, plus Alma, 30th + 36th streets
are local streets and narrow

Not present

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Name (Please Print): Michael DiBernardo
Mailing Address: 28218 Pontevedra Dr Rancho Palos Verdes, CA 90275
Resident, Business, Organization, etc.: resident
Comment(s): Please add the area bounded by Palos Verdes Drive North, Western, and Gaffey to the San Pedro Community Plan. This will ensure that organizations that feel responsibility for the quality of life and the future of the neighborhood have a stake in planning.
This area currently has a San Pedro zip code. Current (and future) residents of this area use San Pedro schools, police, fire services, parks, shopping facilities, roads, and public accommodations. Specifically, the Ponte Vista development on Western Avenue in San Pedro, should be added to the San Pedro Community plan.

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Name (Please Print): MIRJANA YUKOVICH
Mailing Address: 2053 GALERITA DR R PV 90275

Resident, business, Organization, etc

Comment(s):

Please add the area bounded by Palos Verdes Drive North, Western, and Gaffey to the San Pedro Community Plan. This will ensure that organizations that feel responsibility for the quality of life and the future of the neighborhood have a stake in planning.

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Name (Please Print): ANA C. DILEVA
Mailing Address: 1753 DELASONDE DR.
RANCHO PALOS VERDES, CA 90275
Resident, business, Organization, etc

Comment(s):

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Name (Please Print): ANTHONY DILEVA

Mailing Address: 1853 DELASONDE DR. RANCHO PALOS VERDES, CA 9027.

Resident, business, Organization, etc

Comment(s):

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Name (Please Print): CARMEN ANDREANELLI
Mailing Address: 1331 SO. PATTON AVE, SAN PEDRO, CA 90731

Resident, business, Organization, etc

Comment(s):

Please add the area bounded by Palos Verdes Drive North, Western, and Gaffey to the San Pedro Community Plan. This will ensure that organizations that feel responsibility for the quality of life and the future of the neighborhood have a stake in planning.

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Name (Please Print): JUAN JOSE ANDREANELLI
Mailing Address: 1331 SO. PATTON AVE, SAN PEDRO, CA 90731

Resident, business, Organization, etc

Comment(s):

Please add the area bounded by Palos Verdes Drive North, Western, and Gaffey to the San Pedro Community Plan. This will ensure that organizations that feel responsibility for the quality of life and the future of the neighborhood have a stake in planning.

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Name (Please Print): Ann Vitalich

Mailing Address: 1227 W. 18th Street San Pedro, CA 90731

Resident, business, Organization, etc Resident

Comment(s):

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Name (Please Print): MARY JEAN SALCIDO

Mailing Address: 1948 VALLETA DR. Rancho Palos Verdes

Resident, Business, Organization, etc.: Resident

Comment (s): Please add the area bounded by Palos Verdes Dr. North Western and Gaffey to the San Pedro Community Plan. This will ensure that organizations that feel responsibility for the quality of life and the future of the neighborhood have a stake in planning.

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Mary Jean Salcido

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Name (Please Print): BRYAN BERO
 Mailing Address: 1850 REDONDELA DR RAN CA 90275
 Resident, Business, Organization, etc.: ES & ASSOC

Comment (s):
PLEASE TAKE THE DECISION FROM
A CITY THAT DOES NOT CARE
TO THE PROPER CITY THAT IS GOING
TO BE IMPACTED

NO WILMINGTON / YES TO
SAN PEDRO / RAN

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****Comments must be received no later than 5:00 p.m. on Monday, March 3, 2008.****

Name (Please Print): Barbara Politz, Principal Cooper High School
Mailing Address: 2210 Taper AV. San Pedro, CA. 90731
Resident, Business, Organization, etc.: _____

Comment (s): _____

I am concerned about the traffic impact on an already overcrowded entrance & exit to San Pedro. Western will become impacted and will slow down school traffic for bus drivers and passenger cars. I am also concerned about the lack of social services we have in San Pedro and adding 2000+ residents and the negative impact that will have on social services currently available.

Thank you.
Barbara Politz

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 200 N. Spring Street, Los Angeles, CA 90012
 (213) 978.3034 (213)978.1226 (Fax)

***** Comments must be received no later than 5:00 p.m. on Monday, March 3, 2008.*****

Name (Please Print): NEDA PESUSICH
Mailing Address: 2049 GALERITA DR. RANCHO PV 90275

Resident, business, Organization, etc

Comment(s):

Please add the area bounded by Palos Verdes Drive North, Western, and Gaffey to the San Pedro Community Plan. This will ensure that organizations that feel responsibility for the quality of life and the future of the neighborhood have a stake in planning.

This area currently has a San Pedro zip code. Current (and future) residents of this area use San Pedro schools, police, fire services, parks, shopping facilities, roads, and public accomodations. Specifically, the Ponte Vista development on Western Avenue in San Pedro, should be added to the San Pedro Community plan.

Neda Pesusich

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COMMENT CARD

San Pedro Community Plan Scoping Meeting Draft Environmental Impact Report

Date: Wednesday, February 20, 2008 (6:30 to 8:30 PM)
Location: Port of Los Angeles-Harbor Commission Board Room
 425 S. Palos Verdes Street, 2nd Floor
 San Pedro, CA 90733
Project: San Pedro Community Plan

Please note that this document will be part of the public record. Comments may be submitted at the Scoping Meeting or may be sent to:

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 200 N. Spring Street, Los Angeles, CA 90012
 (213) 978.3034 (213)978.1226 (Fax)

*** Comments must be received no later than 5:00 p.m. on Monday, March 3, 2008.***

Name (Please Print): SILVIO PESUSICH
Mailing Address: 2049 GABORITA DR. RANCHO P.V. 90275

Resident, business, Organization, etc

Comment(s):

Please add the area bounded by Palos Verdes Drive North, Western, and Gaffey to the San Pedro Community Plan. This will ensure that organizations that feel responsibility for the quality of life and the future of the neighborhood have a stake in planning.

This area currently has a San Pedro zip code. Current (and future) residents of this area use San Pedro schools, police, fire services, parks, shopping facilities, roads, and public accomodations. Specifically, the Ponte Vista development on Western Avenue in San Pedro, should be added to the San Pedro Community plan.

Silvio Pesusich

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Name (Please Print): Jeanne Lacombe
Mailing Address: 2052 Galerita Drive, Rancho Palos Verdes, 90275
Resident, business, Organization, etc Homeowner

Comment(s):

Changes to the boundries of area of Harbor City/ Wilmington planning area need to be made today to avoid negative impacts on the San Pedro community tomorrow.

Currently the area along Western Avenue and Gaffey Avenue and South of Palos Verdes Drive North are currently in the Harbor City/Wilmington city plans, even though that area has a San Pedro Zip code and uses San Pedro services.

There is a massive project going through the planning department at this time called Ponte Vista. The developer purchased the R-1 land knowing it was R-1 only to hopefully dupe the city planning office into changing the zoning to inflate his pocketbook. The developer has no thought or concern about the negative impact this will have on the San Pedro community since no one on the Ponte Vista advisory board lives in the area. The Bisno development group has sucessfully downplayed the number of trips residents will make and made no accommodations for any family or guests visiting, they have also downplayed the number of expected residents to only 1.5 people per home and the number of children to attend the local schools which are already over crowded and are expecting budget cuts.

It is critical that this development be included in the San Pedro plan which is currently under review so we may voice our concerns about this development right across the street from my home. Please help us and change the plan lines to match the city lines.

Thank you.

Jeanne M Lacombe

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SAN PEDRO COMMUNITY PLAN SCOPING MEETING DRAFT ENVIRONMENTAL IMPACT REPORT

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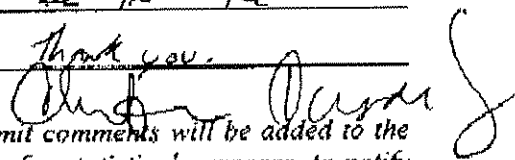
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Name (Please Print): Christine Cassidy
 Mailing Address: 124 Park Western Place
 Resident, Business, Organization, etc.: Park Western Elev. - Principal

Comment (s):
Please redesign the San Pedro City
Plan to include all of the city of
San Pedro including all property along
Western and Gaffey up to Palos Verdes Drive
North.

Please consider the potentially negative
impact Route Vista will have on the city
of San Pedro. This property is in the city
of San Pedro and needs to be in the
San Pedro City Plan.

Thank you.


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Name (Please Print): DOUGLAS G. ARZOUMANIAN
Mailing Address: 1843 REDONDELA DR, RPV
Resident, Business, Organization, etc.: RESIDENT
Comment (s): _____

See attached

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Douglas G. Arzoumanian
1843 Redondela Dr. RPV

This comment card is to inform you that myself, along with many of my neighbors, appose the Ponte Vista project. To allow any development beyond the existing R1 zoning would have absolutely no benefit to the community. Conversely, the negative impact on the infrastructure, including streets, schools, utilities and air quality would be extreme.

Most of us can not understand why our government representatives would even considered such an outrageous proposal. With all of the obvious reasons to not approve the project and no obvious reasons to approve the project, why would they?

Please remember. We are already lacking in sufficient water and electricity. We are constantly reminded to lower our usage. Wouldn't the additional 5,000 people who will reside in this project going to consume more of these resources? Where are these new resources going to come from? More power plants? More rain? Has our government representatives looked at the school situation? Our neighborhood schools are already filled to the brim. They have added about as many temporary class rooms as the grounds can handle. Where are the kids that are going to live in this project going to go to school?

I beg you, take it from one person whose family lives, works, goes to school and shops in the area. Please do not approve this project. Keep the old Naval Housing area zone R1 as it is and as it should be..

Thanks

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Name (Please Print): Christina Wagner-Long & Gregory Long

Mailing Address: 1420 Caddington Dr. RIV, 90215

Resident, Business, Organization, etc.: Residence

Comment(s): Please include the area along Western & Gaffey
that is in the city of San Pedro be included in the S.P.
city plan not the Harbor City/Wilmington plan.

Christina Wagner-Long Gregory Long

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Name (Please Print): Bridget M. Mirkovich-Smith
 Mailing Address: 1534 W. 16th St. San Pedro, CA 90732
 Resident, Business, Organization, etc.: Resident

Comment (s):
I'm curious as to why Ponte Vista development is currently in the Harbor City/Wilmington city plan, and not San Pedro. Although Harbor City & Wilmington WILL be impacted by this potential population disaster, isn't it most significant in San Pedro? Our streets will be overcrowded. Our lives will be impacted. Our air quality will decrease. Where is our say? San Pedro's voice needs to be heard.

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Bridget M. Mirkovich-Smith

FAX

City of Los Angeles City Planning

Attn: Debbie Lawrence

From: Jeanne Lacombe

Date: March 3, 2008

Pages: 11

Dear Ms. Lawrence,

I am forwarding more comment cards regarding the area in San Pedro that is currently in the Harbor City/Wilmington city plan area. Since the area south of Palos Verdes Drive North and between Western and Gaffey is in the City of San Pedro and affects San Pedro more than any other area it should be in the San Pedro community plan. I'm not sure what it takes to change the boundaries, but I'm sure the people of San Pedro expect to have a say in this area.

There is a massive development called Ponte Vista being planned for that area mentioned above. I believe the developer for obvious reasons is giving low impact numbers to the city planning department in order to change the zoning from R-1 to multi-unit property.

Please add my name, address, phone and email to your mailing list so that I can pass on the future meeting dates to my neighbors. Please let me know what steps I can take to ensure this area stays R-1.

Thank you for your time,

Jeanne Lacombe, 2052 Galerita Dr., Rancho Palos Verdes, CA 90275,

(310)833-0444, email: chateau4us@earthlink.net.

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Name (Please Print): Fred Boettcher
 Mailing Address: 1214 Malaga Ave SP
 Resident, Business, Organization, etc.: LA County F.D.

Comment(s): All of San Pedro should be in San Pedro
city plan. Wilmington does not
have the best interests of San Pedro
in mind - LET'S have common
sense and have S.P in S.P

Fred Boettcher

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Name (Please Print): Brandon Arzoumanian
 Mailing Address: 1843 Redondela Dr. Rancho Palos Verdes, CA 90275
 Resident, Business, Organization, etc.: Resident
 Comment (s): The Pointe Vista plan will not only cause MORE congestion on western which will increase travel time, but with the more cars traveling down western the more pollution that will be emitted into the immediate area at which I live. I am 110% opposed to make that land R3 if you leave it at R1 it would not be opposed.

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Name (Please Print): Frank + Nancy Redlew
 Mailing Address: 28700 Mt. Wangley Cti Rancho Palos Verdes CA
 Resident, Business, Organization, etc.: Resident, 90275
 Comment (s): _____

We request that the former Navy property along Western + Casper streets that are in the city of San Pedro be included in the San Pedro City Plan.

We would desire that this area remain R-1 with the exception that multiple dwellings be senior housing

Nancy Redlew Frank Redlew

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Name (Please Print): RAYmond & Jeanne RITZKE
 Mailing Address: 1903 Redondela DR., Rancho Palos Verdes, CA
90275
 Resident, Business, Organization, etc.: Resident

Comment (s): I feel the boundaries of the San Pedro Community Plan need to be modified to include the Proposed Ponte Vista development with its proposed 1950 units on land currently zoned for R-1 only development. This area is not part of Wilmington or Harbor City and its development affects San Pedro. I am opposed to the density of the project and its potential influence on Western Avenue traffic and the local schools.
Raymond & Jeanne Ritzke

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Name (Please Print): PAMELA TURBA
 Mailing Address: 1918 VALLECITO SAN PEDRO, CA 90732
 Resident, Business, Organization, etc.: RESIDENT
 Comment (s): LEAVE IT IN SAN PEDRO!

Pamela Turba

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Name (Please Print): Pam Boettcher
 Mailing Address: 1214 N. Malgreen SP 90732
 Resident, Business, Organization, etc.: _____

Comment (s): San Pedro should be in the
San Pedro City Plan not Wilmington -
get real people

Pam Boettcher

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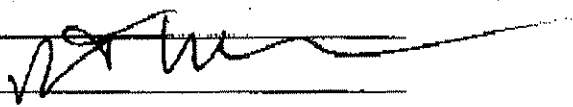
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Name (Please Print): Rob Thoreen

Mailing Address: 1204 N Gaffey St

Resident, Business, Organization, etc.: Butch's Auto Repair

Comment (s): San Pedro has no association with Wilmington, they have no brain cells. Wilmington doesn't care about San Pedro traffic quality of life.



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Name (Please Print): MARCIA PAUL
 Mailing Address: 1717 MERMAID DR. SAN PEDRO, CA
 Resident, Business, Organization, etc.: RESIDENT 90732
 Comment (s): THE NAVY HOUSING BELONGS
IN SAN PEDRO NOT WILMINGTON
LETS PUT THE CONTROL BACK WHERE
IT BELONGS. — IN PEDRO. WILMINGTON
HAS NO VESTED INTEREST IN WHAT
HAPPENS IN PEDRO. GET A CLUE !!

M. L. Paul
 MARCIA L PAUL

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Name (Please Print): HELEN PAUL
 Mailing Address: 3514 MULLDAE, SAN PEDRO, CA
 Resident, Business, Organization, etc.: RESIDENT 90732
 Comment (s): WHAT HAPPENS TO SAN PEDRO
SHOULD STAY IN SAN PEDRO.

Helen Paul

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Name (Please Print): Lucie Thorsen
 Mailing Address: 2124 Redondela RIV CA 90275
 Resident, Business, Organization, etc.: Tanice Hahn C.A.C.
 Comment (s): After attending the Wilmington Neighborhood Council Meeting last Wed night, I am adamant that the Nava Housing / Ponte Vista area needs to be in the San Pedro City Plan. The W.N.C absolutely has no concern for the well being on San Pedro they were asked by the S.P. N.C to support their position and they refused. IT was very obvious that their decision to support B&NO was a "spite" against S.P. We cannot trust Wilmington to do what is best for San Pedro
Lucie Thorsen

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Name (Please Print): Robin Thorsen
Mailing Address: 2124 Redondela LpV CA 90275
Resident, Business, Organization, etc.: _____

Comment (s): San Pedro City Plan
belongs in San Pedro

Robin Thorsen

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COMMENT CARD

SAN PEDRO COMMUNITY PLAN SCOPING MEETING DRAFT ENVIRONMENTAL IMPACT REPORT

Date: Wednesday, February 20, 2008 (6:30 to 8:30 PM)
Location: Port of Los Angeles- Harbor Commission Board Room
 425 S. Palos Verdes Street, 2nd Floor
 San Pedro, CA 90733
Project: San Pedro Community Plan

Please note that this document will be part of the public record. Comments may be submitted at the Scoping Meeting or may be sent to:

ATTN: Debbie Lawrence, AICP
 City of Los Angeles Department of City Planning
 200 N. Spring Street, Los Angeles, CA 90012
 (213) 978.3034 (213) 978.1226 (Fax)

****Comments must be received no later than 5:00 p.m. on Monday, March 3, 2008.****

Name (Please Print): Sam Orland
Mailing Address: 1336 W. 21st St SP 90275
Resident, Business, Organization, etc.: _____

Comment (s):
San Pedro belongs
in San Pedro not
Wilmington where
they do not care
what is best for S.P
Sam Orland

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COMMENT CARD

San Pedro Community Plan Scoping Meeting Draft Environmental Impact Report

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**** Comments must be received no later than 5:00 p.m. on Monday, March 3, 2008. ****

Name (Please Print): Peter Andrew Elmstedt

Mailing Address: 2148 Ronsard Road

Resident, business, Organization, etc Resident

Comment(s):

Please add the area bounded by Palos Verdes Drive North, Western, and Gaffey to the San Pedro Community Plan. This will ensure that organizations that feel responsibility for the quality of life and the future of the neighborhood have a stake in planning.

This area currently has a San Pedro zip code. Current (and future) residents of this area use San Pedro schools, police, fire services, parks, shopping facilities, roads, and public accommodations. Specifically, the Ponte Vista development on Western Avenue in San Pedro, should be added to the San Pedro Community plan.

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Name (Please Print): Michael and Dana Zupanovich

Mailing Address: 314 Dave Dr. San Pedro 90732

Resident, Business, Organization, etc.: Resident

Comment (s): We hereby request that entire area along Western Ave. and Gaffey St. of the proposed Ponte Vista development located in the City of San Pedro be included in the San Pedro City Plan currently under review.

As lifelong residents of the San Pedro area, we are very concerned about the growing traffic congestion and lack of infrastructure to support it. The Ponte Vista development will add further to this traffic problem and must be taken into consideration and included in the San Pedro City Plan currently under review.

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Michael Zupanovich Dana Ann Zupanovich

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Name (Please Print): Suzanne Gascon
 Mailing Address: 2148 Mendon Dr.
 Resident, Business, Organization, etc.: Rancho Palos Verdes, Ca.
90275

Comment (s):
I would like Haffen and Western Ave.
to be part of San Pedro planning, not
Harbor City and Wilmington.

Suzanne Gascon

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Name (Please Print): Carmela Candella
 Mailing Address: 1221 S. Walker Ave SP 90731

Resident, Business, Organization, etc.: _____

Comment (s): My concerns:

① Want the former navy housing ~~on western~~ along Western & Gaffney that is in the city of San Pedro be included in the San Pedro city plan, not part of Harbor City/Wilmington city plan.

② Traffic!

Carmela Candella

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Name (Please Print): Brenda J Velez

Mailing Address: 611 W 38th St San Pedro

Resident, Business, Organization, etc.: _____

Comment (s): I am a resident of San Pedro and I
feel that the area along Western Ave and
Gaffey that it should BE included in the
San Pedro City Plan. Please transfer the acc to S.P.
I am also concerned about the number of units
being built on the site. Point Vista needs to be
down sized.

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Name (Please Print): Catherine Label
Mailing Address: 1307 W. 7th St. S.P. Ca. 90732

Resident, Business, Organization, etc.: _____

Comment (s): I have lived in San Pedro 43
years my parents 65 years and
Grand parents 88 years. We definitely
have a right to speak and to be
fully involved in the parte vista
plan. San Pedro should be part of
that plan. We don't need more
houses, we don't need more people.
We pay high housing prices to live
a good life and keep the history
of San Pedro. Building these houses
we crowd are City.

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Name (Please Print): Leah Markley

Mailing Address: 4045 Pacific Ave # 13 San Pedro

Resident, Business, Organization, etc.: Resident

Comment (s): I absolutely feel that the Puka Vista plan should be in the San Pedro plan. This development greatly impacts every single San Pedro resident. Residents should most definitely be allowed to have input regarding the development!!!

Leah Markley

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San Pedro Community Plan Scoping Meeting Draft Environmental Impact Report

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San Pedro, CA 90733
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Name (Please Print): MARIC KARMELICH SR.
Mailing Address: 2060 GALERITA DR. R.P.V. 90275
Resident, business, Organization, etc ROLLING HILLS RIVIERA

Comment(s):

Please add the area bounded by Palos Verdes Drive North, Western, and Gaffey to the San Pedro Community Plan. This will ensure that organizations that feel responsibility for the quality of life and the future of the neighborhood have a stake in planning.

This area currently has a San Pedro zip code. Current (and future) residents of this area use San Pedro schools, police, fire services, parks, shopping facilities, roads, and public accommodations. Specifically, the Ponte Vista development on Western Avenue in San Pedro, should be added to the San Pedro Community plan.

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San Pedro Community Plan Scoping Meeting Draft Environmental Impact Report

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Location: Port of Los Angeles-Harbor Commission Board Room
426 S. Palos Verdes Street, 2nd Floor
San Pedro, CA 90733
Project: San Pedro Community Plan

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Name (Please Print): MARK KARMELICH JR.

Mailing Address: 2060 GALERITA DR R.P.V. 90275

Resident, business, Organization, etc ROLLING HILLS RIVIERA

Comment(s):

Please add the area bounded by Palos Verdes Drive North, Western, and Gaffey to the San Pedro Community Plan. This will ensure that organizations that feel responsibility for the quality of life and the future of the neighborhood have a stake in planning.

This area currently has a San Pedro zip code. Current (and future) residents of this area use San Pedro schools, police, fire services, parks, shopping facilities, roads, and public accommodations. Specifically, the Ponte Vista development on Western Avenue in San Pedro, should be added to the San Pedro Community plan.

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 428 S. Palos Verdes Street, 2nd Floor
 San Pedro, CA 90733
Project: San Pedro Community Plan

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 200 N. Spring Street, Los Angeles, CA 90012
 (213) 978.3034 (213)978.1228 (Fax)

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Name (Please Print): ROSALIE KARMELICH
Mailing Address: 2060 GALEBITA DR. R.P.V. 90275
Resident, business, Organization, etc ROLLING HILLS RIVERA

Comment(s):

Please add the area bounded by Palos Verdes Drive North, Western, and Gaffey to the San Pedro Community Plan. This will ensure that organizations that feel responsibility for the quality of life and the future of the neighborhood have a stake in planning.

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SAN PEDRO COMMUNITY PLAN SCOPING MEETING DRAFT ENVIRONMENTAL IMPACT REPORT

Date: Wednesday, February 20, 2008 (6:30 to 8:30 PM)
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 425 S. Palos Verdes Street, 2nd Floor
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Project: San Pedro Community Plan

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Name (Please Print): JOYCE MOSICH
Mailing Address: 2010 GALERIA DR RPY
Resident, Business, Organization, etc.: 3RD GENERATION SAN PEDRAN
Comment (s): I BELIEVE IT IS
ONLY FAIR FOR THE AREA
BETWEEN GAFFEY ST & WESTERN AVE
(FORMER NAVY) TO BE INCLUDED
IN SAN PEDRO'S CITY PLAN.
SAN PEDRO HAS BEEN OVERWHELMED
WITH TRAFFIC CONGESTION. LET THE
CITIZENS THAT WOULD MOST BE
IMPACTED BY ANY DECISION
BE INVOLVED IN THE PROCESS
PLEASE TRANSFER THIS AREA
TO SAN PEDRO *Quinta Plana*

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Name (Please Print): Mary Ann Barr

Mailing Address: 364 S. Miralote Dr. #362

Resident, Business, Organization, etc.: Resident

Comment (s): As a member of value in this community, I would like to request that the city of San Pedro be considered in the decision making process regarding the Ponte Vista Development. To be ignored on this issue, leaves those who would benefit by its massive scale + make the big bucks open to similar injustices in the future. So, I would hope that you would show us respect and you could expect respect in return. It sounds as though we are not important enough to be considered in our own environment.

Respectfully yours,
Mary Ann Barr

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Name (Please Print): Lupe Grajeda
 Mailing Address: 25907 Saddle View Road Comita 90717
 Resident, Business, Organization, etc.: Owner of 5 unit apartment house at
1072 W 4th St San Pedro
 Comment (s):

The San Pedro community has watched Biano try to
take over our community solely to his advantage. I
strongly oppose his densely populated housing
proposals. I know he has a group of residents that
he has charmed into siding with him. Most of
them are seniors who want affordable housing.
He has breakfast and luncheon meetings with
this group. Even the Mayor occasionally attends.
There are many, many San Pedro people who
object to his plan. The property is zoned R-1. Do
not change it. Do not let him overpopulate and ruin
our community.

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Name (Please Print): DEVISE HERSHMAN

Mailing Address: 1540 STIMWOOD COURT, SAN PEDRO

Resident, Business, Organization, etc.: resident

Comment (s): Born and raised in this quaint, small town called San Pedro, I was appalled to learn that the former navy housing tract on Western is part of Harbor City, Wilmington. I strongly feel that any new development in this area will only effect those that live in San Pedro. I have seen a tremendous amount of growth here in San Pedro, and many developments go as rentals because of the lack of buyers. This area needs to be approved by San Pedro residents, because it affects San Pedro residents & businesses. I request that the area along Western and Gaffey be included in the San Pedro city plan.

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Name (Please Print): Susie Howe

Mailing Address: 2009 Stonewood Ct San Pedro

Resident, Business, Organization, etc.: resident

Comment (s): We want this Pointe Vista plan part of the San Pedro City plan instead of the Wilim/Harbor City plan. Since this project is next to my home it directly impacts my home and my life!

Traffic | |
 0 6

Susie Howe

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Mailing Address: 2049 GABRITA DR. RANCHO P.V. 90275

Resident, business, Organization, etc

Comment(s):

Please add the area bounded by Palos Verdes Drive North, Western, and Gaffey to the San Pedro Community Plan. This will ensure that organizations that feel responsibility for the quality of life and the future of the neighborhood have a stake in planning.

This area currently has a San Pedro zip code. Current (and future) residents of this area use San Pedro schools, police, fire services, parks, shopping facilities, roads, and public accomodations. Specifically, the Ponte Vista development on Western Avenue in San Pedro, should be added to the San Pedro Community plan.

Selma Rosendo

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Name (Please Print): Jeanne Lacombe
Mailing Address: 2052 Galerita Drive, Rancho Palos Verdes, 90278
Resident, business, Organization, etc Homeowner

Comment(s):

Changes to the boundaries of area of Harbor City/ Wilmington planning area need to be made today to avoid negative impacts on the San Pedro community tomorrow.

Currently the area along Western Avenue and Gaffey Avenue and South of Palos Verdes Drive North are currently in the Harbor City/Wilmington city plans, even though that area has a San Pedro Zip code and uses San Pedro services.

There is a massive project going through the planning department at this time called Ponte Vista. The developer purchased the R-1 land knowing it was R-1 only to hopefully dupe the city planning office into changing the zoning to inflate his pocketbook. The developer has no thought or concern about the negative impact this will have on the San Pedro community since no one on the Ponte Vista advisory board lives in the area. The Bisno development group has successfully downplayed the number of trips residents will make and made no accommodations for any family or guests visiting, they have also downplayed the number of expected residents to only 1.5 people per home and the number of children to attend the local schools which are already over crowded and are expecting budget cuts.

It is critical that this development be included in the San Pedro plan which is currently under review so we may voice our concerns about this development right across the street from my home. Please help us and change the plan lines to match the city lines.

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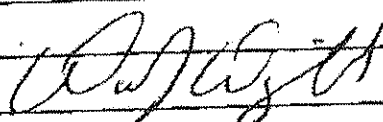
****Comments must be received no later than 5:00 p.m. on Monday, March 3, 2008.****

Name (Please Print): DAN J. DELIGHT

Mailing Address: 28707 MT. LANGLEY CT. ,RPV, CA 90275

Resident, Business, Organization, etc.: RESIDENT

Comment (s): IT IS IMPERITIVE THAT THE FORMER
NAVY HOUSING ON WESTERN AVE BE ADDED
TO THE SAN PEDRO MASTER PLAN & REMOVED
FROM THE WILMINGTON MASTER PLAN



12 February 2008

VIA FACSIMILE AND U.S. MAIL
FAX: (213) 978-1226

Debbie Lawrence, AICP
City of Los Angeles,
Department of City Planning
200 N. Spring St.
Los Angeles, CA 90012

SUBJECT: Comments in Response to the Notice of Preparation of an Environmental Impact Report for the Proposed San Pedro Community Plan Project

Dear Ms. Lawrence:

The City of Rancho Palos Verdes appreciates the opportunity to comment upon the scope of the proposed Environmental Impact Report (EIR) for the above-mentioned project. We have reviewed the Notice of Preparation (NOP), and offer the following comments:

1. The NOP states that the project will include “[amendments to] the new Mobility (Transportation) Element of the General Plan with respect to policies pertinent to San Pedro.” The NOP also identified several areas of focused study within the San Pedro community. The City of Rancho Palos Verdes suggests that these focused study areas should also include the Western Avenue commercial corridor, particularly the segment from Summerland Avenue to roughly one-quarter mile north of Westmont Drive. Since the City of Rancho Palos Verdes annexed the Eastview area—which includes this corridor—in 1983, our residents have experienced increased traffic impacts, particularly during week-day rush hours and on weekends. A few years ago, a joint task force with the City of Los Angeles and CalTrans was formed to study feasible traffic mitigation measures on Western Avenue. We recommend that the San Pedro Community Plan include provisions to facilitate the implementation of the traffic mitigation measures recommended by the Western Avenue Task Force (see enclosures).
2. The NOP states that one of the areas of focused study will be “potential new development in the adjacent Wilmington/Harbor City Community Plan that is in proximity to San Pedro.” We take this to refer to the proposed *Ponte Vista* project, a 1,950-unit condominium complex on the 62-acre former San Pedro Navy housing site. The City supports the “annexation” of this property into the San Pedro Community Plan because we believe that it is functionally more a part of that community than it is a part of Harbor City or Wilmington. Similarly, we also suggest the “annexation” of the former Taper Avenue Navy housing site (now Mary Star-of-

Debbie Lawrence
12 February 2008
Page 2

the-Sea High School) and the three (3) condominium complexes on Fitness Drive (27980, 28000 and 28004-06 Western Avenue) into the San Pedro Community Plan.

3. In the years since the City of Rancho Palos Verdes annexed the unincorporated "Eastview" area, a handful of City boundary anomalies with San Pedro have been identified, as described briefly below and in the enclosed aerial photographs. The City of Rancho Palos Verdes suggests that the community plan update process might provide a opportunity to correct these anomalies.
 - a. A portion of the condominium complex at 1450 Brett Place in San Pedro is in Rancho Palos Verdes;
 - b. A sliver of the parking lot serving the shopping center from 29105 through 29229 Western Avenue in Rancho Palos Verdes is in San Pedro; and,
 - c. Three (3) homes on Rue Le Charlene (1908 through 1912) are "landlocked" from the rest of San Pedro and only accessible through Rancho Palos Verdes.

4. The City believes that many Eastview-area homeowners' groups in Rancho Palos Verdes may not be aware of this project, and may be unable to submit timely responses to the NOP by 3 March 2008. Therefore, the City respectfully requests the extension of the public comment period from thirty (30) days to forty-five (45) days.

Again, thank you for the opportunity to comment upon this important project. If you have any questions or need additional information, please feel free to contact me at (310) 544-5228 or via e-mail at kitf@rpv.com.

Sincerely,



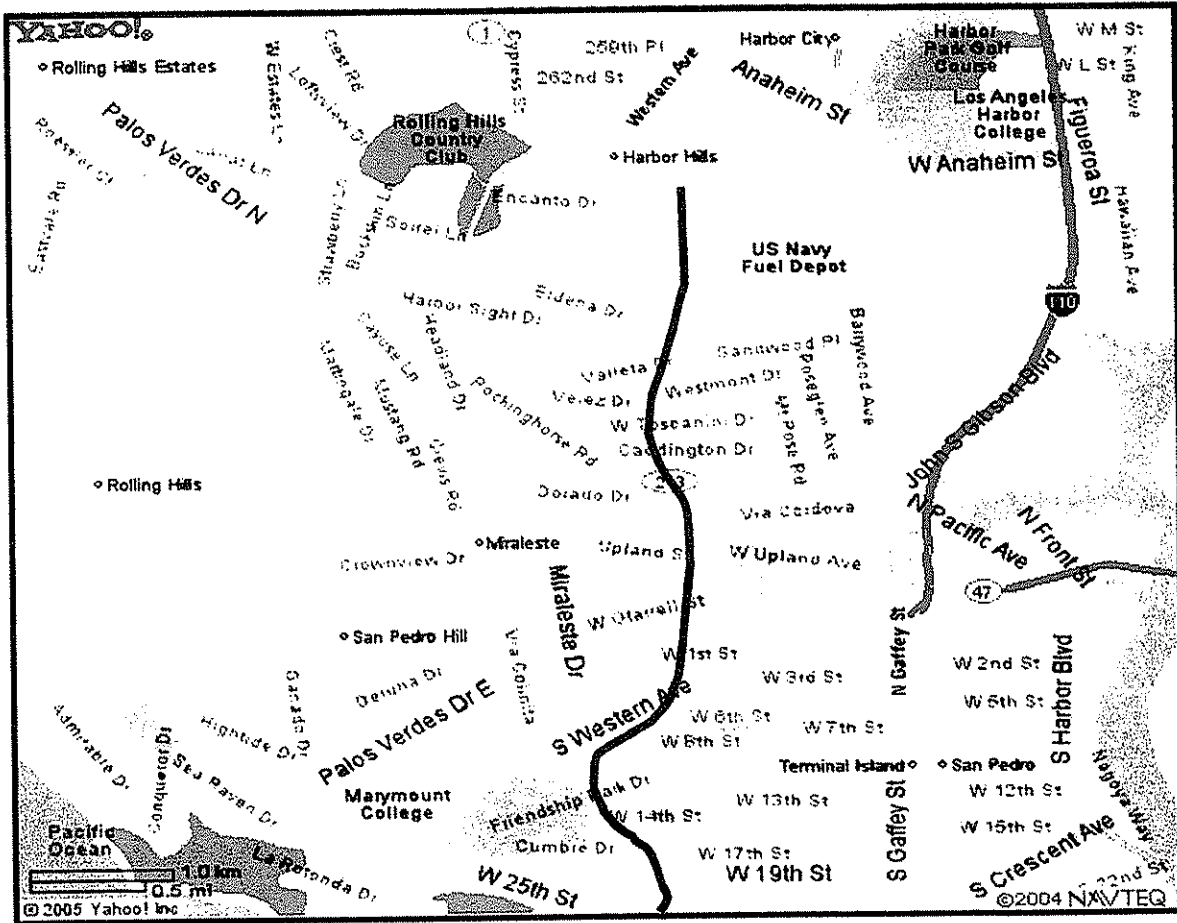
Kit Fox, AICP
Associate Planner

enclosure

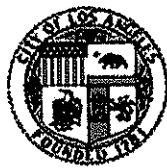
cc: Mayor and City Council
Carolyn Lehr, City Manager
Joel Rojas, Director of Planning, Building and Code Enforcement

WESTERN CORRIDOR IMPROVEMENT PROJECT

Intersection Geometric Improvements
On Western Avenue (SR-213) from 25th Street (PM 0.0)
to Palos Verdes Dr. North (PM 004.314)



PROPOSED BY:
JOINT REGIONAL WESTERN AVENUE TASK FORCE



City of Los Angeles
Department of Transportation



City of Rancho Palos Verdes

"Caltrans improves mobility across California"

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1. BACKGROUND

The Western Avenue Task Force group was formed consisting of City of Rancho Palos Verdes, City of Los Angeles Department of Transportation, and State of California Department of Transportation District 7(Los Angeles). The group served as a forum for communication between public agencies and community representatives in the Rancho Palos Verdes and San Pedro.

Since its inception, the working group completed a Western Avenue Corridor Study "Western Corridor Improvement Project" developed a Strategic Action Plan that:

- Identified the current and future deficiencies in the multi-modal transportation system within the corridor.
- Recommended consensus-based solutions (including required strategies) to address the deficiencies.

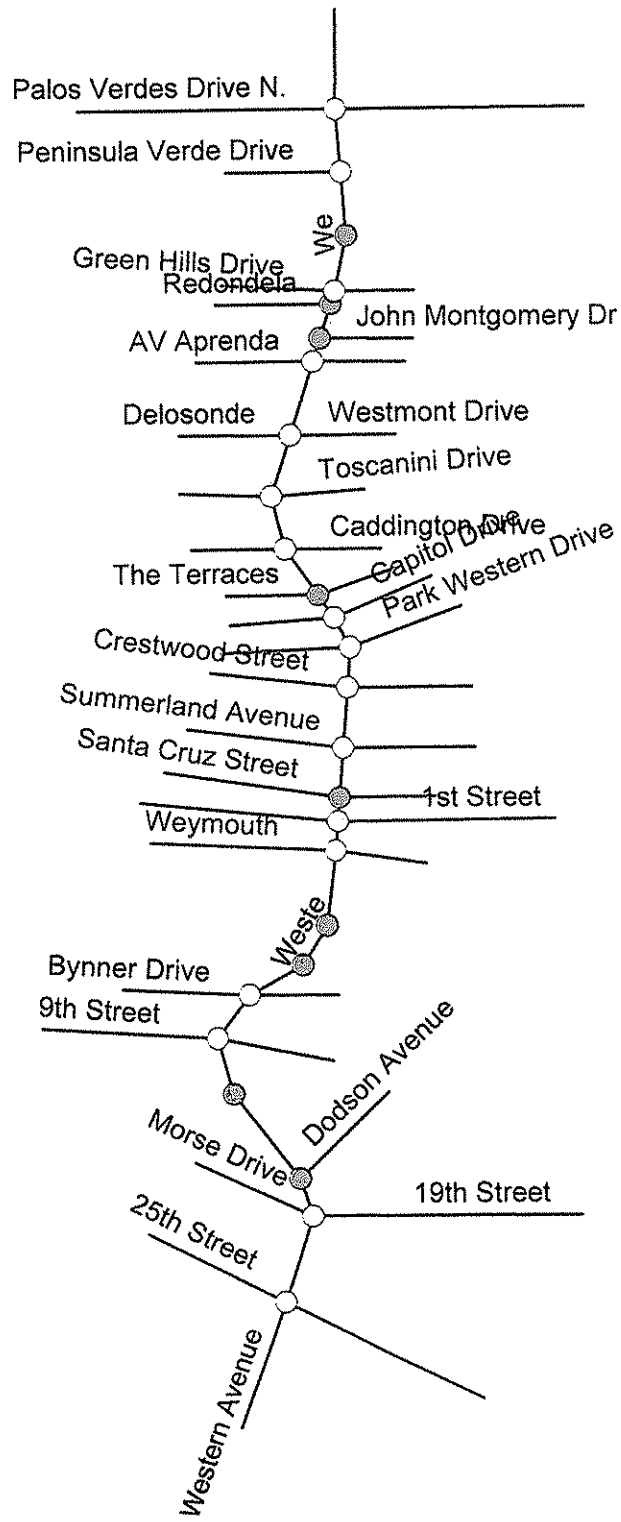
2. INTRODUCTION

The purpose of the report “Western Corridor Improvement Project” is to resolve the current and future potential deficiencies in the Multi-Modal Transportation System. The report identified immediate transportation improvements, short-term transportation improvements, and long-term transportation improvements. The Study area extends from 25th Street to Palos Verdes Drive North (**Figure 6-1**).

The “Western Corridor Improvement Project” traffic study report had identified the following short-term improvements (see **Table 1-9 Appendix “A”**):

2. Traffic Signal Equipment Update.
3. Traffic Signal Timing Plan Improvements.
4. Traffic Signal Interconnected Signals.
5. Computerized Signal Systems.
6. **Intersection Geometric Improvements.**
7. Parking Management.

Figure 6-1



george chammas

3. PURPOSE

This report identifies the needed improvements and the proposed locations for the "Intersections Geometric Improvements" (Item No. 6 - short-term improvement measures). The improvements propose of re-striping the northbound and the southbound approaches along Western Avenue to: one left-turn, 2 through, and 1 right-turn lane.

Exhibit "A" shows typical approach proposed geometrical configuration. The designated right-turn lane will eliminate potential through traffic vehicles backup due to right turning vehicles stop for pedestrian crossings, thus, the traffic flow will improve significantly through intersection. In addition, drivers leaving a highway at an intersection are usually required to reduce speed before turning. The deceleration by leaving the highway traveled way disrupts the flow of through traffic.

The "Federal Highway Administration" research paper, "Safety Effectiveness of Intersection Left- and Right-Turn Lanes", **Report No. FHWA-RD-02-089 (Appendix "B")** concludes that the added right-turn lanes are effective in improving safety at signalized and un-signalized intersections in both rural and urban areas. Installation of a single right-turn lane on major-road approach would expect to reduce total intersection accidents at urban signalized intersections by 4%. Right-turn lane installation reduced accidents on individual approaches to four-leg intersections by 18% at urban signalized intersections.

Therefore, installing right-turn lanes at the intersection approaches will improve traffic flow operation as well as the safety at the subject locations.

EXHIBIT "A"



4. FUTURE GEOMETRIC CONDITIONS

The proposed right-turn lane storage length recommended being 35 m typically. **Table 6-1** shows the existing verses the proposed geometric configurations for the southbound approaches at intersections and **Table 6-2** shows the existing verses the proposed geometric configurations for the northbound approaches at intersections along Western corridor.

The proposed re-striped approaches are without reconstruction of the existing medians or street widening except for the southbound approach of Western Avenue at 1st Street where the existing raised median need to be re-constructed. Consequently, Note that the proposed future geometry of the approaches are non-standard and does not meet the latest State of California design standards (see Imposed Conditions section of this report).

In addition, some segments of Western corridor proposed to be re-striped to install designated right-turn lanes (deceleration lanes) to existing driveways at major developments along Western Avenue. The identified locations are:

Northbound:

1. North of Crestwood, see **Figure 6-2**.
2. North of Park Western Drive, see **Figure 6-3**.
3. North of Capitol Drive, see **Figure 6-4**.
4. North of Toscanini Drive, see **Figure 6-5**.
5. North of Westmont Drive, see **Figure 6-6**.

Southbound:

6. South of Caddington Drive, see **Figure 6-7**.
7. At Parking Lot Road, see **Figure 6-8**.
8. South of Trudie Drive, see **Figure 6-9**.

TABLE 6-1

| INTERSECTION | EXISTING GEOMETRIC CONFIGURATION SOUTHBOUND APPROACH | FUTURE GEOMETRIC CONFIGURATION SOUTHBOUND APPROACH |
|---|---|---|
| WESTERN AVENUE (SR-213) @ AV APRENDA* | <p>ETW 77'</p> <p>19' TH+SHLD TH LT MD TH TH+SHLD</p> | <p>ETW 77'</p> <p>11' RT TH LT MD TH TH+SHLD</p> <p>Converting existing SB outside lane to designated right-turn and through lane</p> |
| WESTERN AVENUE (SR-213) @ DELASONDE* | <p>ETW 77'</p> <p>19' TH+SHLD TH LT MD TH TH+SHLD</p> | <p>ETW 77'</p> <p>11' RT TH LT MD TH TH+SHLD</p> <p>Converting existing SB outside lane to designated right-turn and through lane</p> |
| WESTERN AVENUE (SR-213) @ TOSCANINI DRIVE* | <p>ETW 76'</p> <p>18' TH+SHLD TH LT MD TH TH+SHLD</p> | <p>ETW 76'</p> <p>10' RT TH LT MD TH TH+SHLD</p> <p>Converting existing SB outside lane to designated right-turn and through lane</p> |
| WESTERN AVENUE (SR-213) @ CADDINGTON DRIVE* | <p>ETW 72'</p> <p>18' TH+SHLD TH LT MD TH TH+SHLD</p> | <p>ETW 72'</p> <p>10' RT TH LT MD TH TH+SHLD</p> <p>Converting existing SB outside lane to designated right-turn and through lane</p> |
| WESTERN AVENUE (SR-213) @ TRUDIE DRIVE* | <p>ETW 75'</p> <p>18' TH+SHLD TH LT MD TH TH+SHLD</p> | <p>ETW 75'</p> <p>10' RT TH LT MD TH TH+SHLD</p> <p>Converting existing SB outside lane to designated right-turn and through lane</p> |

TABLE 6-1

| INTERSECTION | EXISTING GEOMETRIC CONFIGURATION SOUTHBOUND APPROACH | FUTURE GEOMETRIC CONFIGURATION SOUTHBOUND APPROACH |
|---|---|--|
| WESTERN AVENUE (SR-213) @ CRESTWOOD STREET* | | <p>Converting existing SB outside lane to designated right-turn and through lane</p> |
| WESTERN AVENUE (SR-213) @ SANTA CRUZ STREET | | <p>Converting existing SB outside lane to designated right-turn and through lane</p> |
| WESTERN AVENUE (SR-213) @ 1st STREET** | | <p>Converting existing SB outside lane to designated right-turn and through lane</p> |
| WESTERN AVENUE (SR-213) @ WEYMOUTH | | <p>Converting existing SB outside lane to designated right-turn and through lane</p> |
| WESTERN AVENUE (SR-213) @ BYNNER DRIVE | | <p>Converting existing SB outside lane to designated right-turn and through lane</p> |

TABLE 6-1

| INTERSECTION | EXISTING GEOMETRIC CONFIGURATION SOUTHBOUND APPROACH | FUTURE GEOMETRIC CONFIGURATION SOUTHBOUND APPROACH |
|---|--|---|
| WESTERN AVENUE (SR-213) @ 9th STREET | <p>ETW</p> <p>18' TH+SHLD TH LT MD TH TH+SHLD</p> <p>75'</p> <p>18' 10' 10' 8' 11' 18'</p> | <p>ETW</p> <p>10' RT TH LT MD TH TH+SHLD</p> <p>75'</p> <p>10' 9' 10' 8' 11' 18'</p> <p>Converting existing SB outside lane to designated right-turn and through lane</p> |
| WESTERN AVENUE (SR-213) @ MORSE DRIVE | <p>ETW</p> <p>18' TH+SHLD TH LT MD TH TH+SHLD</p> <p>75'</p> <p>18' 10' 10' 8' 11' 18'</p> | <p>ETW</p> <p>10' RT TH LT MD TH TH+SHLD</p> <p>75'</p> <p>10' 9' 10' 8' 11' 18'</p> <p>Converting existing SB outside lane to designated right-turn and through lane</p> |

ETW: Edge of Travel Way
 TH: Through Travel Lane
 LT: Designated Left Turn Lane
 RT: Designated Right Turn Lane
 SHLD: Roadway Shoulder
 MD: Roadway Median (Raised Median Width include Edge Travel Yellow Line)

* Existing Bus-Stop recommended to be relocated
 ** The Existing Raised Median to be reconstructed

TABLE 6-2

| INTERSECTION | EXISTING GEOMETRIC CONFIGURATION NORTHBOUND APPROACH | FUTURE GEOMETRIC CONFIGURATION NORTHBOUND APPROACH |
|---|---|---|
| WESTERN AVENUE (SR-213) @ WESTMONT AVENUE* | <p>ETW 18' 11' 7' 10' 12' 19' TH+SHLD</p> <p>77'</p> | <p>ETW 18' 11' 7' 10' 10' 10' 11' TH+SHLD</p> <p>77'</p> <p>Converting existing NB outside lane to designated right-turn and through lane</p> |
| WESTERN AVENUE (SR-213) @ TOSCANINI DRIVE | <p>ETW 18' 12' 7' 10' 11' 18' TH+SHLD</p> <p>76'</p> | <p>ETW 18' 12' 7' 10' 10' 9' 10' TH+SHLD</p> <p>76'</p> <p>Converting existing NB outside lane to designated right-turn and through lane</p> |
| WESTERN AVENUE (SR-213) @ CADDINGTON DRIVE* | <p>ETW 17' 11' 7' 10' 11' 17' TH+SHLD</p> <p>73'</p> | <p>ETW 17' 11' 7' 10' 9' 10' TH+SHLD</p> <p>73'</p> <p>Converting existing NB outside lane to designated right-turn and through lane</p> |
| WESTERN AVENUE (SR-213) @ TRUDIE DRIVE* | <p>ETW 18' 11' 7' 10' 11' 18' TH+SHLD</p> <p>75'</p> | <p>ETW 18' 11' 7' 10' 9' 10' TH+SHLD</p> <p>75'</p> <p>Converting existing NB outside lane to designated right-turn and through lane</p> |
| WESTERN AVENUE (SR-213) @ PARK WESTERN DRIVE* | <p>ETW 17' 11' 7' 10' 11' 17' TH+SHLD</p> <p>73'</p> | <p>ETW 17' 11' 7' 10' 9' 9' TH+SHLD</p> <p>73'</p> <p>Converting existing NB outside lane to designated right-turn and through lane</p> |

TABLE 6-2

| INTERSECTION | EXISTING GEOMETRIC CONFIGURATION NORTHBOUND APPROACH | FUTURE GEOMETRIC CONFIGURATION NORTHBOUND APPROACH |
|---|---|---|
| WESTERN AVENUE (SR-213) @ CRESTWOOD STREET* | | |
| WESTERN AVENUE (SR-213) @ WEYMOUTH | | |
| WESTERN AVENUE (SR-213) @ BYNNER DRIVE | | |
| WESTERN AVENUE (SR-213) @ 9th STREET* | | |
| WESTERN AVENUE (SR-213) @ DODSON AVENUE | | |

TABLE 6-2

| INTERSECTION | EXISTING GEOMETRIC CONFIGURATION NORTHBOUND APPROACH | FUTURE GEOMETRIC CONFIGURATION NORTHBOUND APPROACH |
|---|--|--|
| <p>WESTERN AVENUE (SR-213) @ 19th STREET*</p> | <p>ETW: 75'</p> <p>18' 11' 8' 10' 10' 18'</p> <p>TH+SHLD TH MD LT TH ETW</p> | <p>ETW: 75'</p> <p>18' 11' 11' 11' 11' 11' 12' 12'</p> <p>TH+SHLD TH MD LT TH TH RT ETW</p> <p>Converting existing NB outside lane to designated right-turn and through lane</p> |

ETW: Edge of Travel Way
 TH: Through Travel Lane
 LT: Designated Left Turn Lane
 RT: Designated Right Turn lane
 SHLD: Roadway Shoulder
 MD: Roadway Median (Raised Median Width Include Edge Travel Yellow Line)

* Existing Bus-Stop recommended to be relocated

Figure 6-2

North of Crestwood



Figure 6-3

North of Park Western Drive

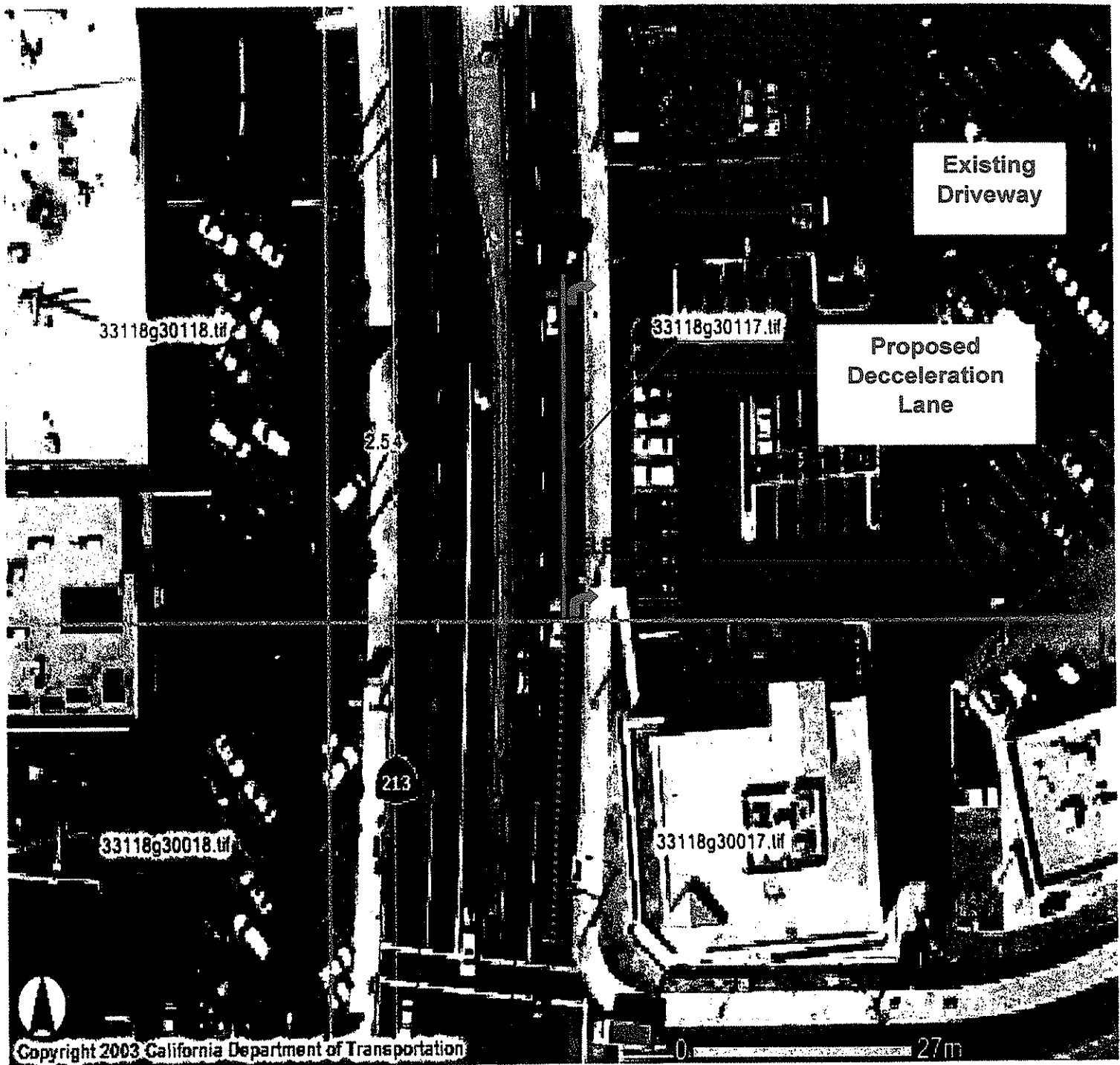


Figure 9-4

North of Capitol Drive



Figure 6-5

Noth of Toscanini Drive

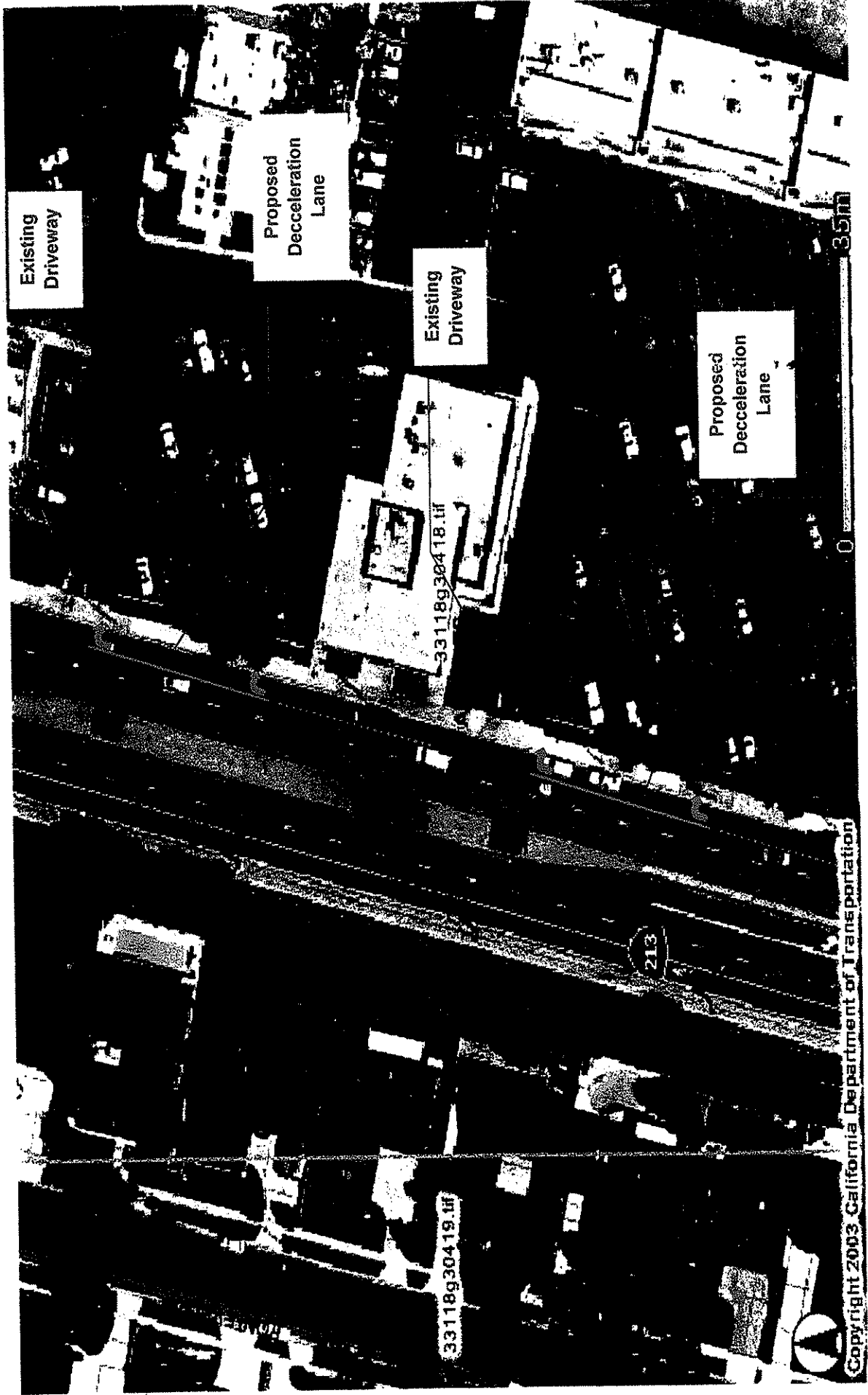


Figure 6-6

North of Westmont Drive



Figure 6-7

South of Caddington Drive



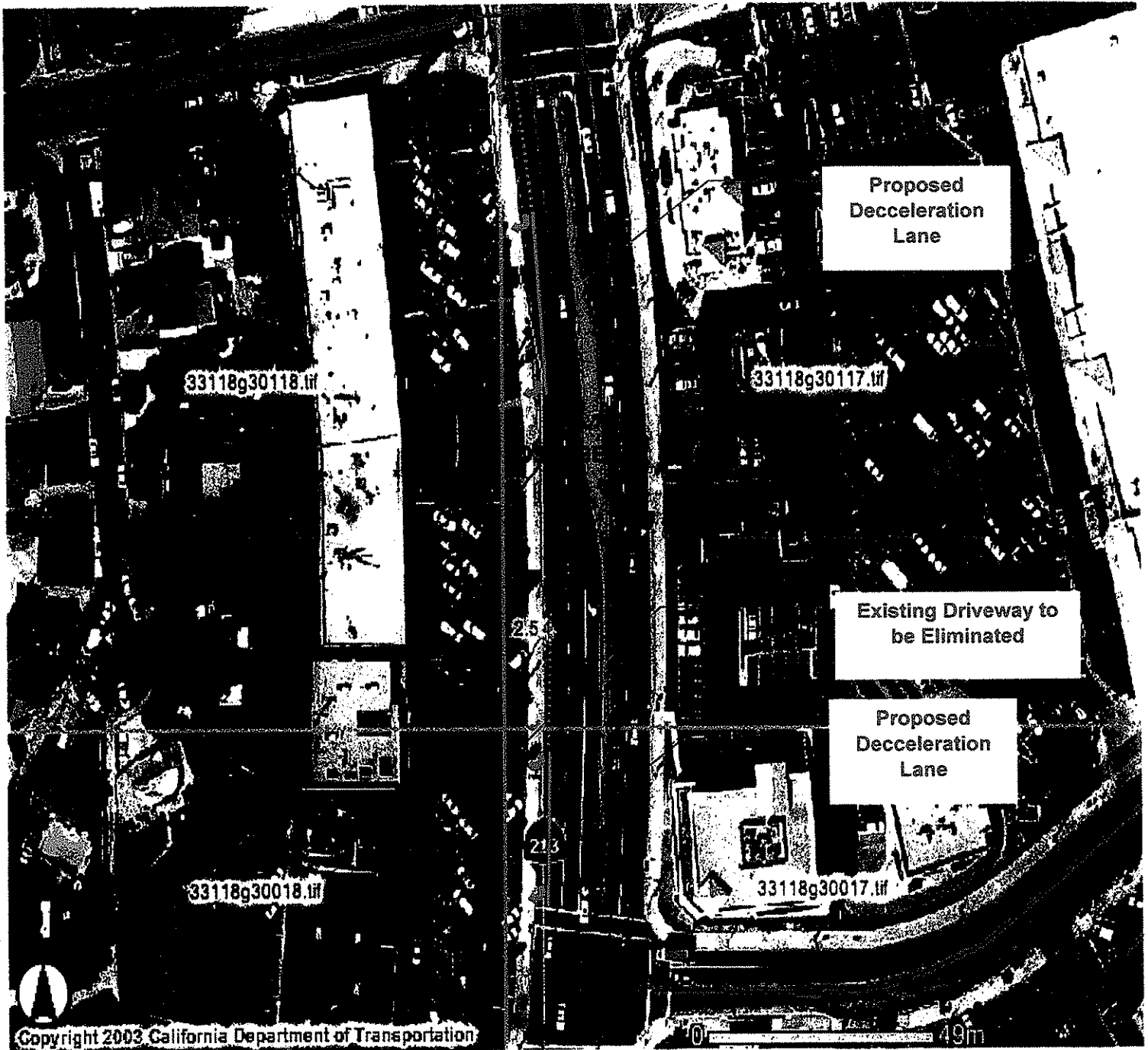
Figure 6-8

@ The Terraces



Figure 6-9

**South of Trudie Drive
and
@ Park Western**



5. ACCESS IMPROVEMENTS

Driveways, especially busy commercial drives, can have a significant impact on the adjacent roadway. Good driveway design should facilitate smooth vehicle egress and ingress to and from the roadway and should also provide for pedestrians and bicyclists. Driveway design needs to account for roadway functional class or driveway usage to better accommodate varying roadway environments, community needs, and existing conditions. The followings improvements recommended for existing driveways:

1. For the existing driveways at the above study locations where deceleration lanes are proposed, all study driveways to be reconstructed as per California Department of Transportation "Highway Design Manual" **Section 205.3 Urban Driveways**, where the two-way commercial driveways width recommended being 10 m.
2. Elimination of three existing driveways located at:
 - Northeast corner of the intersection of Western Avenue and Crestwood Street, see **Figure 6-10**.
 - South of Caddington Drive, see **Figure 6-7**.
 - South of Trudie Drive, see **Figure 6-9**.
3. Constructing new driveway north of Crestwood Street, see **Figure 6-10**.

Figure 6-10

@ Crestwood Street



6. SUMMARY

This study report is to analyze item No. 6 of short-term improvements “**Intersection Geometric Improvements**”, and to identify the locations for geometric improvements.

Table 6-1 and **Table 6-2** identify the recommended re-striped southbound and the northbound intersection approaches, respectively.

Figure 6-2 to **6-9** identifies the northbound and the southbound segments recommended to be re-striped, and the existing driveways to be reconstructed.

Figure 6-10 identify the location of the new proposed driveway to be constructed.

Figure 6-7, **6-9**, and **6-10** identifies the locations of the existing driveways to be eliminated.

7. IMPOSED CONDITIONS

State of California Department of Transportation geometrician reviewer (Bob Chapman) identified the following imposed conditions per State of California "Highway Design Manual" :

1. Index 301.1 - Traveled Way Width

The traveled way width is determined by the number of lanes demanded by the design hourly volume. The traveled way width does not include curbs, dikes, gutters, or gutter pans. **The basic lane width for new construction on two-lane and multilane highways, ramps, collector roads, and other appurtenant roadways shall be 3.6 m.**

2. 302.1 Shoulder Width

The shoulder widths given in Table 302.1 shall be the minimum continuous usable width of paved shoulder.

See Appendix "C" for Table 302.1.

3. 1002.1 Introduction

On resurfacing projects, the entire paved shoulder and traveled way shall be resurfaced. When adding lanes or turn pockets, a minimum 1.2 m shoulder shall be provided (see Topic 405 and Table 302.1).

See Appendix "D" for **Figure 1003.2C "Bike Lanes (Class III) Approaching Motorist Right-turn-only Lane"**

82.1 Highway Design Manual Standards

(1) General. The highway design criteria and policies in this manual provide a guide for the engineer to exercise sound judgment in applying standards, consistent with the above Project Development philosophy, in the design of projects.

The design standards used for any project should equal or exceed the minimum given in the Manual to the maximum extent feasible, taking into account costs, traffic volumes, traffic and safety benefits, right of way, socioeconomic and environmental impacts, etc. The philosophy provides for use of lower standards when such use best satisfies the concerns of a given situation. Because design standards have evolved over many years, many existing highways do not conform fully with current standards. It is not intended that current manual standards be applied retroactively to all existing State highways; such is neither warranted nor economically feasible. However, when warranted, upgrading of existing roadway features such as guardrail, lighting, super elevation, roadbed

width, etc., should be considered, either as independent projects or as part of larger projects. A record of the decision not to upgrade the existing non-standard mandatory features shall be provided through the exception process (See Index 82.2).

82.2 Approvals for Nonstandard Design

(1) Mandatory Standards. To promote uniform practice on a statewide basis, design features or elements which deviate from the mandatory standards indicated herein shall require the approval of the Chief, Division of Design. This approval authority has been delegated to the Design Coordinators, except the mandatory standards in Chapter 600, which have been delegated to the Chief, Office of Pavement Design, and may involve coordination with the Design Coordinator.

The current procedures and documentation requirements pertaining to the approval process for exceptions to mandatory design standards are contained in Chapter 21 of the Project Development Procedures Manual (PDPM).

Design exception approval must be obtained prior to District approval of the PSR, or any project initiation document (i.e., PSSR, PEER, combined PSR/PR), other than the PSR-PDS.

APPENDIX A

TABLE 1-9 RECOMMENDED IMPROVEMENTS

Table 1-9

| No. | Description | Comments |
|---------------------------------|--|---|
| Immediate Improvements | | |
| 1 | Improvements by Caltrans and City of Los Angeles | Signal coordination: Caltrans will coordinate the signals cycle length with the City of Los Angeles by increasing cycle length to 90 seconds and synchronizing the corridor. |
| Short-Terms Improvements | | |
| 2 | Traffic Signal Equipment Update | Old existing traffic control devices to be replaced with modern equipment. |
| 3 | Traffic Signal Timing Plan Improvements | This action would require a data collection effort in order to update the traffic signal timing to correspond to current traffic flows. |
| 4 | Traffic Signal Interconnected Signals | Interconnected pre-timed signals, traffic actuated signals, interconnected actively managing timing plans, and master controls. |
| 5 | Computerized Signal Systems | <ol style="list-style-type: none"> 1. Coordinating groups of signals by using either interconnection or highly accurate time based coordinators. 2. Systematically optimizing the signal timing parameters of pretimed signals or the interval settings of traffic actuated signals. 3. Advanced traffic control functions by using master computer controls which include increased timing plan flexibility, dynamic traffic responsive control features, and on-line traffic performance monitoring and control system components operation. |
| 6 | Intersection Geometric Improvements | Re-stripe the Northbound/Southbound approaches to designated: 1 left-turn, 2 through, and 1 right-turn lane. Lengthening the left-turn pockets where it is applicable. |
| 7 | Parking Management | The on-street parking restrictions during morning and afternoon peak hours, and during Saturday's peak hours. |
| Long-Terms Improvements | | |
| 8 | Increase Capacity | Install one additional travel lane for northbound and southbound direction, therefore, Western corridor future geometric configurations: three travel lanes each direction. |
| 9 | Intersection Approach Widening | Install acceleration and deceleration lanes where it is applicable for northbound/southbound approaches. |

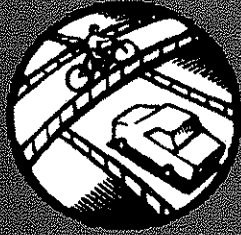
| | | |
|----|---|--|
| 10 | Transit Bus Bay Area | Construct bay or refuge area for bus stop stations. |
| 11 | Advanced Transportation Management and Information System (ATMIS) | Consists of the following components: Emergency Response & Evacuation System; Advanced Transportation Management System (ATMS); Advanced Traveler Information System (ATIS); Communication System. |

APPENDIX B

Report No. FHWA-RD-02-089

**“Safety Effectiveness of Intersection Left- and Right-Turn
Lanes”**

TECHBRIEF



FHWA is initiating a new research focus area on intersection safety. More than 50 percent of the combined fatal and injury crashes occur at intersections, and AASHTO's Strategic Highway Safety Plan identifies "improving the design and operation of highway intersections" as one of its 22 strategies reducing highway deaths and injuries. FHWA is identifying the most common and severe problems and compiling information on the applications and design of innovative infrastructure configurations and treatments at both signalized and non-signalized intersections and at interchanges in order to reveal strategic, operational and research opportunities.



U.S. Department of Transportation
Federal Highway Administration

Research, Development, and
Technology
Turner Fairbank Highway
Research Center
6300 Georgetown Pike
McLean, VA 22101-2296

www.fhwa.gov

Safety Effectiveness of Intersection Left- and Right-Turn Lanes

Report No. FHWA-RD-02-103

A new report called *Safety Effectiveness of Intersection Left- and Right-Turn Lanes* (RD-02-089) from the Federal Highway Administration presents the results of research on the safety effectiveness of providing left- and right-turn lanes for at-grade intersections.⁽¹⁾ The research was performed as part of a pooled-fund study; highway agencies in the District of Columbia and the States of Iowa, Illinois, Louisiana, Minnesota, Montana, Nebraska, New Jersey, North Carolina, Oregon, and Virginia all contributed a portion of the funding for the research.

Literature Review and Project Priorities

The research began with a review of published literature related to the safety effectiveness of intersection design and traffic control elements. This review summarized current knowledge on the safety effects of a broad range of intersection features. Safety effectiveness estimates exist for many features. In many cases, however, the validity of those estimates is in question, because the estimates were based on studies that were poorly designed and executed. Based on the literature review, representatives of the participating States decided that the research should focus on quantifying the safety effectiveness of left- and right-turn lanes through a well-designed before-after evaluation.

Selection of Evaluation Sites

Researchers identified and selected three types of sites for the study: **improved** or **treatment** sites, **comparison** sites, and **reference** sites. The database assembled for the study included 580 intersections of these three types, as explained below.

The improved or treatment sites are intersections at which a left- or right-turn lane was added and for which data on intersection geometrics, traffic volumes, and traffic accidents were available for time periods before and after the improvement. These

improvements were made at existing unsignalized intersections, existing signalized intersections, and newly signalized intersections where both a turn lane and a signal were installed at the same time at a previously unsignalized intersection. The study evaluated a total of 280 intersection improvement projects of the following types:

- Added left-turn lanes.
- Added right-turn lanes.
- Added left- and right-turn lanes at the same intersection.
- Extension of the length of an existing left- or right-turn lane.

The study was limited to projects at three- and four-leg intersections. All of the evaluation sites had either two-way STOP control or traffic signal control. All of the improvement projects evaluated were constructed during the years 1989 through 1998; the vast majority of the sites were improved during the period from 1994 through 1997.

The intersections were located in eight of the States that participated in the study: Illinois, Iowa, Louisiana, Minnesota, Nebraska, North Carolina, Oregon, and Virginia. The States supplied traffic volume and accident data for the study and permitted the research team to visit the sites and document intersection features.

For 260 of the 280 improved intersections (93 percent), re-



Right-turn lane was installed at this signalized intersection located at SR 159 and Center Grove Rd/Goshen Rd in Edwardsville, Illinois

searchers selected a matching comparison site that was not improved during the study period. The matching improved and comparison sites were always in the same State and were located geographically close to each other whenever practical. The matching sites were as similar to each other as possible in intersection configuration, traffic control, geometric design, and traffic volume. The other 20 improved sites were sufficiently unique that researchers could not find matching comparison sites.

In addition, researchers selected 40 reference sites. Reference sites were unimproved intersections that were not matched to any particular improved site.

Data Collection

Researchers collected extensive data for the improved, comparison, and reference sites.

Field visits to nearly every study intersection provided geometric design and traffic control data.

Traffic volume data for both the major- and minor-road legs were obtained from counts or estimates for as many years as possible for each intersection from highway agency records. Intersections were only included in the study if average daily traffic volumes for the major and minor roads were available for at least one year during the study period. Traffic volume estimates for each individual year of the study period were obtained through a careful process of interpolation and extrapolation.

Researchers evaluated traffic accident records for each participating highway agency for periods before and after each of the improvement projects. The evaluation generally included all accidents within 75 m (250 ft) of each intersection that were

related to the presence of the intersection, as designated by the investigating officer or accident coder. The database assembled for the 580 study intersections included a total of 26,056 intersection-related accidents (123 fatal accidents, 10,203 nonfatal injury accidents, and 15,730 property-damage-only accidents).

Study Periods

The accident database used in the study included 9 to 13 years of data for each intersection. Study periods before and after each improvement project were defined with durations as long as possible, consistent with the availability of data. The data for the year in which the project was constructed were not included in either the before or after study period. The before study periods for the treatment sites ranged from 1 to 10 years, with a mean duration of 6.7 years. The after study periods also ranged from 1 to 10 years, with a mean duration of 3.9 years.

Evaluation Approaches

Researchers used three alternative statistical approaches to evaluate the effectiveness of the intersection improvement projects. These alternative approaches were:

- Before-after evaluation with yoked comparisons.

- Before-after evaluation with a comparison group.
- Before-after evaluation with the Empirical Bayes approach.

These approaches were developed from those recommended by Griffin and Flowers²⁹ and by Hauer.³⁰ The yoked-comparison (YC) approach is a traditional approach to the evaluation of traffic accident countermeasures and involves one-to-one matching between improved and comparison sites. The safety performance of the matched comparison site is used to estimate what change in safety would have occurred at the improved site had the improvement not been made. The comparison-group (CG) approach is similar to the YC approach but replaces the single comparison site matched to each improved site with a group of similar sites whose collective safety performance serves the same purpose. The Empirical Bayes (EB)

approach replaces the comparison group with a negative binomial regression model used to predict the change in safety performance of the improved site that would have been expected had the improvement not been made.

When an intersection has relatively high accident experience during a particular time period, its annual accident frequency is likely to decrease even if it is not improved; this phenomenon is known as **regression to the mean**. Thus, when an improvement project is constructed at an intersection with relatively high accident experience, the natural decrease in accident frequency due to regression to the mean may be mistaken for an effect of the project. Thus, regression to the mean is a major threat to the validity of before-after evaluations.

The EB approach is the only



Left-turn lane was installed at this signalized intersection located at US 18 and Pierce Avenue in Mason City, Iowa

known technique to account for the effect of regression to the mean on evaluation results. The YC and CG approach can account for the effects of changes in traffic volume levels and for general time trends in accident frequency, but not for regression to the mean. The CG approach is generally preferable to the YC approach, because the CG approach uses multiple comparison sites for each improved site and because, as implemented in this evaluation, it has a more sophisticated method to account for traffic volume changes than the YC approach. Thus, the ranking of the three evaluation approaches, in descending order of their theoretical accuracy, is EB, CG, and YC. The evaluation results confirmed this expected relative accuracy of the three methods.

Evaluation Results

Tables 1 and 2 summarize the safety effectiveness of installing left-turn lanes on the major-road approaches to rural and urban intersections, respectively. Table 3 presents comparable effectiveness estimates for right-turn lanes that are applicable to both rural and urban intersections. The safety effectiveness of adding turn lanes is presented in the tables as the expected percentage reduction in total intersection accidents. All of the results in tables 1 through 3 were derived in the current study except where noted: the full research report includes estimates

of the precision of each of these results.⁽⁴⁾ Effectiveness measures for situations not addressed in the current study were based on the findings of an expert panel convened to assess published literature in another recent FHWA study.⁽⁴⁾ Furthermore, all of the results from the current study shown in tables 1 through 3 are based on the EB approach, with one exception noted in table 2.

The effectiveness of projects involving the addition of both left- and right-turn lanes on the major road at the same intersection can be determined by combining the relevant effectiveness measures from tables 1 through 3. For example, at an urban four-leg signalized intersection, the addition of two major-road left-turn lanes would be expected to reduce total intersection accidents by 19 percent, and the addition of two major-road right-turn lanes would be expected to reduce

accidents by 8 percent. The combined effectiveness would be computed as $1 - (1 - 0.19)(1 - 0.08) = 0.25$, or a 25-percent reduction in total intersection accidents.

No reliable effectiveness measures were found for extending the length of an existing left- or right-turn lane.

Economic evaluations of the installation of left-turn lanes at intersections of various types were conducted. The primary measure of the cost effectiveness of improvement projects is the benefit-cost ratio, which is determined as the present value of future accident costs reduced, divided by the estimated cost of constructing the left-turn lanes. Conservative estimates of accident costs were used:

- Fatal and injury accidents – \$103,000.



Right-turn lane was installed at this unsignalized intersection located at US 97 and Moore Lane in Sherman County, Oregon

Table 1. Expected Percentage Reduction in Total Accidents from Installation of Left-Turn Lanes on the Major-Road Approaches to Rural Intersections

| Intersection type | Intersection traffic control | Number of major road approaches on which left-turn lanes are installed | |
|------------------------|------------------------------|--|-----------------|
| | | One approach | Both approaches |
| Three-leg intersection | STOP sign ^a | 44 ^b | |
| | Traffic signal | 15 ^c | |
| Four-leg intersection | STOP sign ^a | 28 ^b | 48 ^b |
| | Traffic signal | 18 ^c | 33 ^c |

^a STOP signs on minor-road approach(es)

^b based on EB evaluation in Reference 1

^c based on Reference 4

Table 2. Expected Percentage Reduction in Total Accidents from Installation of Left-Turn Lanes on the Major-Road Approaches to Urban Intersections

| Intersection type | Intersection traffic control | Number of major road approaches on which left-turn lanes are installed | |
|------------------------|------------------------------|--|-----------------|
| | | One approach | Both approaches |
| Three-leg intersection | STOP sign ^a | 33 ^b | |
| | Traffic signal | 7 ^d | |
| Four-leg intersection | STOP sign ^a | 27 ^c | 47 ^b |
| | Traffic signal | 10 ^b | 19 ^b |

^a STOP signs on minor-road approach(es)

^b based on EB evaluation in Reference 1

^c based on CG evaluation in Reference 1

^d estimated from EB results in Reference 1 and from results in Reference 4

Table 3. Expected Percentage Accident Reduction in Total Accidents from Installation of Right-Turn Lanes on the Major-Road Approaches to Rural and Urban Intersections

| Intersection traffic control | Number of major-road approaches on which right-turn lanes are installed | |
|------------------------------|---|-----------------|
| | One approach | Both approaches |
| STOP sign ^a | 14 ^b | 26 ^b |
| Traffic signal | 4 ^c | 8 ^c |

^a STOP signs on minor-road approach(es)

^b based on EB evaluation for rural intersections in Reference 1

^c based on EB evaluation for urban intersections in Reference 1

- Property-damage only accidents – \$2,300.

The average cost of installing a single left-turn lane is \$85,000 based on estimates from four of the States that participated in the study.

For rural three-leg unsignalized intersections, the results indicate that left-turn installation would become cost-effective for a major-road ADT of 4,000 vehicles/day with 10 percent of the major-road volume on the minor road and at 2,000 vehicles/day with 50 percent of the major-road

volume on the minor road. For rural four-leg unsignalized intersections, left-turn installation would become cost-effective for a major-road ADT of 3,000 vehicles/day with 10 percent of the major-road volume on the minor road. With a minor-road volume equal to 50 percent of the major-road volume, left-turn installation would be cost effective at all of the major-road volume levels down to the lowest level considered of 1,000 vehicles/day. For urban four-leg unsignalized intersections, left-turn installa-

tion would become cost-effective for a major-road ADT of 2,000 vehicles/day with both 10 and 50 percent of the major-road volume on the minor road. For urban four-leg signalized intersections, left-turn installation was found to be cost-effective for all combinations of major- and minor-road ADTs considered. The lowest combination of major-road ADT of 10,000 vehicles/day and minor-road ADT of 2,500 vehicles/day has a benefit-cost ratio of 1.5.

Contact:

References

1. Harwood, D. W., K. M. Bauer, I. B. Potts, D. J. Torbic, K. R. Richard, E. R. Kohlman Rabbani, E. Hauer, and L. Elefteriadou. Safety Effectiveness of Intersection Left- and Right-Turn Lanes, Report No. FHWA-RD-02-089, Federal Highway Administration, July 2002.
2. Griffin, L. I., and R. J. Flower. "A Discussion of Six Procedures for Evaluating Highway Safety Projects," Federal Highway Administration, December 1997.
3. Hauer, E. Observational Before-After Studies in Road Safety, Pergamon/Elsevier Science, Inc., Tarrytown, New York, 1997.
4. Harwood, D. W., F. M. Council, E. Hauer, W. E. Hughes, and A. Vogt. Prediction of the Expected Safety Performance of Rural Two-Lane Highways, Report No. FHWA-RD-99-207, Federal Highway Administration, December 2000.

Research—This research study was performed as part of a pooled fund study; highway agencies in the District of Columbia and the States of Iowa, Illinois, Louisiana, Minnesota, Montana, Nebraska, New Jersey, North Carolina, Oregon, and Virginia all contributed a portion of the funding for the research.

Distribution—This TechBrief is being disseminated according to standard distribution. It will also be displayed on the FHRC Web site, www.tfhrc.gov.

Availability—The report on this study is available on the TFHRC Web site in the Research Library (go to www.tfhrc.gov and click on "Library"). Copies will be available from the National Technical Information Service, 5285 Port Royal Road, Springfield, VA 22161.

Key Words—left-turn lanes, right-turn lanes, intersection, safety.

Notice—This TechBrief is disseminated under the sponsorship of the Department of Transportation in the interest of information exchange. The TechBrief provides a synopsis of the study's final publication. The TechBrief does not establish policies or regulations, nor does it imply FHWA endorsement of the conclusions or recommendations. The U.S. Government assumes no liability for the contents or their use.

NOVEMBER 2002

FHWA-RD-02-103

APPENDIX C

Table 302.1

**Table 302.1
Standards for Paved
Shoulder Width**

| | Paved Shoulder Width (m) | |
|--|--------------------------|-----------|
| | Left | Right (8) |
| Freeways & Expressways | | |
| 2 lanes (1) | -- | 2.4 (6) |
| 4 lanes (1) | 1.5 | 3.0 |
| 6 or more lanes (1) | 3.0 | 3.0 |
| Auxiliary lanes | -- | 3.0 |
| Freeway-to-freeway connections | | |
| Single and two-lane connections | 1.5 | 3.0 |
| Three-lane connections | 3.0 | 3.0 |
| Single-lane ramps | 1.2 (2) | 2.4 |
| Multilane ramps | 1.2 (2) | 2.4 (3) |
| Multilane undivided | -- | 3.0 |
| Collector-Distributor | 1.5 | 3.0 |
| Conventional Highways | | |
| Multilane divided | | |
| 4-lanes | 1.5 | 2.4 |
| 6-lanes or more | 2.4 | 2.4 |
| Urban areas with speeds less than 75 km/h and curbed medians | 0.6 (4) | 2.4 (7) |
| Multilane undivided | -- | 2.4 (7) |
| 2-lane | | |
| RRR | See Index 307.3 | |
| New construction | See Table 307.2 | |
| Slow-moving vehicle lane | -- | 1.2 (5) |
| Local Facilities | | |
| Frontage roads | See Index 310.1 | |
| Local facilities crossing State facilities | See Index 308.1 | |

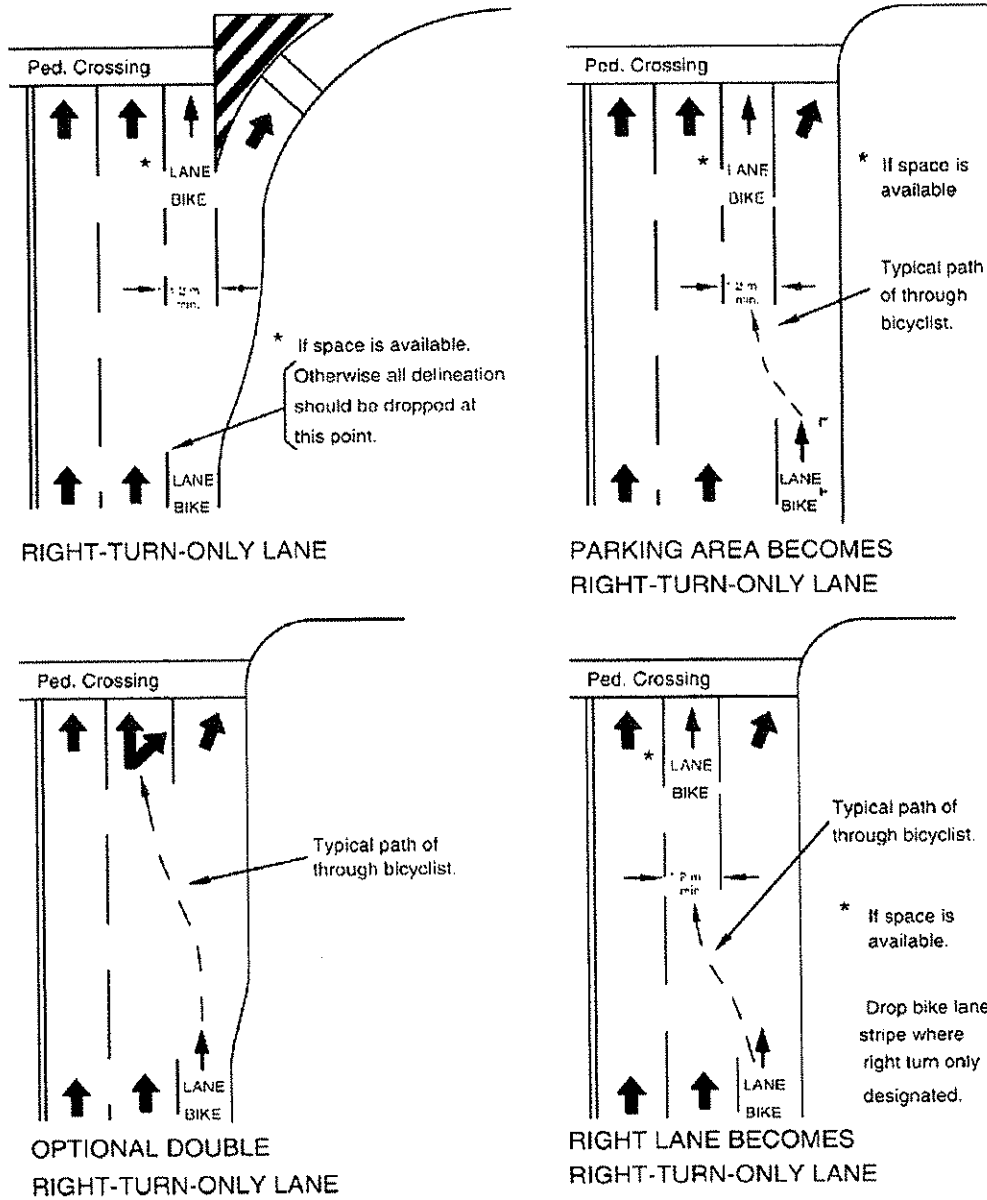
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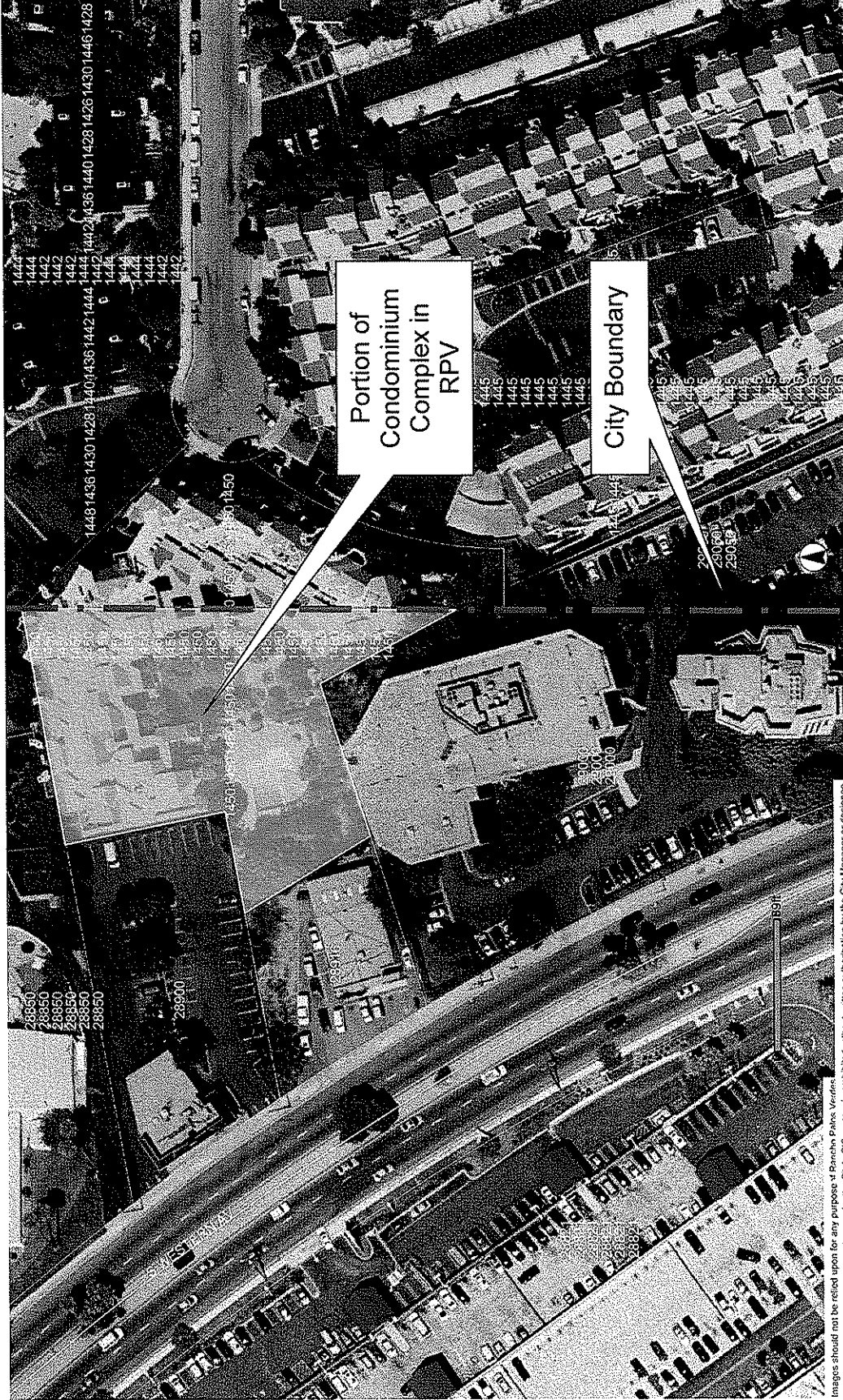
- (1) Total number of lanes in both directions including separate roadways (see Index 305.6). If a lane is added to one side of a 4-lane facility (such as a truck climbing lane) then that side shall have 3.0 m left and right shoulders. See Index 62.1.
- (2) May be reduced to 0.6 m. 1.2 m preferred in urban areas and/or when ramp is metered. See Index 504.3.
- (3) In restrictive situations, may be reduced to 0.6 m or 1.2 m (preferred in urban areas) in the 2-lane section of a non-metered ramp which transitions from a single lane. May be reduced to 0.6 m in ramp sections having 3 or more lanes. See Index 504.3.
- (4) For posted speeds less than 60 km/h, shoulder may be omitted (see Index 303.5(5)) except where drainage flows toward the curbed median.
- (5) On right side of climbing or passing lane section only. See Index 1003.2 if bike lanes are present.
- (6) 3.0 m shoulders preferred.
- (7) Where parking is allowed, 3.0 m to 3.6 m shoulders preferred.
- (8) Shoulders adjacent to abutment walls, retaining walls in cur locations, and noise barriers shall be 3.0 m.

APPENDIX D

Figure 1003.2C
Bike Lanes Approaching Motorist Right-turn-only Lane

Figure 1003.2C
Bike Lanes Approaching Motorist
Right-turn-only Lane



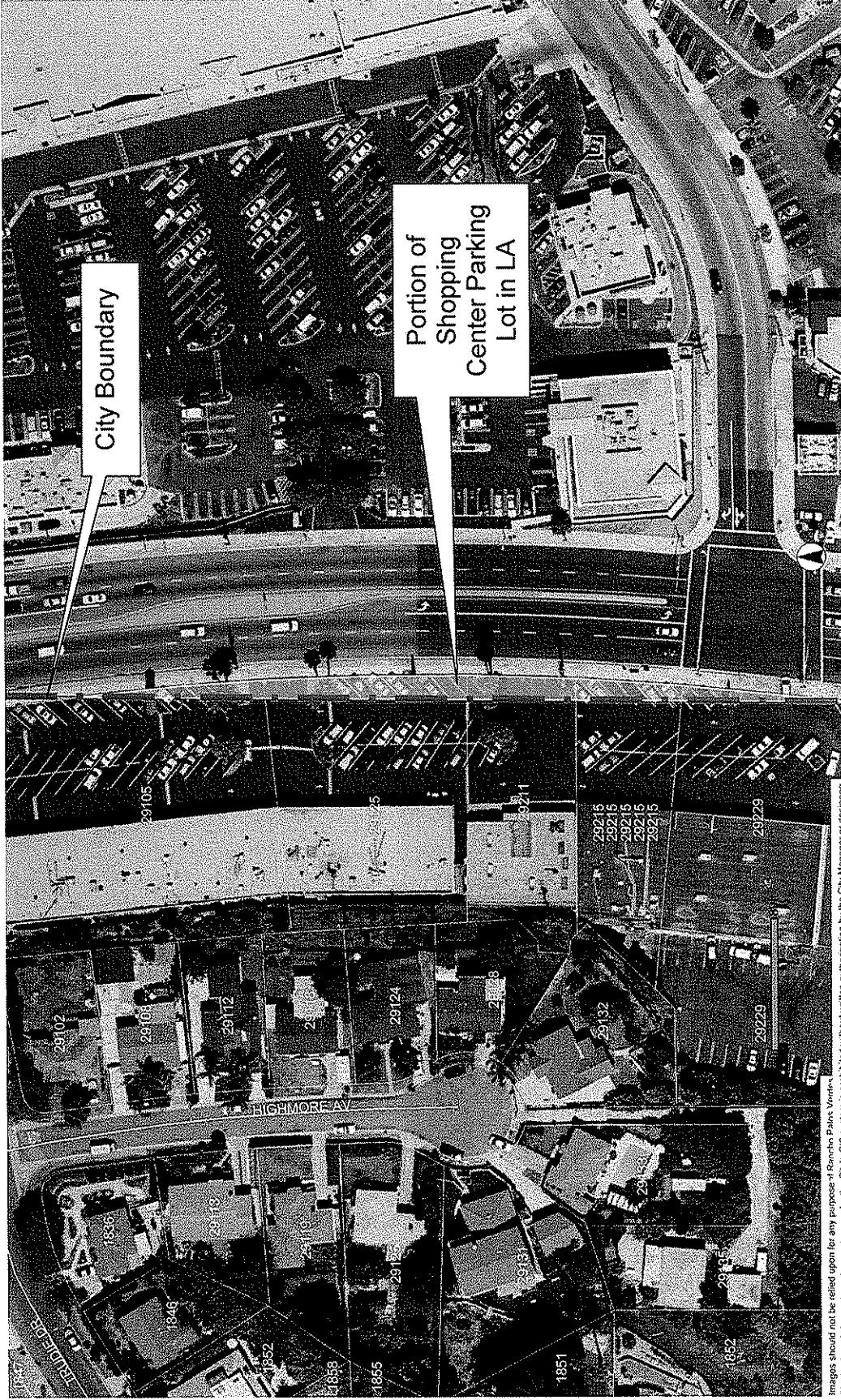


Portion of
Condominium
Complex in
RPV

City Boundary

RPV/LA City Boundary at 1450 Brett Place

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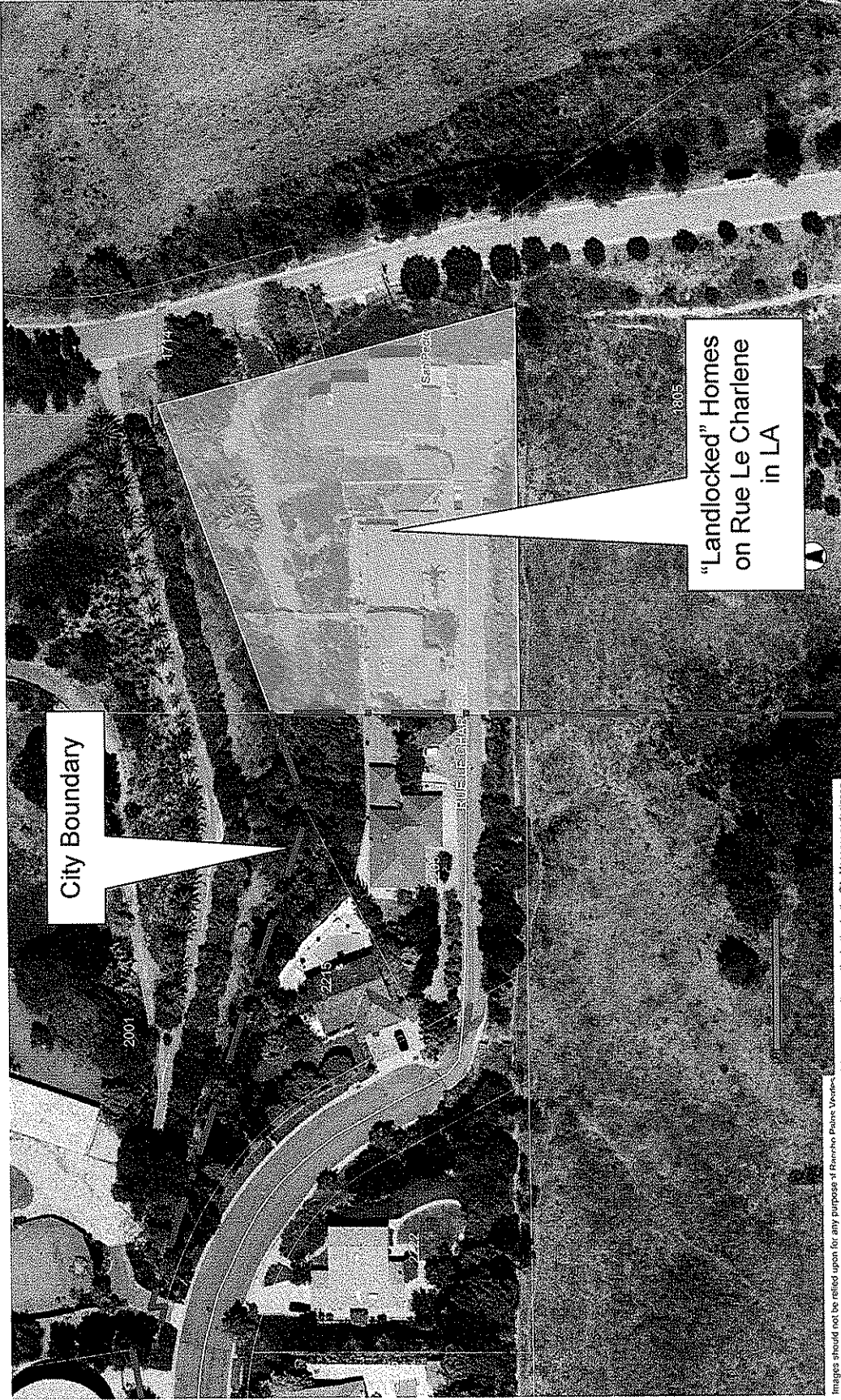


City Boundary

Portion of Shopping Center Parking Lot in LA

RPV/LA Boundary at 29105-29229 Western Avenue

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City Boundary

"Landlocked" Homes
on Rue Le Charlene
in LA

2001

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RPV/LA Boundary at 1908-1912 Rue Le Charlene

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
FACSIMILE COVER
 ADM-0172 (REV 2/97)

| | | | |
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| UNIT / COMPANY CITY OF LOS ANGELES DEPT. OF CITY PLANNING | | NAME OF SENDER ELMER ALVAREZ | |
| DISTRICT / CITY | | DATE 3-3-08 | TOTAL PAGES (Including cover sheet) 3 |
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DEPARTMENT OF TRANSPORTATION
DISTRICT 7, OFFICE OF PUBLIC
TRANSPORTATION AND REGIONAL PLANNING
IGR/CEQA BRANCH
100 SOUTH MAIN STREET
LOS ANGELES, CA 90012
PHONE (213) 897-3747
FAX (213) 897-1337



*Flex your power!
Be energy efficient!*

March 3, 2008

IGR/CEQA NOP CS/080207
City of Los Angeles
San Pedro Community Plan Project
Vic. LA-110/47/213-VAR, SCH# 2008021004

Ms. Debbie Lawrence
City of Los Angeles
Department of City Planning
200 N. Spring Street, Room 750
Los Angeles, CA 90012

Dear Ms. Lawrence:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Notice of Preparation (NOP) for the San Pedro Community Plan Project. Based on the information received, we have the following comments:

In the spirit of mutual and collaborative planning, we offer our expertise in the areas of transportation modeling, mainline freeway traffic analysis, system and corridor planning, environmental and community impact assessment, as well as identifying critical operational deficiencies affecting freeway congestion, speed, and delay. In order to effectively analyze current and future freeway conditions, a comprehensive planning approach will be needed to analyze existing system demand, future regional traffic, and planned infrastructure improvements.

Caltrans has developed a Guide for the Preparation of Traffic Impact Studies for the benefit of local agencies in preparing their traffic impact studies. The Guide can be downloaded from the Internet at:

www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf

The San Pedro Community Plan study area is currently served by the I-110 Harbor Freeway as well as State Route 213 Western Avenue. State Route 47 also connects the San Pedro Community area to the Port of Los Angeles.

Although the Los Angeles County Congestion Management Program (CMP) provides monitoring stations to determine potential CMP impacts, CEQA acknowledges that Caltrans should be consulted regarding the locations where freeway analysis are needed. All freeway segments within the study area and freeway on/off-ramps affected by any changes to the land-use will need to be analyzed in the traffic study. The Highway Capacity Manual (HCM) should be used as the Measure of Effectiveness in determining freeway level-of-service conditions.

The Circulation Element of the General Plan needs to be consistent with the Land-Use and Housing Elements of the General Plan. The Traffic and Circulation Element should include freeway segments, freeway on/off-ramps, local streets and roads as well as bus and rail transit.

"Caltrans improves mobility across California"

Ms. Debbie Lawrence

March 3, 2008

Page 2 of 2

A traffic study will be needed to evaluate the San Pedro Community Plan at build-out. The traffic study should include, but not be limited to:

- o Trip generation, trip distribution, mode choice, and trip assignment.
- o Traffic volumes and level-of-service calculations will be needed for major intersections and for affected mainline freeway, freeway on/off-ramps and conventional State highways. The traffic analysis will need to include existing, project, cumulative, and project plus cumulative traffic analysis.
- o Truck traffic is a concern in the area. Any measures to control the operations of heavy-duty truck trips within, into, and through the San Pedro Community Plan area should be fully discussed.
- o To avoid delays and confusion as to what is expected in a traffic impact analysis, Caltrans would welcome opportunities to participate in the development of the traffic impact analysis.

In respect to the Circulation Element, the San Pedro Community Plan should include major infrastructure projects such as for the I-110 Harbor Freeway and the Route 47 Port of Los Angeles projects.

We recommend that the City initiate relinquishment proceedings to turn over control of State Route 213 (Western Avenue) from State control over to the city. This item could be placed in the Community Plan to assure that the relinquishment issue receives future attention. We would like to note that the I-110 (Gaffey Street freeway stub) was recently relinquished by the State over to the City.

We recommend that the San Pedro Community Plan incorporate SCAG's 2% Compass Blueprint Planning Program, a growth visioning plan to foster infill developments, mixed-use developments and transit-oriented developments as well as smart growth strategies.

Any major land-use developments including residential developments that are expected to have an impact on the circulation system will need to be fully discussed. Project traffic impacts along with required Traffic mitigation measures and funding responsibilities should be included in the analysis.

Land use scenarios with various buildout options should exhibit a range of low build to maximum buildout scenarios. Corresponding trip tables and traffic volume ratios should be reflected in the build-out of the San Pedro Community Plan. Peak period trip volumes should reflect both weekdays as well as weekend recreational trips.

Non-motorized transportation options should be incorporated in the community plan. This should include, but not be limited to pedestrian and bicycle facilities as well as safety features for home-to-school programs and facilities for the elderly and for persons with disabilities.

If you have any questions, you may reach me at (213) 897-6696 and please refer to our record number 080207/CS.

Sincerely,



ELMER ALVAREZ
IGR/CEQA Program Manager
Office of Regional Planning

cc: Scott Morgan, State Clearinghouse

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"Caltrans improves mobility across California"

Ms. Debbie Lawrence

March 3, 2008

Page 2 of 2

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Sincerely,



ELMER ALVAREZ
IGR/CEQA Program Manager
Office of Regional Planning

cc: Scott Morgan, State Clearinghouse

NATIVE AMERICAN HERITAGE COMMISSION

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February 13, 2008

Ms. Debbie Lawrence

CITY OF LOS ANGELES DEPARTMENT OF CITY PLANNING

200 North Spring Street
Los Angeles, CA 90012

Re: SCH# 2008021004: CEQA Notice of Preparation (NOP) draft Environmental Impact Report (DEIR) for the San Pedro Community Plan; Los Angeles Department of City Planning; Los Angeles County, California

Dear Ms. Lawrence:

Thank you for the opportunity to comment on the above-referenced document. The Native American Heritage Commission is the state agency designated for the protection of California's Native American cultural resources. The California Environmental Quality Act (CEQA) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Report (EIR per the California Code of Regulations § 15064.5(b)(c) (CEQA Guidelines). In order to comply with this provision, the lead agency is required to assess whether the project will have an adverse impact on these resources, within the 'area of potential effect (APE),' and if so, to mitigate that effect. To adequately assess the project-related impacts on historical resources, the Commission recommends the following action:

- √ Contact the appropriate California Historic Resources Information Center (CHRIS). Contact information for the 'Information Center' nearest you is available from the State Office of Historic Preservation in Sacramento (916/653-7278). The record search will determine:
 - If a part or the entire (APE) has been previously surveyed for cultural resources.
 - If any known cultural resources have already been recorded in or adjacent to the APE.
 - If the probability is low, moderate, or high that cultural resources are located in the APE.
 - If a survey is required to determine whether previously unrecorded cultural resources are present.
- √ If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
 - The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure.
 - The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological information center.
- √ Contact the Native American Heritage Commission (NAHC) for:
 - * A Sacred Lands File (SLF) search of the project area and information on tribal contacts in the project vicinity who may have information on cultural resources in or near the APE. Please provide us site identification as follows: USGS 7.5-minute quadrangle citation with name, township, range and section. This will assist us with the SLF.
 - Also, we recommend that you contact the Native American contacts on the attached list to get their input on the effect of potential project (e.g. APE) impact. In many cases a culturally-affiliated Native American tribe or person will be the only source of information about the existence of a cultural resource.
- √ Lack of surface evidence of archeological resources does not preclude their subsurface existence.
 - Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) §15064.5 (f) of the California Code of Regulations (CEQA Guidelines). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.
 - Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.

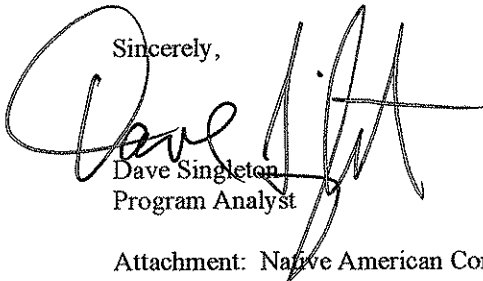
√ Lead agencies should include provisions for discovery of Native American human remains or unmarked cemeteries in their mitigations plans.

- CEQA Guidelines §15064.5(d) requires the lead agency to work with the Native Americans identified by this Commission if the Initial Study identifies the presence or likely presence of Native American human remains within the APE. CEQA Guidelines provide for agreements with Native American groups, identified by the NAHE, to ensure the appropriate and dignified treatment of Native American human remains and any associated grave goods.
- Health and Safety Code §7050.5, Public Resources Code §5097.98 and CEQA Guidelines §15064.5(d) mandate procedures to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

√ Lead agencies should consider avoidance, as defined in CEQA Guidelines §15370 when significant cultural resources are discovered during the course of project planning or execution.

Please feel free to contact me at (916) 653-6251 if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Dave Singleton". The signature is stylized and overlaps with the typed name below it.

Dave Singleton
Program Analyst

Attachment: Native American Contact List.

Cc: State Clearinghouse

**Native American Contacts
Los Angeles County
February 13, 2008**

LA City/County Native American Indian Comm
Ron Andrade, Director
3175 West 6th Street, Rm. 403
Los Angeles , CA 90020
(213) 351-5324
(213) 386-3995 FAX

Diane Napoleone and Associates
Diane Napoleone
6997 Vista del Rincon Chumash
La Conchita , CA 93001
dnaassociates@sbcglobal.net

Owl Clan
Qun-tan Shup
48825 Sapaque Road Chumash
Bradley , CA 93426
(805) 472-9536
(805) 835-2382 - CELL

Gabrieleno/Tongva San Gabriel Band of Mission
Anthony Morales, Chairperson
PO Box 693 Gabrielino Tongva
San Gabriel , CA 91778
ChiefRBwife@aol.com
(626) 286-1632
(626) 286-1758 - Home
(626) 286-1262 Fax

Ti'At Society
Cindi Alvitre
6515 E. Seaside Walk, #C Gabrielino
Long Beach , CA 90803
calvitre@yahoo.com
(714) 504-2468 Cell

Gabrielino/Tongva Council / Gabrielino Tongva Nation
Sam Dunlap, Tribal Secretary
761 Terminal Street; Bldg 1, 2nd floor Gabrielino Tongva
Los Angeles , CA 90021
office @tongvatribes.net
(213) 489-5001 - Officer
(909) 262-9351 - cell
(213) 489-5002 Fax

Tongva Ancestral Territorial Tribal Nation
John Tommy Rosas, Tribal Admin.
Gabrielino Tongva
tattnlaw@gmail.com
310-570-6567

Gabrielino Tongva Indians of California Tribal Council
Robert Dorame, Tribal Chair/Cultural Resources
5450 Slauson, Ave, Suite 151 PMB Gabrielino Tongva
Culver City , CA 90230
gtongva@verizon.net
562-761-6417 - voice
562-925-7989 - fax

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native American with regard to cultural resources for the proposed SCH#2008021004; CEQA Notice of Preparation (NOP) for the San Pedro Community Plan; Los Angeles Department of City Planning; Los Angeles County, California.

**Native American Contacts
Los Angeles County
February 13, 2008**

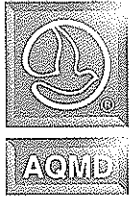
Carol A. Pulido
165 Mountainview Street
Oak View , CA 93022
805-649-2743 (Home)

Chumash

This list is current only as of the date of this document.

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This list is only applicable for contacting local Native American with regard to cultural resources for the proposed SCH#2008021004; CEQA Notice of Preparation (NOP) for the San Pedro Community Plan; Los Angeles Department of City Planning; Los Angeles County, California.



South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

February 12, 2008

Ms. Debbie Lawrence, AICP
City of Los Angeles
Department of City Planning
200 N. Spring Street
Los Angeles, CA 90012

Dear Ms. Lawrence:

Notice of Preparation of a Draft Environmental Impact Report (Draft EIR) for the San Pedro Community Plan Project

The South Coast Air Quality Management District (SCAQMD) appreciates the opportunity to comment on the above-mentioned document. The SCAQMD's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the draft environmental impact report (EIR). Please send the SCAQMD a copy of the Draft EIR upon its completion. **In addition, please send with the draft EIR all appendices or technical documents related to the air quality analysis and electronic versions of all air quality modeling and health risk assessment files. Without all files and supporting air quality documentation, the SCAQMD will be unable to complete its review of the air quality analysis in a timely manner. Any delays in providing all supporting air quality documentation will require additional time for review beyond the end of the comment period.**

Air Quality Analysis

The SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. The SCAQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from the SCAQMD's Subscription Services Department by calling (909) 396-3720. Alternatively, the lead agency may wish to consider using the California Air Resources Board (CARB) approved URBEMIS 2007 Model. This model is available on the SCAQMD Website at: www.urbemis.com.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the project and all air pollutant sources related to the project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, that is, sources that generate or attract vehicular trips should be included in the analysis.

The SCAQMD has developed a methodology for calculating PM_{2.5} emissions from construction and operational activities and processes. In connection with developing PM_{2.5} calculation methodologies, the SCAQMD has also developed both regional and localized significance thresholds. The SCAQMD requests that the lead agency quantify PM_{2.5} emissions and compare the results to the recommended PM_{2.5} significance thresholds. Guidance for calculating PM_{2.5} emissions and PM_{2.5} significance thresholds can be found at the following internet address: http://www.aqmd.gov/ceqa/handbook/PM2_5/PM2_5.html.

In addition to analyzing regional air quality impacts the SCAQMD recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LST's can be used in addition to the recommended regional significance thresholds as a second indication of air quality impacts when preparing a CEQA document. Therefore, when preparing the air quality analysis for the proposed project, it is recommended that the lead agency perform a localized significance analysis by either using the LSTs developed by the SCAQMD or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at <http://www.aqmd.gov/ceqa/handbook/LST/LST.html>.

It is recommended that lead agencies for projects generating or attracting vehicular trips, especially heavy-duty diesel-fueled vehicles, perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment ("Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis") can be found on the SCAQMD's CEQA web pages at the following internet address: http://www.aqmd.gov/ceqa/handbook/mobile_toxic/mobile_toxic.html. An analysis of all toxic air contaminant impacts due to the decommissioning or use of equipment potentially generating such air pollutants should also be included.

Mitigation Measures


In the event that the project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize or eliminate significant adverse air quality impacts. To assist the Lead Agency with identifying possible mitigation measures for the project, please refer to Chapter 11 of the SCAQMD CEQA Air Quality Handbook for sample air quality mitigation measures. Additional mitigation measures can be found on the SCAQMD's CEQA web pages at the following internet address: www.aqmd.gov/ceqa/handbook/mitigation/MM_intro.html Additionally, SCAQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook contain numerous measures for controlling construction-related emissions that should be considered for use as CEQA mitigation if not otherwise required. Other measures to reduce air quality impacts from land use projects can be found in the SCAQMD's Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning. This document can be found at the following internet address: <http://www.aqmd.gov/prdas/aqguide/aqguide.html>. In addition, guidance on siting incompatible land uses can be found in the California Air Resources Board's Air Quality and Land Use Handbook: A Community Perspective, which can be found at the following internet address: <http://www.arb.ca.gov/ch/handbook.pdf>. Pursuant to state CEQA Guidelines §15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed.

Data Sources

SCAQMD rules and relevant air quality reports and data are available by calling the SCAQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available via the SCAQMD's World Wide Web Homepage (<http://www.aqmd.gov>).

The SCAQMD is willing to work with the Lead Agency to ensure that project-related emissions are accurately identified, categorized, and evaluated. Please call Charles Blankson, Ph.D., Air Quality Specialist, CEQA Section, at (909) 396-3304 if you have any questions regarding this letter.

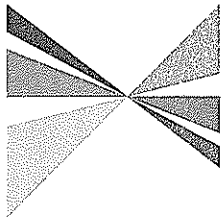
Sincerely,



Steve Smith, Ph.D.
Program Supervisor, CEQA Section
Planning, Rule Development and Area Sources

SS:CB:AK
LAC080205-08AK
Control Number

SOUTHERN CALIFORNIA



**ASSOCIATION of
GOVERNMENTS**

Main Office

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12th Floor
Los Angeles, California
90017-3435

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www.scag.ca.gov

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Human Development
Jon Edney, El Centro

Energy and Environment
Debbie Cook, Huntington Beach

Transportation and Communications
Alan D. Wapner, Ontario

February 8, 2008

Ms. Debbie Lawrence, AICP
City of Los Angeles Planning Department
200 N Spring Street
Los Angeles, CA 90012

RE: SCAG Comments on the Notice of Preparation of a Draft Environmental Impact Report for the San Pedro Community Plan Project - SCAG No. I 20080075

Dear Ms. Lawrence,

Thank you for submitting the Notice of Preparation (NOP) of a Draft Environmental Impact Report for the San Pedro Community Plan Project - SCAG No. I 20080075, to the Southern California Association of Governments (SCAG) for review and comment. SCAG is the authorized regional agency for Inter-Governmental Review of Programs proposed for federal financial assistance and direct development activities, pursuant to Presidential Executive Order 12372 (replacing A-95 Review). Additionally, pursuant to Public Resources Code Section 21083.1, SCAG reviews Environmental Impacts Reports of projects of regional significance for consistency with regional plans per the California Environmental Quality Act Guidelines, Sections 15125(d) and 15206(a)(1). SCAG is also the designated Regional Transportation Planning Agency and as such is responsible for both preparation of the Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP) under California Government Code Section 65080 and 65082.

SCAG staff has reviewed the aforementioned NOP and has determined that the proposed project is regionally significant per the California Environmental Quality Act (CEQA) Guidelines (Section 15125(d) and 15206). The proposed project will undertake a comprehensive update to the Community Plan for the San Pedro Community. CEQA requires that EIRs discuss any inconsistencies between the proposed project and applicable general plans and regional plans (Section 15125 [d]). If there are inconsistencies, an explanation and rationalization for such inconsistencies should be provided. We expect the DEIR to specifically cite all SCAG policies and address the manner in which the project is consistent, not-consistent, or not applicable to these policies and provide supportive analysis as to why it is consistent, not-consistent, or not applicable to these policies.

Policies of SCAG's Regional Comprehensive Plan and Guide (RCPG), Regional Transportation Plan (RTP), and Compass Growth Vision (CGV) that may be applicable to your project are outlined in the attachment. The RCPG, RTP and CGV can be found on the SCAG web site at: <http://scag.ca.gov/igr>. For ease of review, we would encourage you to use a side-by-side comparison of all SCAG policies with a discussion of the consistency, non-consistency or not applicable of the policy and supportive analysis in a table format (attached).

The attached detailed comments are meant to provide guidance for considering the proposed project within the context of our regional goals and policies. Please provide a minimum of 45 days for SCAG to review the DEIR and associated plans when these documents are available. If you have any questions regarding the attached comments, please contact Christine Fernandez at (213) 236-1923. Thank you.

Sincerely,

Sylvia Patsaouras, Manager
Environmental Planning Division

DOCS# 143803 v1

The Regional Council is comprised of 75 elected officials representing 187 cities, six counties, four County Transportation Commissions, and a Tribal Government representative within Southern California.

M e m o r a n d u m

Date: February 11, 2008


To: City of Los Angeles Department of City Planning

From: **DEPARTMENT OF CALIFORNIA HIGHWAY PATROL**
South Los Angeles Area

File No.: 530.9553. Env.Impact

Subject: ENVIRONMENTAL IMPACT REPORT REVIEW AND RESPONSE – SAN
PEDRO COMMUNITY PLAN PROJECT - NEGATIVE IMPACT

The Environmental Impact Report for the proposed San Pedro Community Plan Project was forwarded to the South Los Angeles Area from the City of Los Angeles Department of City Planning. Area has thoroughly reviewed the report and has concluded the project will not have a negative affect on departmental operations or public safety. No departmental input is recommended for this project.


C. O'QUINN, Captain
Commander

cc: Southern Division

Safety, Service, and Security

**Notice of Preparation of an Environmental Impact
Report
and
Notice of Scoping Meeting**

Date: January 31 2008

To: Affected Agencies, Organizations, and Interested Parties

From: City of Los Angeles Department of City Planning
Debbie Lawrence, AICP
200 N. Spring St, Los Angeles, CA 90012
(213) 978.3034
(213) 978.1226 (Fax)

Re: **Notice of Preparation (NOP) of an Environmental Impact Report (EIR) and Notice of Scoping Meeting for the San Pedro Community Plan Project**

FEB 4 2008

The City of Los Angeles Department of City Planning (Lead Agency) will prepare an EIR for the proposed San Pedro Community Plan Project. This Notice of Preparation (NOP) is being distributed to applicable responsible agencies, trustee agencies, and interested parties as required by the California Environmental Quality Act (CEQA). Comments from interested agencies are requested as to the scope and content of the environmental information that is pertinent to each agency's statutory responsibilities in connection with the proposed project.

Project Location: The San Pedro Community Plan Area (CPA) contains approximately 3,675 acres and is located about 15 miles south of downtown Los Angeles on the Palos Verdes Peninsula at the southern terminus of the Harbor Freeway (I-110). The CPA is adjacent to the Harbor City/Wilmington Community Plan Area (City of Los Angeles) on the north, the Port of Los Angeles to the east, the City of Rancho Palos Verdes on the west, and the Pacific Ocean to the south. The Community Plan area is generally bounded by: Taper Avenue on the north; John Gibson Boulevard, Harbor Boulevard, the West Channel of the Port of Los Angeles, and Cabrillo Beach on the east; the Pacific Ocean on the south; and the western border of Los Angeles with the city of Rancho Palos Verdes. Figure 1 illustrates the regional location. The CPA is shown in Figure 2.

Project Characteristics: The San Pedro Community Plan (Community Plan) is one of 35 Community Plans which comprise the Land Use Element of the General Plan, one of the seven state-mandated elements of the General Plan that also include noise, transportation, conservation and others. The Community Plan is intended to promote an arrangement of land uses, streets, and services in the Community Plan area to encourage

**COMMENTS ON THE NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT
 FOR THE SAN PEDRO COMMUNITY PLAN - SCAG NO. 1 20080075**

PROJECT DESCRIPTION

The proposed project will undertake the comprehensive update of the San Pedro Community Plan. It will guide development through 2030 (replacing the existing 1999 San Pedro Community Plan) and amend the existing 1996 General Plan Framework Element and the Mobility (Transportation) Element. The Community Plan will implement changes to zoning, amend land use plan designations, establish overlay zones, and refine and amend Citywide Elements of the General Plan.

CONSISTENCY WITH REGIONAL COMPREHENSIVE PLAN AND GUIDE POLICIES

The **Growth Management Chapter (GMC)** of the Regional Comprehensive Plan and Guide (RCPG) contains the following policies that are particularly applicable and should be addressed in the Draft EIR for the General Plan Update.

3.01 The population, housing, and jobs forecasts, which are adopted by SCAG's Regional Council and that reflect local plans and policies shall be used by SCAG in all phases of implementation and review.

Regional Growth Forecasts

The DEIR should reflect the most current adopted SCAG forecasts, which are the 2004 RTP (April 2004) Population, Household and Employment forecasts. The adopted forecasts for your region, subregion, and City are as follows:

Adopted SCAG Regionwide Forecasts

| | <u>2010</u> | <u>2015</u> | <u>2020</u> | <u>2025</u> | <u>2030</u> |
|------------|-------------|-------------|-------------|-------------|-------------|
| Population | 19,208,661 | 20,191,117 | 21,137,519 | 22,035,416 | 22,890,797 |
| Households | 6,072,578 | 6,463,402 | 6,865,355 | 7,263,519 | 7,660,107 |
| Employment | 8,729,192 | 9,198,618 | 9,659,847 | 10,100,776 | 10,527,202 |

Adopted Los Angeles Subregion Forecasts

| | | | | | |
|------------|-----------|-----------|-----------|-----------|-----------|
| Population | 4,176,079 | 4,237,887 | 4,298,891 | 4,357,359 | 4,413,425 |
| Households | 1,393,635 | 1,460,680 | 1,528,771 | 1,596,055 | 1,663,002 |
| Employment | 2,031,342 | 2,095,758 | 2,157,226 | 2,213,427 | 2,265,209 |

City of Los Angeles Forecasts ¹

| | <u>2010</u> | <u>2015</u> | <u>2020</u> | <u>2025</u> | <u>2030</u> |
|------------|-------------|-------------|-------------|-------------|-------------|
| Population | 4,090,125 | 4,147,285 | 4,203,702 | 4,257,771 | 4,309,625 |
| Households | 1,372,873 | 1,438,731 | 1,505,615 | 1,571,712 | 1,637,475 |
| Employment | 1,994,358 | 2,057,435 | 2,117,623 | 2,172,642 | 2,223,338 |

1. The 2004 RTP growth forecast at the regional, county and subregional level was adopted by RC in April, 2004. City totals are the sum of small area data and should be used for advisory purposes only.

The Draft 2008 RTP Baseline Growth Forecast (built upon subregion/local jurisdiction input) was released on November 1, 2007 by the Community, Economic and Human Development Committee (CEHD) along with the Draft 2008 RTP and RCP for public review and comment. You may wish to review these forecasts to determine compatibility with the any Project Forecasts. The following 2035 forecasts are provided for

your reference for the City of Los Angeles. The forecasts for the intervening years (2010, 2015, 2020, 2025, and 2030) will be included in the 2008 RTP Baseline Growth Forecast.

| 2035 Forecasts ¹ | Population | Households | Employees |
|-----------------------------|------------|------------|------------|
| City of Los Angeles | 4,415,773 | 1,616,578 | 1,994,134 |
| Los Angeles Subregion | 4,509,435 | 1,638,823 | 2,037,472 |
| SCAG Region | 24,056,000 | 7,710,000 | 10,287,000 |

1. Source: Draft 2008 RTP Baseline Growth Forecast
(http://scag.ca.gov/forecast/downloads/RTP_baseline_forecasts_1001.xls)

GMC POLICIES RELATED TO THE RCPG GOAL TO IMPROVE THE REGIONAL STANDARD OF LIVING

The Growth Management goals to develop urban forms that enable individuals to spend less income on housing cost, that minimize public and private development costs, and that enable firms to be more competitive, strengthen the regional strategic goal to stimulate the regional economy. The evaluation of the proposed project in relation to the following policies would be intended to guide efforts toward achievement of such goals and does not infer regional interference with local land use powers.

- 3.04 *Encourage local jurisdictions' efforts to achieve a balance between the types of jobs they seek to attract and housing prices.*
- 3.05 *Encourage patterns of urban development and land use which reduce costs on infrastructure construction and make better use of existing facilities.*
- 3.06 *Support public education efforts regarding the costs of various alternative types of growth and development.*
- 3.08 *Encourage subregions to define an economic strategy to maintain the economic vitality of the subregion, including the development and use of marketing programs, and other economic incentives, which support attainment of subregional goals and policies.*
- 3.09 *Support local jurisdictions' efforts to minimize the cost of infrastructure and public service delivery, and efforts to seek new sources of funding for development and the provision of services.*
- 3.10 *Support local jurisdictions' actions to minimize red tape and expedite the permitting process to maintain economic vitality and competitiveness.*

GMC POLICIES RELATED TO THE RCPG GOAL TO IMPROVE THE REGIONAL QUALITY OF LIFE

The Growth Management goals to attain mobility and clean air goals and to develop urban forms that enhance quality of life, that accommodate a diversity of life styles, that preserve open space and natural resources, and that are aesthetically pleasing and preserve the character of communities, enhance the regional strategic goal of maintaining the regional quality of life. The evaluation of the proposed project in relation to the following policies would be intended to provide direction for plan implementation, and does not allude to regional mandates.

- 3.11 *Support provisions and incentives created by local jurisdictions to attract housing growth in job-rich subregions and job growth in housing-rich subregions.*
- 3.12 *Encourage existing or proposed local jurisdictions' programs aimed at designing land uses which encourage the use of transit and thus reduce the need for roadway expansion, reduce the # of auto trips and vehicle miles traveled, and create opportunities for residents to walk and bike.*

- 3.13 Encourage local jurisdictions' plans that maximize the use of existing urbanized areas accessible to transit through infill and redevelopment.
- 3.14 Support local plans to increase density of future development located at strategic points along the regional commuter rail, transit systems, and activity centers.
- 3.15 Support local jurisdictions' strategies to establish mixed-use clusters and other transit-oriented developments around transit stations and along transit corridors.
- 3.16 Encourage developments in and around activity centers, transportation corridors, underutilized infrastructure systems, and areas needing recycling and redevelopment.
- 3.17 Support and encourage settlement patterns, which contain a range of urban densities.
- 3.18 Encourage planned development in locations least likely to cause adverse environmental impact.
- 3.19 Support policies and actions that preserve open space areas identified in local, state, and federal plans.
- 3.20 Support the protection of vital resources such as wetlands, groundwater recharge areas, woodlands, production lands, and land containing unique and endangered plants and animals.
- 3.21 Encourage the implementation of measures aimed at the preservation and protection of recorded and unrecorded cultural resources and archaeological sites.
- 3.22 Discourage development, or encourage the use of special design requirements, in areas with steep slopes, high fire, flood, and seismic hazards.
- 3.23 Encourage mitigation measures that reduce noise in certain locations, measures aimed at preservation of biological and ecological resources, measures that would reduce exposure to seismic hazards, minimize earthquake damage, and to develop emergency response and recovery plans.

GMC POLICIES RELATED TO THE RCPG GOAL TO PROVIDE SOCIAL, POLITICAL, AND CULTURAL EQUITY

The Growth Management Goal to develop urban forms that avoid economic and social polarization promotes the regional strategic goal of minimizing social and geographic disparities and of reaching equity among all segments of society. The evaluation of the proposed project in relation to the policy stated below is intended guide direction for the accomplishment of this goal, and does not infer regional mandates and interference with local land use powers.

- 3.24 Encourage efforts of local jurisdictions in the implementation of programs that increase the supply and quality of housing and provide affordable housing as evaluated in the Regional Housing Needs Assessment.
- 3.25 Encourage the efforts of local jurisdictions, employers and service agencies to provide adequate training and retraining of workers, and prepare the labor force to meet the future challenges of the regional economy.
- 3.26 Encourage employment development in job-poor localities through support of labor force retraining programs and other economic development measures.
- 3.27 Support local jurisdictions and other service providers in their efforts to develop sustainable communities and provide, equally to all members of society, accessible and effective services such as: public education, housing, health care, social services, recreational facilities, law enforcement, and fire protection.

AIR QUALITY CHAPTER

The Air Quality Chapter core actions related to the proposed project include:

- 5.07 Determine specific programs and associated actions needed (e.g., indirect source rules, enhanced use of telecommunications, provision of community-based shuttle services, provision of demand management based programs, or vehicle-miles-traveled/emission fees) so that options to command and control regulation can be assessed.
- 5.11 Through the environmental document review process, ensure that plans at all levels of government (regional, air basin, county, subregional, and local) consider air quality, land use, transportation, and economic relationships to ensure consistency and minimize conflicts.

OPEN SPACE AND CONSERVATION CHAPTER

The Open Space and Conservation Chapter goals related to the proposed project include:

- 9.1 Provide adequate land resources to meet the outdoor recreation needs of the present and future residents of the region.
- 9.2 Increase the accessibility to open space lands for outdoor recreation.
- 9.3 Promote self-sustaining regional recreation resources and facilities.
- 9.4 Maintain open space for adequate protection to lives and properties against natural and manmade hazards.
- 9.5 Minimize potentially hazardous developments in hillsides, canyons, areas susceptible to flooding, earthquakes, wildfire and other known hazards, and areas with limited access for emergency equipment.
- 9.8 Develop well-managed viable ecosystems or known habitats of rare, threatened, and endangered species, including wetlands.

WATER QUALITY CHAPTER RECOMMENDATIONS AND POLICY OPTIONS

The Water Quality Chapter goals related to the proposed project include:

- 11.02 Encourage "watershed management" programs and strategies, recognizing the primary role of local governments in such efforts.
- 11.07 Encourage water reclamation throughout the region where it is cost-effective, feasible, and appropriate to reduce reliance on imported water and wastewater discharges. Current administrative impediments to increased use of wastewater should be addressed.

REGIONAL TRANSPORTATION PLAN

The 2004 Regional Transportation Plan (RTP) also has goals and policies that are pertinent to this proposed project. This RTP links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transportation-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic and commercial limitations. The RTP continues to support all applicable federal and state laws in implementing the proposed project. Among the relevant goals and policies of the RTP are the following:

Regional Transportation Plan Goals:

- RTP G1 Maximize mobility and accessibility for all people and goods in the region.
- RTP G2 Ensure travel safety and reliability for all people and goods in the region.
- RTP G3 Preserve and ensure a sustainable regional transportation system.
- RTP G4 Maximize the productivity of our transportation system.
- RTP G5 Protect the environment, improve air quality and promote energy efficiency.

RTP G6 . . . Encourage land use and growth patterns that complement our transportation investments.

GROWTH VISIONING

This portion of the City of Los Angeles is located within a Compass 2% Strategy Area, where development is intended to balance employment, housing, and services to reduce vehicle trips and emissions, enhance livability, expand prosperity, and increase sustainability. The Strategy Area is generally located along Gaffey Street, from the Harbor Freeway (I-110) to 19th Street. Please demonstrate how the Community Plan does or does not support these principles. More information and maps can be found at <http://www.compassblueprint.org/2percent/areas>. The fundamental goal of the Compass Growth Visioning effort is to make the SCAG region a better place to live, work and play for all residents regardless of race, ethnicity or income class. Thus, decisions regarding growth, transportation, land use, and economic development should be made to promote and sustain for future generations the region's mobility, livability and prosperity. The following "Regional Growth Principles" are proposed to provide a framework for local and regional decision making that improves the quality of life for all SCAG residents. Each principle is followed by a specific set of strategies intended to achieve this goal.

Principle 1: Improve mobility for all residents

- GV P1.1 Encourage transportation investments and land use decisions that are mutually supportive.*
- GV P1.2 Locate new housing near existing jobs and new jobs near existing housing.*
- GV P1.3 Encourage transit-oriented development.*
- GV P1.4 Promote a variety of travel choices*

Principle 2: Foster livability in all communities

- GV P2.1 Promote infill development and redevelopment to revitalize existing communities.*
- GV P2.2 Promote developments, which provide a mix of uses.*
- GV P2.3 Promote "people scaled," walkable communities.*
- GV P2.4 Support the preservation of stable, single-family neighborhoods.*

Principle 3: Enable prosperity for all people

- GV P3.1 Provide, in each community, a variety of housing types to meet the housing needs of all income levels.*
- GV P3.2 Support educational opportunities that promote balanced growth.*
- GV P3.3 Ensure environmental justice regardless of race, ethnicity or income class.*
- GV P3.4 Support local and state fiscal policies that encourage balanced growth*
- GV P3.5 Encourage civic engagement.*

Principle 4: Promote sustainability for future generations

- GV P4.1 Preserve rural, agricultural, recreational, and environmentally sensitive areas.*
- GV P4.2 Focus development in urban centers and existing cities.*
- GV P4.3 Develop strategies to accommodate growth that uses resources efficiently, eliminate pollution and significantly reduce waste.*
- GV P4.4 Utilize "green" development techniques.*

CONCLUSION

All feasible measures needed to mitigate any potentially negative regional impacts associated with the proposed project should be implemented and monitored, as required by CEQA.

Suggested Side by Side Format - Comparison Table of SCAG Policies

For ease of review, we would encourage the use of a side-by-side comparison of all SCAG policies with a discussion of the consistency, non-consistency or not applicable of the policy and supportive analysis in a table format. All policies and goals must be evaluated as to impacts. Suggested format is as follows:

| SCAG RCPG (RTP and/or CGV) Policies | | |
|-------------------------------------|--|---|
| Growth Management Chapter | | |
| Policy Number | Policy Text | Statement of Consistency, Non-Consistency, or Not Applicable |
| 3.01 | <i>The population, housing, and jobs forecasts, which are adopted by SCAG's Regional Council and that reflect local plans and policies shall be used by SCAG in all phases of implementation and review.</i> | Consistent: Statement as to why Not-Consistent: Statement as to why Not Applicable: Statement as to why |
| 3.02 | <i>In areas with large seasonal population fluctuations, such as resort areas, forecast permanent populations. However, appropriate infrastructure systems should be sized to serve high-season population totals.</i> | Consistent: Statement as to why Not-Consistent: Statement as to why Not Applicable: Statement as to why |
| 3.03 | <i>The timing, financing, and location of public facilities, utility systems, and transportation systems shall be used by SCAG to implement the region's growth policies.</i> | Consistent: Statement as to why Not-Consistent: Statement as to why Not Applicable: Statement as to why |
| Etc. | Etc. | Etc. |



Los Angeles Department of City Planning
200 N Spring Street
Los Angeles, CA 90012
www.lacity.org/PLN

COMMUNITY QUESTIONNAIRE
WEST LOS ANGELES COMMUNITY PLAN



Please complete and return (if by mail, to the address below) the following questionnaire to help us learn more about and revise the community plan for your neighborhood. The Department of City Planning appreciates your input as a concerned community member in the West Los Angeles area.

What neighborhood do you live in? (Please specify; an exact address would be helpful.)

11907 PICO BLVD
SCOTT MACGILLIVRAY 310-479-1974

What do you consider the biggest problem(s) in your neighborhood (i.e. unmet needs in the community)?

Gang Graffiti
Lack of Business Parking
Ugly Schools
Some streets are ugly because of a shortage of trees
If the city provided and promoted beautiful
streets then the neighbors would improve their property

What do you consider the biggest strength(s) of your neighborhood?

NICE NEIGHBORHOODS WITH NICE PEOPLE

Do you have any specific suggestions for improving your neighborhood?

1. DO NOT ALLOW TRAFFIC PLANS TO REMOVE PARKING ON PICO.
2. BUILD A NEW PARK
3. IMPROVE SCHOOLS
4. FIX SIGNALS & LANES ON EAST BOUND PICO AT SAWTELLE TO OCEAN PARK
5. TURN SMALL FEEDER STREETS OFF OF PICO INTO BUSINESS PARKING LOTS WHICH WILL TAKE PARKING OFF OF RESIDENTIAL STREETS.
6. PLANT MORE STREET TREES. ESPECIALLY ON BUSY STREETS

Give us some specific examples of resources, features, etc. that you consider a real strength/asset in your community and would like to see preserved, maintained or further improved?

THE TREE LINED STREETS

Neighborhoods that do not have cut through traffic are nice.
Improve the ones that do.

What city services would you like to see provided that are currently missing? Are there any other community goals/objectives that you would like to see promoted by the plan? (Please specify.)

Reduce Gang influence

Remove Graffiti & Catch & Prosecute the vandals

The current efforts are only providing moderation but it is far from effective

If you are familiar with the goals, policies and programs in the current West Los Angeles Community Plan, please share any changes you would like to see made to the plan. (Please specify.)

Where is the needed new park land?

How is it creating family neighborhoods?

What are you doing to cut down cut through traffic?
to plant trees, to improve schools,
to build parks. THESE ARE COMMUNITY PLAN ISSUES!

The city & county need to be more proactive, to lead, to follow through to achieve better results. The results are the measure of the effort.

Please return to:
Michelle Sorkin, Planner
West LA Community Plan
200 N Spring St #621
Los Angeles, CA 90012

Phone: 213.978.1199
Fax: 213.978.1226
michelle.sorkin@lacity.org

COMMENT CARD

SAN PEDRO COMMUNITY PLAN SCOPING MEETING DRAFT ENVIRONMENTAL IMPACT REPORT

Date: Wednesday, February 20, 2008 (6:30 to 8:30 PM)
Location: Port of Los Angeles- Harbor Commission Board Room
 425 S. Palos Verdes Street, 2nd Floor
 San Pedro, CA 90733
Project: San Pedro Community Plan

Please note that this document will be part of the public record. Comments may be submitted at the Scoping Meeting or may be sent to:

ATTN: Debbie Lawrence, AICP
 City of Los Angeles Department of City Planning
 200 N. Spring Street, Los Angeles, CA 90012
 (213) 978.3034 (213) 978.1226 (Fax)

*****Comments must be received no later than 5:00 p.m. on Monday, March 3, 2008.*****

Name (Please Print): James Douglas

Mailing Address: 1618 W 1st Street San Pedro Ca

Resident, Business, Organization, etc.: Resident

Comment (s): No rezoning!

James Douglas

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Name (Please Print): KARLYN VANDERLIP
 Mailing Address: 1618 W 1ST Street San Pedro Ca
 Resident, Business, Organization, etc.: Resident NO! NO! NO!
 Comment (s): Yes I am extremely concerned about the number of units planned by Bisio. I am absolutely against changing the zoning of this property. The traffic is congested in that area of town as it is. My children attended Dodson Middle School and it was a real headache picking them up at 3:00 p.m. I do not live in that area however I do shop in that direction. If you do zone & over build I will do all my shopping in another area of SP or in another community. Get real -
We live on a peninsula and can only accommodate a small community.

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Name (Please Print): April Espinoza

Mailing Address: 1660 W. 245th St. Harbor City, CA 90710

Resident, Business, Organization, etc.: resident & employee, LAUSD/district #8 (AVAC center)

Comment (s): I'm primarily concerned that an already populated area is going to become even more populated. This has a significant impact on not only the traffic, but the school system as well. Over-crowding is already an issue that negatively affects the children who already reside in this area. ^{one of} My own children attends school in another school district because we are not satisfied w/ the local educational resources w/ the origin of the problem being ~~over-crowded~~ over-crowded classrooms which decreases ~~the~~ the quality of education! Why add to that problem? ~~It~~ It also makes no sense that San Pedro

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Name (Please Print): ROBERT ESPINOZA

Mailing Address: 1660 W. 265TH ST, HARBOR CITY CA 90716

Resident, Business, Organization, etc.: RESIDENT

Comment (s): I AM CONCERNED WITH THE NUMBER OF HOUSING
UNITS, LOW INCOME UNITS, AND TRAFFIC IT IS GOING
TO CREATE IN AN ALREADY CONGESTED AREA. I AM ALSO
CONCERNED WITH THE CRIME STATISTICS THAT LOW IN
COME HOUSING BRINGS TO A COMMUNITY. I STRONGLY
BELIEVE THAT THE LAST THING THIS AREA NEEDS IS
MORE LOW INCOME HOUSING. SAN PEDRO SHOULD ALSO
BE INCLUDED IN THE CITY PLANS.

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Name (Please Print): Deena Goldman

Mailing Address: 27601 Alvesta Pl.

Resident, Business, Organization, etc.: Resident

Comment (s): _____

Traffic will be impossible if 1900 condos etc
permitted to be built. Congestion is already terrible
on Western Ave. If each apt. has 2 cars -
and children going to school at the same time.
We will be unable to leave our homes.

Deena Goldman

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From: "K Ragland" <raglands@earthlink.net>
To: <debbie.lawrence@lacity.org>
CC: <conni.pallini-tipton@lacity.org>
Date: 3/2/2008 7:02 PM
Subject: San Pedro Community Plan Project DEIR

Please see my comment in response to the NOP for the San Pedro Community Plan Project DEIR/scoping meeting, below.

A hard copy of this letter will be mailed tomorrow.

Thank you,

Cathy Ragland
1913 S. Crescent Ave.
San Pedro, CA 90731

Raglands@earthlink.net

February 29, 2008

City of Los Angeles Department of City Planning

200 N. Spring Street,

Los Angeles, CA 90012

Attention: Debbie Lawrence, AICP

RE: Comment on Scoping of the San Pedro Community Plan Project Draft EIR

Dear Ms. Lawrence,

The inventory of scenic views in the San Pedro area in the current San Pedro Community Plan mentions only one location in the eastern portion of San Pedro: the Harbor Boulevard Bluff. The bluffs along Beacon Street, above Harbor Boulevard, are contiguous with the bluffs along Crescent Avenue/Crescent Bike Path Park, along Via Cabrillo Marina and Shoshone Street. Views from various public green spaces, parks and residential areas along these bluffs are aesthetically valuable scenic resources. Views from the Crescent Bike Path Park include a broad view of the Main Channel area of the Port, expanses of blue water to the horizon, and near-field marina views, which are as scenic, if not more scenic than the view shed from just the limited segment represented by the "Harbor Boulevard Bluff".

The new San Pedro Community Plan should include the Crescent Avenue/Crescent Bike Path Park area, as well as other portions of the bluffs in the inventory of scenic views in the San Pedro area.

Sincerely yours,

Cathy Ragland

1913 S. Crescent Avenue

San Pedro, CA 90731

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Name (Please Print): BONNIE DELIGHT
 Mailing Address: 28707 MT. LANGLEY CT., R.P.V. CA
 Resident, Business, Organization, etc.: RESIDENT
 Comment (s): TRAFFIC ON WESTERN AVE. IS
CONGESTED ALL HOURS OF THE DAY -
THE QUALITY OF THE NAVY HOUSING
IS ZONED R-1 & NEEDS TO STAY
THAT WAY.

Bonnie Delight

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RECEIVED
CITY OF LOS ANGELES
MAR 10 2008

CITY PLANNING
COMMUNITY PLANNING BUREAU

February 29, 2008

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200 N. Spring Street,
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The new San Pedro Community Plan should include the Crescent Avenue/Crescent Bike Path Park area, as well as other portions of the bluffs in the inventory of scenic views in the San Pedro area.

Sincerely yours,

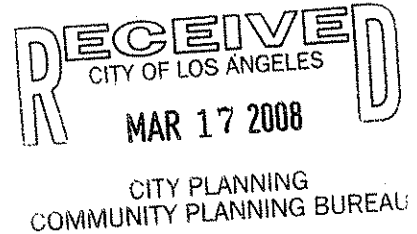


Cathy Ragland
1913 S. Crescent Avenue
San Pedro, CA 90731

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Name (Please Print): Leslie Galvan

Mailing Address: 1910 PALERITA DR, RANCHO P.V.

Resident, business, Organization, etc: Resident

Comment(s): In view of the fact that the

Biss Development will directly affect

the San Pedro area I urge you to include

it in the San Pedro Community Plan. This

development will have a high impact

on the San Pedro area & that needs to

be addressed by placing it in the San

Pedro Community Plan. Crowded roads,

schools & shopping facilities will not benefit

or improve the areas those affected.

Need to have input to the planning process.

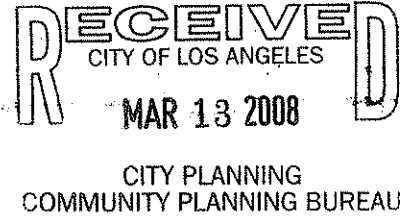
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Thank-you,
Leslie Galvan

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Name (Please Print): Sergio Banuelos

Mailing Address: 1830 Avenida Felicitiana RPU Ca 90275

Resident, business, Organization, etc: Resident

Comment(s): bottom line, until the issue of over-crowding in traffic, schools, water shortage, pollution, nothing should be rezoned or even built, take for example schools, if the schools cannot handle the students we have now then there will be no rezoning of Ponte Vista, water shortage, no rezoning, traffic, no rezoning very simple. And this is only a small example of the problems we face.

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Name (Please Print): MARY JEAN SALCIDO
Mailing Address: 1948 VALLETA DR., Rancho Palos Verdes
Resident, Business, Organization, etc.: RESIDENT
Comment (s): Please add the area bounded by Palos Verdes Dr. North, Western and Gaffey to the San Pedro Community Plan. This will ensure that organizations that feel responsibility for the quality of life and the future of the neighborhood have a stake in planning.
The area currently has a San Pedro zip code. Current (and future) residents of this area use San Pedro schools, police, fire services, parks, shopping facilities, roads, and public accommodations. Specifically, the Ponte Vista development on Western Avenue in San Pedro, should be added to the San Pedro Community plan.
Mary Jean Salcido

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Name (Please Print): Claudia Michelson
Mailing Address: 1380 W. Capitol Dr # 320
 San Pedro, CA 90732
Resident, business, Organization, etc Resident

Comment(s):
 Please add the area bounded by Palos Verdes Drive North, Western, and Gaffey to the San Pedro Community Plan. This will ensure that organizations that feel responsibility for the quality of life and the future of the neighborhood have a stake in planning.
 This area currently has a San Pedro zip code. Current (and future) residents of this area use San Pedro schools, police, fire services, parks, shopping facilities, roads, and public accommodations. Specifically, the Ponte Vista development on Western Avenue in San Pedro, should be added to the San Pedro Community plan.

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Name (Please Print): PAULINE LUPO-BECKER
 Mailing Address: 28718 MOUNT LANGLEY CT.
 Resident, Business, Organization, etc.: RANCHO P.O. CA 90275
 Comment (s): IT IS TOTALLY UNACCEPTABLE TO HAVE THE PONTE VISTA DEVELOPMENT IN THE HARBOR CITY / WILMINGTON CITY PLAN. THIS NEEDS TO BE IN THE SAN PEDRO CITY PLAN. THIS NEEDS TO BE A LOW DENSITY DEVELOPMENT. THE TRAFFIC IS OVERHEATING NOW - IN THE EVENT OF A DISASTER WE WILL BE TRAPPED WE NEED THE SAV IN WHAT HAPPENS IN OUR AREA - NOT WILMINGTON & HARBOR CITY

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THANK YOU - Pauline Lupo-Becker

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Name (Please Print):

Glenn Cornell

Mailing Address:

2004 Velez Dr. RPU 90275

Resident, business, Organization, etc:

gcornell@earthlink.net

Comment(s):

MS. Lawrence:

I was surprised to learn that the Pointe Vista property is not included in the San Pedro master plan. I understand the reasons for this are largely historical. However, in 2008, this makes little sense. Pointe Vista — or any other project proposed for the old Navy property — will have its greatest impact on San Pedro (and the Miralote side of Palos Verdes). I urge

your department to re-visit this issue and include the old Navy property in the master plan for San Pedro.

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Thank you.

Glenn Cornell

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Name (Please Print): Kelly Limberg
Mailing Address: 1802 Velez Dr., Rancho Palos Vds., 90275

Resident, business, Organization, etc: _____

Comment(s): _____

I feel that the Navy property on Western Ave. and Palos Verdes Dr. North should be included in your study. I realize the land is L.A. Co. unincorporated but the impact of the land is vital to San Pedro and surrounding neighborhoods.

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Name (Please Print): Peter Lacombe

Mailing Address: 2052 Galerita Drive, Rancho Palos Verdes, 90275

Resident, business, Organization, etc Homeowner

Comment(s):

Last night I attended a Wilmington Neighborhood Council meeting that voted 13-6 in favor of the Ponte Vista Development as it stands with over 2000 new housing units (6-8 thousand new people) in a very small area. Every homeowner group in San Pedro is opposed to the Ponte Vista project as proposed. Janice Hahn, our local council person is also opposed.

The Wilmington Council did not care about the impact of this size development and it's adverse impact on the surrounding neighborhood. The council did not care what schools the children attended because the schools were not in their neighborhood. The council did not care about the added strain to surrounding accomodations such as shopping because it was not in their neighborhood. The council did not care about the impact to traffic because the added traffic was not in their neighborhood. The words "them" and "us" were repeatedly used during discussion.

Please add the area bounded by Palos Verdes Drive North, Western, and Gaffey to the San Pedro Plan. This will ensure that organizations that feel responsibility for the quality of life and the future of the neighborhood have a stake in planning.

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COMMENT CARD

San Pedro Community Plan Scoping Meeting Draft Environmental Impact Report

Date: Wednesday, February 20, 2008 (6:30 to 8:30 PM)
Location: Port of Los Angeles-Harbor Commission Board Room
425 S. Palos Verdes Street, 2nd Floor
San Pedro, CA 90733
Project: San Pedro Community Plan

Please note that this document will be part of the public record. Comments may be submitted at the Scoping Meeting or may be sent to:

ATTN: Debbie Lawrence, AICP
City of Los Angeles Department of City Planning
200 N. Spring Street, Los Angeles, CA 90012
(213) 978.3034 (213)978.1226 (Fax)

***** Comments must be received no later than 5:00 p.m. on Monday, March 3, 2008.*****

Name (Please Print): ANA C. DILEVA
Mailing Address: 1853 DELASONDE DR.
RANCHO PALOS VERDES, CA 90275
Resident, business, Organization, etc

Comment(s):

Please add the area bounded by Palos Verdes Drive North, Western, and Gaffey to the San Pedro Community Plan. This will ensure that organizations that feel responsibility for the quality of life and the future of the neighborhood have a stake in planning.

This area currently has a San Pedro zip code. Current (and future) residents of this area use San Pedro schools, police, fire services, parks, shopping facilities, roads, and public accommodations. Specifically, the Ponte Vista development on Western Avenue in San Pedro, should be added to the San Pedro Community plan.

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COMMENT CARD

SAN PEDRO COMMUNITY PLAN SCOPING MEETING DRAFT ENVIRONMENTAL IMPACT REPORT

Date: Wednesday, February 20, 2008 (6:30 to 8:30 PM)
Location: Port of Los Angeles- Harbor Commission Board Room
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****Comments must be received no later than 5:00 p.m. on Monday, March 3, 2008.****

Name (Please Print): ANA C. DILEVA
Mailing Address: 1853 DELASOÑEDA, RANCHO PALOS VERDES CA
Resident, Business, Organization, etc.: 90275

Comment (s): _____

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Name (Please Print): ANTHONY DILEVA

Mailing Address: 1853 DEVASONDE DR. RANCHO PALOS VERDES, CA 90275

Resident, business, Organization, etc

Comment(s):

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Name (Please Print): ANTHONY DILEVA

Mailing Address: 1853 DELASOÑE DR. RANCHO PALOS VERDES, CA 90275

Resident, Business, Organization, etc.: _____

Comment (s): _____

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***** Comments must be received no later than 5:00 p.m. on Monday, March 3, 2008.*****

Name (Please Print): CARMEN ANDREANELLI

Mailing Address: 1331 SO. PATTON AVE, SAN PEDRO, CA 90731

Resident, business, Organization, etc

Comment(s):

Please add the area bounded by Palos Verdes Drive North, Western, and Gaffey to the San Pedro Community Plan. This will ensure that organizations that feel responsibility for the quality of life and the future of the neighborhood have a stake in planning.

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Name (Please Print): CARMEN ANDREANELLI

Mailing Address: 1331 SO. PATTON AVE. SAN PEDRO, CA 90731

Resident, Business, Organization, etc.: _____

Comment (s): _____

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***** Comments must be received no later than 5:00 p.m. on Monday, March 3, 2008.*****

Name (Please Print): JUAN JOSE ANDREANELLI

Mailing Address: 1331 SO. PATTON AVE, SAN PEDRO, CA 90731

Resident, business, Organization, etc

Comment(s):

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