

7/1 /13

To;  
Mr. Henry Chu  
L.A. Dept. of city planning

Re. Case # CPC-2012-2558-GPA-ZC-SP  
VTT-71886-MU  
ENV2005-4516-EIR

**RECEIVED**  
CITY OF LOS ANGELES

**JUL 29 2013**

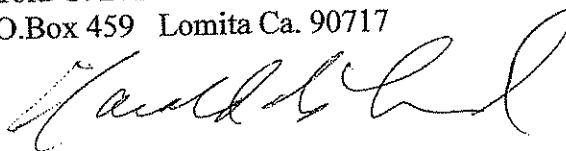
MAJOR PROJECTS  
UNIT

Dear Mr, Chu,

Regarding the proposed project above(Alternative C). It will result in traffic jams & poor air quality in and around Western Ave. which is already overburdened. There are simply too many units in this project. Please reconsider & restrict it to single family homes only.

Respectfully,

Harold G. Lund M.D.  
P.O.Box 459 Lomita Ca. 90717



To: Los Angeles Dept. of City Planning  
c/o Henry Chu  
Room 750

J. & R. Hemelka  
2239 Stonewood Ct.  
San Pedro, CA 90732

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CITY OF LOS ANGELES

JUL 29 2013

July 04, 2013

MAJOR PROJECTS  
UNIT

REF.: CONCURRENT PUBLIC HEARING Case# CPC-2012-2558-GPA-ZC-SP

To whom it may concern

Received your notice, and with some dismay, after reading the various proposals. The only acceptable project is, in my humble opinion A – Alternative, i.e. demolish and clear the project and leave it undeveloped with the possible future of creating a nice park. This would remove all the real problems as far as the overwhelming impact on the traffic. The painting of the cyclists lines on Westmont drive created enough problems, especially in the peak hours. Not sure what type of brain was behind this idea, obviously he or they don't reside here. When money is the issue, many reasonable counter proposals are normally on the losing side, but nevertheless I and the majority of our neighbors are very unhappy about this development and hope that alternative A will be seriously considered. Ignoring the heavy traffic on the Western and the connecting roads will be a very bad decision and may be taken to courts as the last means of defense.

Yours sincerely

J. & R. Hemelka

July 5, 2013

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CITY OF LOS ANGELES

Planning Department  
City of Los Angeles  
200 N. Spring St.  
Los Angeles, Ca. 90012

JUL 29 2013

MAJOR PROJECTS  
UNIT

Attn: Henry Chu, Major Projects  
Room 750C

Case No.: CPC-2012-2558-GPA-ZC-SP, VTT-71886-MU  
CEQA No.: ENV-2005-4516-EIR  
Hearing Date: July 30, 2013

Dear Mr. Chu:

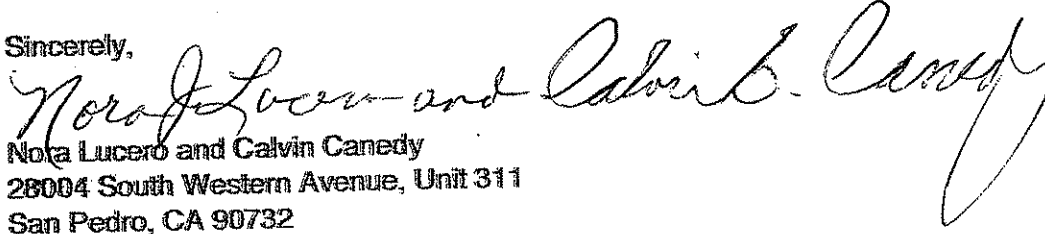
I have the following comments on this project. I want these comments included as part of the official record of this hearing.

We are requesting your support to keep the Ponte Vista Project as R1 instead of changing it to accommodate the 830 units that are in the proposal that is scheduled at the Department of City Planning hearing dated July 30, 2013.

We have been against this project since the beginning when Mr. Bisno first made his proposal in 2007 while Janice Hahn was our councilwoman. We happen to live right next door where the Ponte Vista people are planning to build the 6 hi-rise apartments that would be adjacent to our property lines. We don't know if you have ever been to the building sight, but it is our belief that you are very aware of the EIR impact putting in these units in that location would hinder the ability of the Tennis Club apartment complex, Seaport Village complex and our complex Casa Verde Estates to have access into our driveway, the ability for firemen, police personnel and emergency vehicles to come in and out of our areas. Right now it is a problem just waiting for traffic to go by so that we can exit our driveway going left or right onto Western Avenue. Some mornings we are four and five cars or more deep waiting to get into the main flow of traffic.

Hopefully, we can count on you to keep the Ponte Vista project as R1 zoning. We can be reached by email at [calnor99@att.net](mailto:calnor99@att.net) and [calvincanedy@gmail.com](mailto:calvincanedy@gmail.com). Thanking you in advance for your consideration in this matter. Also attached is some correspondence that I sent at the time that Mr. Bisno had presented his proposal regarding the same project.

Sincerely,

  
Nora Lucero and Calvin Canedy  
28004 South Western Avenue, Unit 311  
San Pedro, CA 90732

Att.

Subject: CPC 2006-8043 GPA-ZC-SP-DA, Ponte Vista  
Date: Thursday, February 5, 2009 11:41 AM  
From: Nora Lucero <calnor99@att.net>  
To: <james.williams@lacity.org>  
Cc: <Janice.Hahn@lacity.org>, <info@neighborhoodsare1.org>, Calvin Canedy  
<calvincanedy@sbcglobal.net>  
Conversation: CPC 2006-8043 GPA-ZC-SP-DA, Ponte Vista

I was very happy when the planning commission denied Mr. Bisno's proposal and know it looks as though we in the community have to contend with Suisse's proposal regarding the same proposal but "tweaked" not to include the community's voice.

I support the staff recommendation for denial. I am concerned about allowing Ponte Vista to continue the hearing on its current application while at the same time, they are telling the community that they intend to change their project. It sounds like they intend to negotiate with the City without the public input that would be required of a new application and without submitting adequate traffic and other analyses.

I am also concerned that all Planning Commission hearings are held downtown. These are very difficult for me to attend. I would like to request that any hearings on this project be held in San Pedro.

Thank you for listening.

Nora Lucero and Cal Canedy  
28004 So. Western Ave., #311  
San Pedro, CA 90732

**SHERI DAVIS DODGE**  
**CERTIFIED LEGAL ASSISTANT**

2241 ESTRIBO DRIVE  
ROLLING HILLS ESTATES, CA 90274  
OFFICE: (310) 831-6636  
FAX: (310) 872-3181  
CELL: (310) 990-1519  
Sherdcla@aol.com

**RECEIVED**  
CITY OF LOS ANGELES

**JUL 29 2013**

MAJOR PROJECTS  
UNIT

July 8, 2013

HENRY CHU  
Los Angeles Department of City Planning,  
Major Projects  
City Hall, Room 750\200 N. Spring Street  
Los Angeles, CA 90012

Re: Ponte Vista Project

Dear Mr. Chu:

Enclosed is the first page of the Notice of Public Hearing which identifies the Case Number and other relevant information about which I am writing.

I own three units near the subject site; 2076 Mount Shasta Drive, 2078 Mount Shasta Drive, and 1340 Stonewood Court, San Pedro, CA 90732. Since inception, the proposed development of this site converting it from single family (Naval) housing, has been exceedingly large, too large to accommodate anything but single family residences.

If one drives along Western Avenue at the present time, without adding any residential units to the area, major traffic is found especially during morning and evening commute times.

Also, children crossing Western Avenue to get to and home from the middle school above Western Avenue, and those walking to Taper Elementary School, is extremely dense and, frankly, dangerous, during the times of the crossings. Mass amounts of children cross, and many additional children will be crossing if the proposed development is allowed to proceed. Being kids, they don't necessarily respect the "Don't Walk" modes and continue to cross throughout the time the lights are green. This precludes any traffic from proceeding in the north/south ~~direction~~ at these crossing times, and traffic backs up on Westmont Drive and Delasonde.

They've recently added bicycle lanes to Westmont Drive; thus it has been converted from a street with two lanes going in each direction to only one lane going in each direction adding additional congestion to the area. If all these units are allowed to be developed, this is going to cause a horrible situation, if not dangerous, with the excess vehicle traffic, bicycle traffic, and pedestrian traffic.

Henry Chu

Page 2

July 8, 2013

I understand that the people making these decisions are not always going to be able to visit the sites in question. However, with this project, it is imperative that traffic, both vehicular and foot, as well as the newly added bicycle traffic lanes should be carefully viewed, monitored, discussed and understood. If this is done, there is no way that the project would be allowed to proceed with anything other than single family residences.

Please disallow the project in its entirety.

Very truly yours,

A handwritten signature in cursive script that reads "Sheri Davis Dodge". The signature is written in black ink and is positioned above the printed name.

**SHERI DAVIS DODGE**

Enclosure

CITY OF LOS ANGELES  
CALIFORNIA



DEPARTMENT OF CITY PLANNING

**NOTICE OF PUBLIC HEARING  
AND AVAILABILITY OF  
FINAL ENVIRONMENTAL IMPACT REPORT**

To Owners:  Within a 100-Foot Radius  
 Within a 500-Foot Radius  
 Abutting a Proposed Development Site

And Occupants:  Within a 100-Foot Radius  
 Within a 500-Foot Radius  
And:  Others

CONCURRENT PUBLIC HEARING

You are being sent this notice because you own and/or reside at property near a site for which an application, as described below, has been filed with the Department of City Planning, you have indicated an interest in the project and/or have requested such notice be provided to you, or you may have expertise/experience regarding the project. All interested persons are invited to attend the public hearing at which you may listen, ask questions, or present testimony regarding the project.

Hearing By:	Advisory Agency/Hearing Officer	Case No.:	CPC-2012-2558-GPA-ZC-SP VTT-71886-MU
Date:	Wednesday, July 24, 2013	CEQA No.:	ENV-2005-4516-EIR
Time:	10:00 a.m.	SCH No.:	2010101082
Place:	200 N. Spring Street, Room 1020	Previous Cases:	CPC-2006-8043-GPA-ZC-SP-DA, VTT-63399
		Incidental Cases:	None
Staff Contact:	Henry Chu	Project Name:	Ponte Vista
Phone No.:	(213) 978-1324	Council No.:	15
		Plan Area:	Wilmington/Harbor City
EIR Case Staff Contact:	Erin Strelch	Specific Plan:	None
Phone No.:	(213) 978-1351	Certified NC:	Northwest San Pedro
		GPLU:	Low Residential and Open Space
		Zone:	R1-1XL and OS-1XL
		Applicant:	SFI Bridgeview, LLC
		Representative:	David P. Waite, Cox, Castle & Nicholson, LLP

**PROJECT LOCATION:** 26900 South Western Avenue

**PROPOSED PROJECT IN EIR:** The Project consists of the development of a residential community comprised of 1,135 dwelling units featuring a combination of single-family homes, duplexes, townhomes, and flats. The Project would be comprised of a combination of dwelling units within the following categories:

Date: July 30, 2013

Planning Department  
City of Los Angeles  
200 N. Spring St.  
Los Angeles, Ca. 90012  
or henry.chu@lacity.org

Attn: Henry Chu  
Major Projects  
Room 750C

Case No.: CPC-2012-2558-GPA-ZC-SP, VTT-71886-MU  
CEQA No.: ENV-2005-4516-EIR  
Hearing Date: July 30, 2013

Dear Mr. Chu,

My name is Scott Allman. My wife and I live at 28004 S Western Ave, which is within a 500 foot radius of this project. I am a board member on the Northwest San Pedro Neighborhood Council but I am not commenting on behalf of the board nor do I vote on issues related this project because I live within 500 feet of it.

- The zoning for this land should remain R1-1XL and OS-1XL. The original purchaser of the land thought they could change the zoning and make a fortune at the cost of the people living in our area. Thankfully that didn't happen. While alternative C is much less than the original developers plan I don't see the reason for changing the zoning of the land. Putting more homes on the market is not always good. During the huge home purchasing boom from 2004 to 2008 very few of the purchases in San Pedro and south bay area were new homes. People were trading up into a different home not a brand new one.
- The public notice doesn't point out that the apartment building that is proposed to be build next to our condo building will be six stories. I believe this is something that should have been mentioned.
- The project must have the required "open space" based on the zoning.
- Why is this project using the Wilmington-Harbor City Community Plan?
- The concrete ditch that is on the land now must not be removed. This is an important tool to prevent flooding on the project land and neighboring lands. The project also must have the required green space so that the land itself can take in the rain water. Alternative C appears to have a very small amount of green space. Comparing it to the current site it has no green space. Where is all the rain water going to go?
- Traffic improvements that need to be made based on the traffic study, which is out dated, should be made before any dirt is moved from the site. There also a huge need for a u-turn, (green arrow?), sign to be place on the northbound side of Western Ave at Avenida Aprenda. This is for people like myself who live on Fitness Drive that need to turn south on Western Ave but can't because of the traffic flow during peak hours. This is needed now with the current level of traffic on Western Ave.
- Has the dirt been tested? I heard from someone at Green Hills Memorial Park that the land requires a lot of dirt to be removed.

Sincerely,



Scott Allman ( 28004 S. Western Ave # 206., San Pedro, CA 90732)

*Handwritten notes:*  
incls  
7/30  
PK



April 24, 2013

Mr. Eric Shabsis  
Ponte Vista San Pedro  
PO Box 989  
San Pedro, CA 90733


Dear Mr. Shabsis:

The San Pedro Chamber of Commerce by action of its Board of Directors at their April meeting, supports the concept of the New Ponte Vista. We know that there are some issues still to be resolved, however, the Board is encouraged by the new reduced density of the project, the variety of products available for various income levels, and the commitment to a sustainable design.

As our mission is to promote, support, and advocate the interests of the business community, we feel that having residents on the now-vacant property will promote the economy of the Western Avenue businesses and hopefully all of San Pedro. It will not only create thousands of direct short term construction jobs, but the added long term demand for goods and services by the new residents will generate many new indirect jobs as businesses grow and hire to meet the demand.

As the project moves forward, we would encourage the developers of the various products to utilize and patronize our local merchants and vendors. We also encourage a project labor agreement that will provide local jobs that will also help support our local economy.

Sincerely,

  
Randy Bowers  
Chairman, Board of Directors  
San Pedro Chamber of Commerce

Rec'd  
@ Public Hearing  
7/30/13

925 Cara Place  
San Pedro, CA 90731  
Aug. 21, 2013

Los Angeles Department of City Planning  
Plan Implementation Division  
200 N. Spring Street Room 750  
Los Angeles, CA 90012  
Attention: Henry H. Chu  
Subject: Zoning for Ponte Vista  
Reference # ENV-2005-4516-EIR

**RECEIVED**  
CITY OF LOS ANGELES  
**AUG 23 2013**  
MAJOR PROJECTS  
UNIT

Dear Mr. Chu,

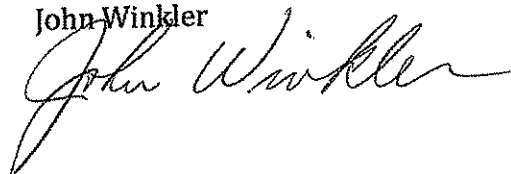
Enclosed is the break-down for parcel development on the 62 acres of property at Ponte Vista; keeping it zoned for R-1:

62 homes:.....on 1 acre.....	43,560 sq. ft. lot size
124 homes.....on ½ acre.....	21,780 sq. ft. lot size
186 homes.....on ¼ acre.....	10,890 sq. ft. lot size
248 homes.....on 1/8 acre.....	5,445 sq. ft. lot size

The property is actually 61.5 acres, as there are about 250 vacated homes on the property at this time. The average lot size in San Pedro is about 5,000 sq. ft., so 5,445 sq. ft. per lot fits into this development much better than 830 units. Changing the zoning to accommodate real estate speculators is going against the common good for the residents of San Pedro. The residents of San Pedro spoke at the Final EIR hearing and it was about 10 to 1 to keep it zoned R-1.

Sincerely yours,

John Winkler





# San Pedro Peninsula Homeowners United, Inc.

Post Office Box 6455, San Pedro, CA 90734  
sphomeunited@gmail.com – Fax: (310) 548-4255

July 19, 2013

**RECEIVED**  
CITY OF LOS ANGELES

**AUG 05 2013**

**MAJOR PROJECTS  
UNIT**

Mr. Henry Chu, Major Projects  
Planning Department - City of Los Angeles  
200 North Spring Street  
Room 750C  
Los Angeles, CA 90012

Case No.: CPC-2012-2558-GPA-ZC-SP, VTT-71886-MU  
CEQA No.: ENV-2005-4516 EIR  
Hearing Date: July 30, 2013

Re: Hydrology Issues to Adjoining Neighborhood Resulting from Ponte Vista Plan

Dear Mr. Chu:

Please include these comments as part of the official record of this hearing on my behalf as President of San Pedro Peninsula Homeowners United, Inc. The hydrology issues addressed in this letter will impact a significant number of our homeowners.

The Ponte Vista Project as planned creates major hydrology issues that will result in flooding of a portion of the existing single family neighborhood east of the project known as the Rolling Hills Highlands Tract built in the early sixties. An open flood control channel runs adjacent to Statler Street between Amelia Avenue and Barrywood which carries storm water runoff to the Harbor from sources west of Western Avenue, the proposed project site as well as adjacent sources, including the 'Gardens' Townhomes.

The headwater of this flood control system is a riparian channel on 6 acres of open space at the southern portion of the proposed project east of Western Avenue at Avenida Apprenda. It runs west to east on the Ponte Vista site to the eastern property line where it enters an underground channel system through the Gardens and changing to an open channel between Amelia Avenue and Barrywood Avenue as previously indicated. At Barrywood Avenue the channel leaves the neighborhood going underground to Gaffey Street where it again becomes an open channel on its way to the Harbor.

There are two bridges or overpasses along the open channel in the Highlands Tract -- one at Taper Avenue and the other at Barrywood Avenue. During unusually heavy rain storms, the open channel overflows the bridge or overpass at Taper Avenue and flooding occurs on Statler Street and Taper Avenue. I personally have witnessed waters coming over the curbs and partially up driveways because of the inability of the overpass to accommodate the volume of storm water in the channel. This area of the Highlands tract is the 'low point' of the surrounding areas and as a result all runoff flows to this channel and streets. Our adjoining streets became rivers because the catch basins cannot handle the water being rejected by the overburdened channels creating backup.

The proposed Ponte Vista project will further exasperate the existing problem because the hydrology provided by the current riparian open space will no longer exist as that area is planned for a huge apartment complex and paved roads and alleys. Additional hydrology benefits will be lost as the existing community of duplexes with front and back lawns and less pavement becomes a community of rooftops, many roadways, alleys and much less open space which will obviously result in more serious storm water runoff problems.

The City can ill afford to 'partner' with I-Star by approving the proposed plan knowing the potential consequences of doing so. The mitigation is obvious ... a smaller project with more open space! A true R-1 project with a 6 acre park would fit nicely and solve these hydrology issues. This problem is real and the impending results predictable and thereby should not be ignored.

*The California Environmental Quality Act requires public agencies to deny approval of a project with significant adverse effects when feasible alternatives or feasible mitigation measures can substantially lessen such effects (Pub. Resources Code 21002; Sierra Club v. Gilroy City Council (1990) 222 Cal. App.3d 30, 41). The adoption of a less damaging feasible alternative is the equivalent of the adoption of feasible mitigation (Laurel Heights Improvement Assn. v. Regents of the University of California (1988) 47 Cal. 3d376, 403). We note that such mitigation must be adopted by the Lead Agency unless the Lead Agency can demonstrate that the mitigation is truly infeasible (City of Marina v. Board of Trustees of the California State University (2006) 39 Cal. 4<sup>th</sup> 341, 368).*

Thank you for the opportunity to comment.

Sincerely,



Chuck Hart

2004 Velez Drive  
Rancho Palos Verdes, CA 90275  
July 20, 2013

Planning Department  
City of Los Angeles  
200 North Spring Street  
Los Angeles, CA 90012  
Attn.: Henry Chu  
Major Projects  
Room 750C

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CITY OF LOS ANGELES

**AUG 05 2013**

MAJOR PROJECTS  
UNIT

Case No.: CPC-2012-2558-GPA-ZC-SP, VTT-71866-MU  
CEQA No.: ENV-2005-4516-EIR  
Hearing Date: July 30, 2013

Re: Comments to Final Environmental Impact Report about Ponte Vista

Dear Mr. Chu:

**Time.** I write about the Final Environmental Impact Report which the corporation that seeks to develop Ponte Vista recently submitted to your department. I am concerned that the residents who may be impacted by this project are being given far too little time to review and respond to this 600-plus-page document. Accordingly, I would first ask that the city extend the time for residents to review the report and submit their comments to it.

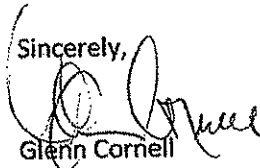
**Water.** Though I suspect there are other issues which would cause me concern if I had time to examine the 600-plus page report in greater detail, there is one which is of special interest to me. It concerns the developer's proposal about water consumption.

**GIGO.** On January 2, I wrote to Erin Strellich of your department. In that letter, I expressed concerns about the Applicant's Draft EIR and statements made in that document about the proposed project's water use. In particular, I raised questions about: 1) the Applicant's low estimate of its project's water usage, 2) the lack of substantial measures to mitigate that usage and 3) a discrepancy between the project's estimated water use and sewage output. A copy of that letter is enclosed. I anticipated that those questions would be addressed in the Final EIR. Unfortunately, none is. Instead, Applicant takes the position that it has done all that is required of it by obtaining a statement from the Los Angeles DWP to the effect that water is available to supply the proposed project. (FEIR, p. III.A-45). Yet, Applicant's estimates have every appearance of being overly optimistic, so that reliance upon them will result in an unrealistically low projection of this 830-unit development's water consumption.

**Drought.** The passage of time since my letter has only served to heighten concerns about water and its availability. Snowfall in the High Sierras was low this past season, and 2013 is shaping up to be another year of low rainfall and drought for Southern California. Indeed, the LADWP has notified its customers that they can expect a substantial rate hike because it must spend much more to procure the water it distributes to its customers.

I therefore ask the Planning Department to require the Applicant to answer the questions posed to it on January 2 and to provide the community with a reasonable opportunity to comment upon its responses. Otherwise, I ask that you reject Applicant's proposal to change the zoning for the tract of land in question.

Thank you.

Sincerely,  
  
Glenn Cornell

cc.: Councilman Joe Buscaino (w/ enc.)

2004 Velez Drive  
Rancho Palos Verdes, CA 90275  
July 17, 2013

Planning Department  
City of Los Angeles  
200 North Spring Street  
Los Angeles, CA 90012  
Attn.: Henry Chu  
Major Projects  
Room 750C

RECEIVED  
CITY OF LOS ANGELES

AUG 05 2013

MAJOR PROJECTS  
UNIT

Case No.: CPC-2012-2558-GPA-ZC-SP, VTT-71866-MU  
CEQA No.: ENV-2005-4516-EIR  
Hearing Date: July 30, 2013

Re: Comments to Final Environmental Impact Report about Ponte Vista

Dear Mr. Chu:

**Time.** I write about the Final Environmental Impact Report which the corporation that seeks to develop Ponte Vista recently submitted to your department. I am concerned that the residents who may be impacted by this project are being given far too little time to review and respond to this complicated document. Accordingly, I would first ask that the city extend the time for residents to review the report and submit their comments to it.

**Open Space.** Though I suspect there are other issues which would cause me concern if I had time to examine the 600-plus page report in greater detail, there is one which is of special interest to me. It concerns the developer's proposal about open space.

**Current Designation.** There has been some uncertainty about the number of acres currently designated "open space" at the former Navy housing site. Until recently, it was understood to be 15 acres. Further research now suggests it is between 9 and 10 acres.

**Developer's Proposal.** The developer seeks to change the current R-1 zoning and open space designations of a 61.5 acre parcel so it can build 830 residential units there. In support of this effort, Applicant states "[a]s presented in Table IV-10 of the Draft EIR. . . Proposed Project . . . would contain 20.5 acres of open space and recreational amenities, including 8.1 acres of dedicated park area and outdoor recreational spaces" (FEIR, p. III.B-25). Unfortunately, I cannot find that table or that page among the 1400-plus pages of the developer's DEIR. Equally troubling is the fact that the maps and tables I can find do not appear to support the developer's claims.

**20.5 Acres?** The tract in question is 61.5 acres. 20.5 acres would constitute fully one-third of the entire parcel; yet an examination of the maps and renderings in developer's report do not show one-third of the land being left open or anything close to it. (e.g., "Walks and Trails Diagram," Appendices to FEIR,

p. 121). Perhaps, 20.5 acres is not paved over or otherwise buried under hardscape. However, that is a far cry from meeting any generally accepted definition of open space.

**9 to 10 Acres.** Nine to 10 acres amounts to about 15 percent, or roughly one-sixth, of the entire tract. Inspection of the developer's renderings fails to reveal even that much space being left open. The San Pedro-Harbor area is in need of more open space, not less. Building over the little space which remains undeveloped would be a major step in the wrong direction.

**Plant and Animal Habitat.** Whatever amount of land the developer is prepared to set aside as open space does not include any undeveloped space. Plant and animal habitat are simply not given any consideration in Applicant's proposals. No land is reserved for them. The plants, birds and other animals which are living there will presumably disappear along with the open space they now occupy.

I ask, therefore, that you either reject IStar's proposal to change the zoning for the tract of land in question.

Thank you.

Sincerely,

A handwritten signature in black ink, appearing to read 'Evelyn Mah', with a long horizontal flourish extending to the right.

Evelyn Mah

cc.: Councilman Joe Buscaino



2004 Velez Drive  
Rancho Palos Verdes, CA 90275  
January 2, 2013

Erin Strellich, Planning Assistant  
Los Angeles Department of City Planning  
200 N. Spring Street, Room 750  
Los Angeles, CA 90012

Re: Ponte Vista DEIR  
ENV-2005-4516-EIR

Dear Ms. Strellich:

I am writing to you about the draft Environmental Impact Report recently submitted to the city by the group which seeks to develop Ponte Vista. In particular, I want to register my disappointment with the timing of the report and to question the optimism of its conclusions, especially those about water usage.

**Timing.** Though I am a resident of Rancho Palos Verdes, my family's home is in a tract that lies immediately across Western Avenue from the proposed project and will almost certainly be impacted by it. Given the effect the project will have on our area, my neighbors and I would request more time to review the report and provide comments about it. I base this request on: a) the report's nearly 1400 page length, b) the fact that it was not made available to area residents until the Holiday Season – when most of us had other commitments which kept us from giving attention to it – and 3) the added fact that these same residents and their children and in turn their children will have to bear any burdens created by the project and the decisions made by your department. Under the circumstances, a short extension – 90-days, for example – does not seem unreasonable or likely to impose any hardship on the developer.

Though family commitments over the Holidays have kept me from giving the report as much attention as I would like, I did find some time to look over its discussion about a subject that has interested me for some time: fresh water usage and availability. That review raised several questions which, unfortunately, appear to remain unanswered in the report.

**Water Usage.** Ponte Vista's developer claims in its DEIR states that the project's water usage will have a "less than significant impact with mitigation" on the area's infrastructure and environment. (p. VI-142). A brief examination of the document raises serious questions about that conclusion and suggests that it is much too optimistic.

- **Estimated vs. Actual Usage.** The developer estimates that the 1,135 unit project will use 216 acre feet per year of water. (p. I-135). That translates to 170 gallons per day per unit. However, that figure is far below what experience has shown constitutes

actual use. The United States Environmental Protection Agency has found that the average American household uses 400 gallons per day. ("Water Sense," an EPA Partnership Program at [www.epa.gov/WaterSense/WaterUseToday](http://www.epa.gov/WaterSense/WaterUseToday)). In Southern California, where residents may be more sensitive about conserving fresh water, the Los Angeles Department of Water and Power (LADWP) reports that the average single family residence consumes 359 gallons each day. (Los Angeles Department of Water and Power, 2010 Urban Water Management Plan [hereinafter referred to as the "UWMP"], p. 43). In other words, the developer estimates that Ponte Vista will use less than half the water which the LADWP finds actual households really use.

- **Mitigation.** The DEIR offers little explanation – besides mitigation measures such as flush-less urinals in the project's common areas and low-flow shower heads and "green" appliances in the residences (p. IV O-10) – for this very significant discrepancy. Yet these measures are already widely employed in the community and should therefore be reflected in the 359-gallon figure which the 2010 LADWP plan cites.

The DEIR does make reference to "purple pipe" – that is, plumbing which will capture and conserve gray water – in the project's units. (p. IV O-11). As commendable as this feature might be, the report goes on to suggest that the infrastructure needed to collect and reuse such water is not in place. Moreover, there is no mention when, if ever, it will be. In short, purple pipe will not mitigate water use at Ponte Vista for the foreseeable future.

- **Usage vs. Sewage.** Raising further doubts about the reliability of the project's water use estimates is the DEIR's estimate that the project will add 205,950 gallons per day to the sewage system. (p. IV O-25). The report offers no explanation why its estimates of water usage – which includes water used for common area irrigation that would not flow into sewer lines – would be less than the amounts added to the area's sewer system.

**Availability.** Overshadowing the DEIR's estimates regarding water usage is the fact that the LADWP projects it will encounter more difficulty obtaining fresh water supplies in the future. This is so for several reasons including: 1) population pressures throughout the Southwest, 2) increasing drought conditions in the area, 3) climate change and 4) legal restrictions on importing water especially from Northern California and the Colorado River. (UWMP, p. ES-1). Under such circumstances, it should be imperative that water providers use considerable caution in estimating their ability to satisfy the area's future water needs. Indeed, in an effort to appear to be meeting increased future demand, the LADWP is already employing the very questionable tact of counting "conservation" as a water source. According to its own estimates, by 2035, 9 percent of the water it will supply to Southern California will be from "conservation." (UWMP, p. 19).

Freshwater is too important a resource to be the subject of guess work. Under-estimating its



CITY OF RANCHO PALOS VERDES

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CITY MANAGER'S OFFICE  
ADMINISTRATION

29 July 2013

AUG 08 2013

MAJOR PROJECTS  
UNIT

VIA ELECTRONIC & U.S. MAIL

Henry Chu, City Planner  
Los Angeles Department of City Planning, Major Projects  
200 N. Spring St., Rm. 750  
Los Angeles, CA 90012

**SUBJECT: Comments on the *Ponte Vista* Project (Case Nos. CPC-2012-2558-GPA-ZC-SP, VTT-71886-MU & ENV-2005-4516-EIR)**

Dear Mr. Chu:

Thank you for providing the City of Rancho Palos Verdes with the opportunity to comment on the *Ponte Vista* project. I plan to attend tomorrow's public hearing in San Pedro but also wanted to enter these written comments into the record.

The City of Rancho Palos Verdes has monitored the reuse of the former San Pedro Navy Housing site for many years, and we were appreciative of the inclusion of several Rancho Palos Verdes residents on the *Ponte Vista* Community Advisory Committee in 2007 when the original 2,300-unit proposal for the site was under consideration. At that time, our City Council went on record as supporting the recommendations of the Advisory Committee, which rejected a revised 1,950-unit proposal and affirmed the current R-1 zoning and density for the property. Our City Council believed that these recommendations were reflective of the desires of the majority of residents who live near the *Ponte Vista* site, and we were pleased to see that the Los Angeles Planning Staff and City Planning Commission ultimately agreed (at least in part) in 2009.

Beginning in 2011, we began meeting with the new *Ponte Vista* development team under the auspices of the Northwest San Pedro Neighborhood Council's Planning and Land Use Committee. These meetings initially focused on the new traffic study being prepared for the revised 1,135-unit proposal, but eventually included other aspects of the proposed project, including the draft EIR and Specific Plan.

In January 2013, we submitted extensive comments on the Draft EIR for the revised *Ponte Vista* project. We appreciate that the recently-released Final EIR includes extensive and detailed responses to all of our comments. However, we would take this opportunity to respectfully raise several issues of concern about the *Ponte Vista* project and EIR that we believe have not been adequately addressed:

usage and over-estimating its availability can have cataclysmic effects upon Southern California. These include serious economic dislocation and even health issues for area citizens. Given the discrepancies between the developer's estimated water use and the EPA and LADWP's experience about actual levels of consumption and further questions about the LADWP's ability to supply water in the not-too-distant future, I would ask that your department scrutinize closely this project's impact on the area's water infrastructure.

Please do not hesitate contact me at (310) 831-3033 or [gcornell6@gmail.com](mailto:gcornell6@gmail.com) if you have any comments about these concerns or questions about this letter.

Thank you.

Sincerely,

Glenn Cornell

cc.: City Councilman Joe Buscaino

Henry Chu  
29 July 2013  
Page 2

- We remain concerned about the impact of the proposed project upon emergency access along Western Avenue, which is the only point of ingress/egress for this project and for thousands of existing residents in surrounding neighborhoods in Rancho Palos Verdes and San Pedro.
- Based upon our decades-long experience with school circulation patterns in the project area, the assumption that middle-school students residing at *Ponte Vista* will desire (or even be permitted) to walk to Dodson Middle School is unrealistic.
- Even with the developer's last-minute offer of some limited public open space within the project, we believe that the City's Eastview Park will experience increased demand and wear-and-tear as a result of the project, which will not be offset by the payment of Quimby fees to the City of Los Angeles.
- Although the project's traffic study concludes that adverse project impacts can be mitigated, we are concerned that some of these proposed mitigation measures along Western Avenue will be unacceptable to our City and/or CalTrans, thereby resulting in significant adverse traffic impacts that cannot be mitigated.
- The Final EIR rejects as infeasible several project alternatives that have lower residential density; include a greater mix of residential and non-residential uses; and/or conform to the existing zoning of the site, on the basis (at least in part) that such alternatives are financially infeasible. However, this is a condition that the City believes that the surrounding community is not obligated to accept as a rationale for maximizing the currently developer's profit due to the unrealistically high price paid for the property by previous developers.

Thank you for your consideration of the concerns of the City of Rancho Palos Verdes regarding the *Ponte Vista* project. If you have any questions or need additional information, please feel free to contact me at (310) 544-5226 or via e-mail at [kitf@rpv.com](mailto:kitf@rpv.com).

Sincerely,



**Kit Fox, AICP**  
Senior Administrative Analyst

cc: Mayor Susan Brooks and Rancho Palos Verdes City Council  
Carolyn Lehr, City Manager  
Carolynn Petru, Deputy City Manager

925 Cara Place

San Pedro, CA. 90731

July 1, 2013

Los Angeles Department of City Planning

Attention: Mr. Henry H. Chu

Plan Implementation Division

200 N. Spring Street, room 750

Los Angeles, CA 90012

Subject: ENV-2005-4516-EIR

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**AUG 08 2013**

MAJOR PROJECTS  
UNIT

Dear Mr. Henry H. Chu,

I would like to bring to your attention an issue that was not brought up at the at the EIR hearing on Ponte Vista housing development in San Pedro on July 30, 2013.

The Ponte Vista property is directly over the Palos Verdes earthquake fault that follows the northeastern range from Palos Verdes Hills between Redondo Beach and San Pedro, extending across Los Angeles Harbor onto the continental shelf to the Southeast. (Please see, "Faults of the Los Angeles Area")

There are a number of faults that cut through the Los Angeles metropolitan area, including the one responsible for the Northridge quake. The problem is not knowing when the stress along the fault was last relieved. It seems inevitable that sooner or later a large earthquake will occur in the Harbor area and it could be the Palos Verdes fault.

The Palos Verdes Fault zone is 49 miles long and the slip rate is up to 1/8 inch per yr. The probable magnitude of this fault is from Mw 6.0 to 7.0.

The other safety concern is the LPG storage tanks. This brings up the question as to why would the Planning Department approve this project for a zone change that borders the Defense fuel storage tanks to the North and Rancho LPG propane and butane tanks to the East and build 830 plus units on top of the Palos Verdes fault zone? This project is surrounded by fuel tanks that could have a devastating impact for those living in the blast zone. (Please see newspaper article, "Master of Disaster")

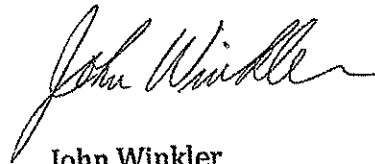
My recommendations as a life-long resident in San Pedro is to address the issue of public safety by finding a new home for Rancho LPG before giving any

approval to speculators such as IStar. I would not change the zoning for the Navy site, as there should be no homes over 2 stories for earthquake safety. Since there are about 250 vacant units at the site, I would approve the same number for new construction once the issue of Rancho LPG is settled. We are talking about many issues in which this project will have an effect on this community and back-up traffic all the way to Harbor City and Wilmington.

We heard from many people from the community and it was only the Chamber of Commerce's that were in favor of this project, except for perhaps two other people. Unfortunately these people were not looking at the over-all picture for the good of the community and only for themselves.

I feel that if IStar cannot make a profit building single-family homes, then it is not the responsibility of the community to give approval to change the zoning in order to bail them out.

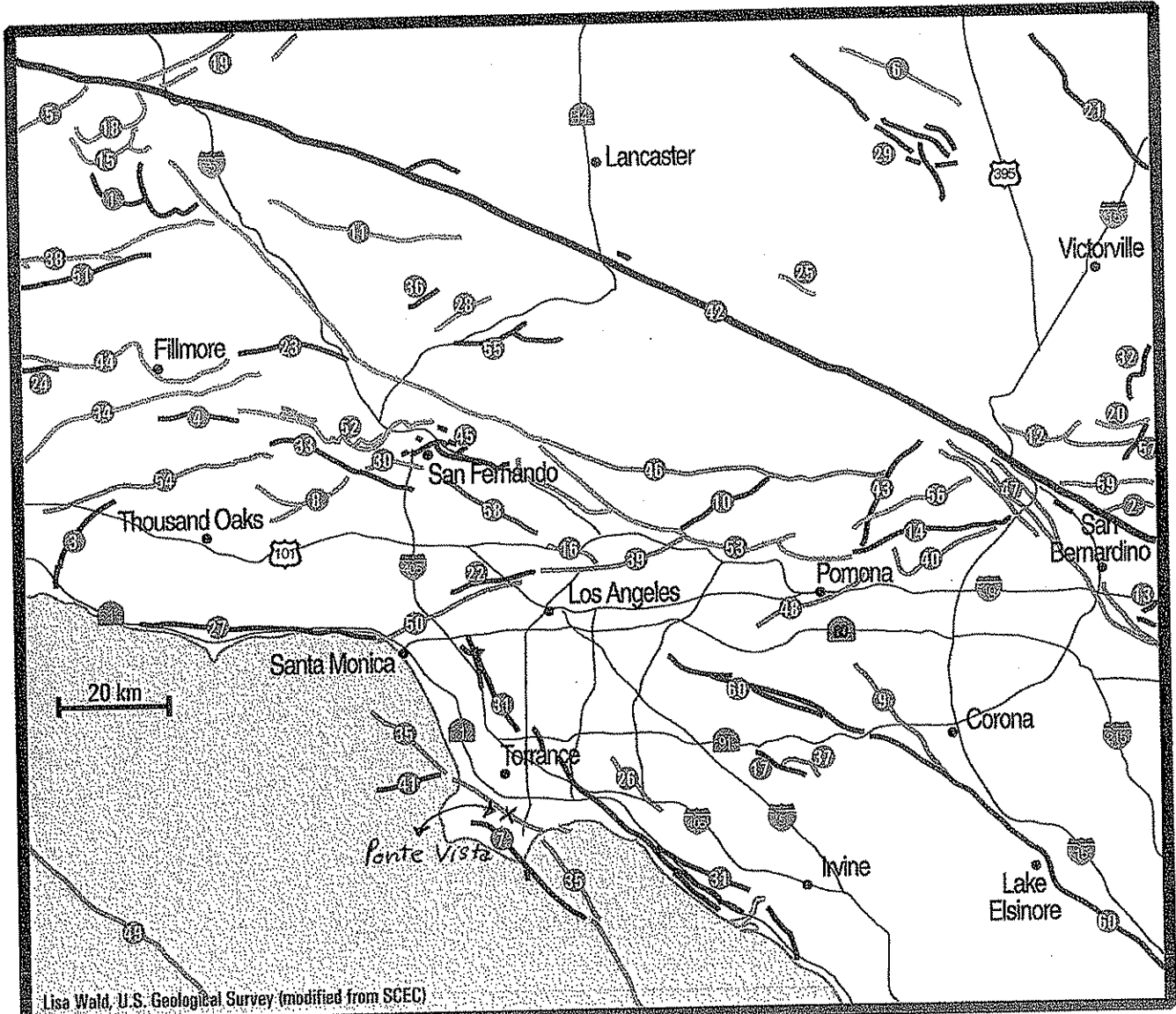
Sincerely yours,

A handwritten signature in black ink that reads "John Winkler". The signature is written in a cursive style with a long, sweeping underline.

John Winkler

[jhwinkler@me.com](mailto:jhwinkler@me.com)

# Faults of the Los Angeles Area



- |                             |                                  |   |
|-----------------------------|----------------------------------|---|
| 1 Alamo thrust              | 21 Helendale fault               | 41 Redondo Canyon fault                 |
| 2 Arrowhead fault           | 22 Hollywood fault               | 42 San Andreas Fault                    |
| 3 Bailey fault              | 23 Holser fault                  | 43 San Antonio fault                    |
| 4 Big Mountain fault        | 24 Lion Canyon fault             | 44 San Cayetano fault                   |
| 5 Big Pine fault            | 25 Liano fault                   | 45 San Fernando fault zone              |
| 6 Blake Ranch fault         | 26 Los Alamitos fault            | 46 San Gabriel fault zone               |
| 7 Cabrillo fault            | 27 Malibu Coast fault            | 47 San Jacinto fault                    |
| 8 Chatsworth fault          | 28 Mint Canyon fault             | 48 San Jose fault                       |
| 9 Chino fault               | 29 Mirage Valley fault zone      | 49 Santa Cruz-Santa Catalina Ridge f.z. |
| 10 Clamshell-Sawpit fault   | 30 Mission Hills fault           | 50 Santa Monica fault                   |
| 11 Clearwater fault         | 31 Newport Inglewood fault zone  | 51 Santa Ynez fault                     |
| 12 Cleghorn fault           | 32 North Frontal fault zone      | 52 Santa Susana fault zone              |
| 13 Crafton Hills fault zone | 33 Northridge Hills fault        | 53 Sierra Madre fault zone              |
| 14 Cucamonga fault zone     | 34 Oak Ridge fault               | 54 Simi fault                           |
| 15 Dry Creek                | * 35 Palos Verdes fault zone     | 55 Soledad Canyon fault                 |
| 16 Eagle Rock fault         | 36 Pelona fault                  | 56 Stoddard Canyon fault                |
| 17 El Modeno                | 37 Peralta Hills fault           | 57 Tunnel Ridge fault                   |
| 18 Frazier Mountain thrust  | 38 Pine Mountain fault           | 58 Verdugo fault                        |
| 19 Garlock fault zone       | 39 Raymond fault                 | 59 Waterman Canyon fault                |
| 20 Grass Valley fault       | 40 Red Hill (Etiwanda Ave) fault | 60 Whittier fault                       |



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Case No. CPC-2012-2558-GPA-ZC-SP,VTT-71866-MU

Att: L. A. Department of Planning

On a recent weekday afternoon, as I was driving home in one of the Northbound lanes of Western Avenue, I was startled to see, in the distance, a large fire engine, with lights flashing and siren blaring, coming towards me.

It was too early in the afternoon for commuter traffic to have developed and schools were still in session. Yet, this emergency vehicle found the Southbound lanes on Western so congested that it was forced to switch into oncoming traffic in order to proceed!

It is important to remember that Western Avenue is absolutely the only means of accessing some of these surrounding neighborhoods. We all acknowledge that even with the existing R-1 zoning, any construction of new homes in the area will affect traffic on this vital thoroughfare. But the high-density zoning that IStar is requesting will make traffic on Western unbearable - and even dangerous!

Respectfully submitted,



Shirley Braun  
2056 Avenida Feliciano  
Rancho Palos Verdes, Ca.  
90275



## Northwest San Pedro Neighborhood Council

"Your Community Voice"

August 3, 2013

Henry Chu  
Major Projects  
Planning Department, City of Los Angeles  
200 N. Spring Street  
Los Angeles, CA 90012

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AUG 09 2013

MAJOR PROJECTS  
UNIT

Ray Regalado  
President

Laurie Jacobs  
Vice President

Scott Allman  
Treasurer

Katie Marrie  
Secretary

**RE: CEQA No.: ENV-2005-4516-EIR**

Dear Henry Chu,

At the Northwest San Pedro Neighborhood Council meeting on July 8, 2013, the Council unanimously passed the following comments with regard to the Ponte Vista project.

1. The addition of the bicycle lane and reduction of Westmont Drive to one-lane in either direction has already caused a traffic problem particularly at the intersection of Westmont and Taper Avenue during school drop-off times. In order to address this situation, the Council office has proposed that the traffic entering to Mary Star from Western Avenue also exit Mary Star via Western rather than continuing on Taper Avenue. This is consistent with the agreement between Mary Star and the residents of Taper Avenue that was developed as a part of the approval of the Mary Star School. While this proposal would go a long way towards reducing the traffic snarl on Westmont, it would add approximately 500 cars to the intersection of Western and Avenida Aprenda during the am and pm peak hours, the same time that parents are dropping off and picking students up from Dodson. This was not considered in the EIR which clearly states that the traffic considered to Mary Star was for ingress only. Considering that the EIR peak hour traffic coming from the project is currently estimated at 555 vehicles, this would be nearly a doubling of what was considered.

2. The flaw in the applicant's logic traffic analysis is particularly apparent when comparing their estimate of an increase of only 30 cars at the peak hour on Westmont with their own estimate of 142 additional elementary school students, virtually all of whom would be driven to Taper Avenue school requiring a left turn out of the property and a left turn onto Westmont.

3. The natural storm water drainage path, aka "seasonal creek", that passes through the southwesterly part of the site should be featured in the landscape design, rather than buried in storm drain conduit as proposed. San Pedro's natural elements are a key factor in defining the area's quality of life, and must be protected wherever possible. These elements must be kept open and accessible through a network of trails, bike paths and naturalistic parks and open space. The existing onsite drainage channel along the

southwest portion of the site is an important component of the "green infrastructure" that should be integrated a linear park and natural drainage (as opposed to pipe and pollute systems) and storm water management as an interconnected whole. Ponte Vista should seamlessly interweave its sustainable landscaping with the turns and the rhythm of the drainage channel as a pedestrian and bicycle oasis that functions as an open space while facilitating storm water management and treatment.

4. All streets and common parklands should conform to public development standards.

5. The developer of Ponte Vista should be required to improve the Western Avenue pedestrian experience. In order to provide a more attractive major streetscape, street trees should be planted within a continuous green parkway rather than in tree wells.

6. The developer proposes a "Residential Product 2" that does not provide access to front doors from a street or landscaped walk (pedestrian access is by way of alley only). This does not conform to City of Los Angeles Residential Design Guidelines and should not be approved.

7. Individual residential driveways, where provided, should be of sufficient length to park a car without it extending over the sidewalk.

8. All minimum setbacks should be required to confirm with City of Los Angeles standards per the Hillside Ordinance and the exemption contained in Section 1-i for PUDs should not be allowed.

9. The "Road to Mary Star" should be a dedicated public road.

Thank you in advance for your support of this issue.



Raymond Regalado, President  
Northwest San Pedro Neighborhood Council

Cc: Joe Buscaino, Alison Becker



Henry Chu <henry.chu@lacity.org>

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**ENV-2005-4516-EIR**

1 message

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Cox Mail <desalvo3@cox.net>

Tue, Jul 30, 2013 at 3:53 PM

To: "henry.chu@lacity.org" <henry.chu@lacity.org>

The residents of Eastview are adamantly opposed to the size, scope and use of this project!

Elena Butorac  
Rancho Palos Verdes Resident

Sent from my iPhone

July 30, 2013

Mr. Henry Chu, Los Angeles Department of City Planning

Re: VTT-71886-MU, CPC-2012-2558-GPA-ZC-SP; ENV-2005-4516-EIR.

Dear Mr. Chu:

I am a member of the Northwest San Pedro Neighborhood Council but am writing these comments as an individual. I served on then Councilwoman Hahn's advisory committee on the future of what had become known as Ponte Vista. I was one of two members who felt there was a middle-ground between the existing usage of the property and the enormous number of units then proposed, but that any potential change in zoning needed to be mitigated by a substantial commitment to real open-space and public recreation areas on the property. I have since changed my mind, and oppose a change in zoning based on the current development proposal.

During the more than half-decade of arguments regarding the future of the "Ponte Vista project" the majority of the discussion has hinged on changing the zoning of the 61-acre property, the last major property available for rejuvenation on a grand scale in all of North San Pedro.

I would like to focus the discussion on a simple fact: that the project as originally (and currently) proposed will fundamentally, and for all time, change the density, the character, and the livability of the surrounding community, and the region as a whole.

What has given the developer the right to expect a zoning change? The fact that the price paid for the property was substantially above the worth of the property as it was zoned at the time of the transaction? The belief that the city departments involved, let alone the community, would simply roll over and permit a zoning change?

Has the developer presented any kind of vision for the use of this property, beyond filling it with multiple "product types" that the developer evidently feels the community is "in need of?" The answer is that the owner of the property simply wants a zoning change for the sole purpose of recouping its investment in a property for which it probably paid too much.

Had the current investment team shown any positive response to preserving a substantial and contiguous portion of the property as open space or for public recreation purposes, (open space usage being an important component of the zoning at the time of the original sale of the property), we might be having a much different discussion with respect to units per acre.

Instead, the development team has thrown the community a bone by adding three rather timid parcels at the southeast corner of the property to act as public parks. How has the developer achieved this change in its proposed land usage? By eliminating a large percentage of the amenities offered in its own concept literature for the very residents of the development! This

unconvincing sop to the community, posing as a public benefit, vividly illustrates the fact that the developer is pushing product—not, by any definition, a “vision” for the property.

None of the investing parties involved in the development have proven the need for more housing in this specific location than R-1 zoning allows. Nor have these parties sufficiently dealt with several of the consequential environmental consequences of the steep increase in density envisioned for the property, of which the traffic component is only the most discussed.

I’m sorry, but it doesn’t seem to me to be the Planning Department’s responsibility or the Zoning Commission’s responsibility to make whole a bad bet by investors—a bet predicated on the rather dismissive assumption that the City would “play ball on the zoning.”

This prime piece of property, with so much potential for multiple uses, and as a space for a vital addition to the landscape of the community, must not be forfeited for all time as another giant housing development—a development which as proposed is not needed and certainly not a healthy addition to the life of its neighbors or to the infrastructure of the city around it.

Thank you.

Yours truly,

Daniel C. Dixon

310-259-2928

[dixonsanpedro@gmail.com](mailto:dixonsanpedro@gmail.com)

Cc: Hon. Joe Buscaino, Councilmember, District 15



Henry Chu <henry.chu@lacity.org>

---

**R1 Only for Ponte Vista**

1 message

Tue, Jul 30, 2013 at 9:07 AM

Maureen Burns <moaburns@gmail.com>  
To: henry.chu@lacity.org

Planning Department  
City of Los Angeles  
200 N. Spring St.  
Los Angeles, Ca. 90012  
or henry.chu@lacity.org

Attn: Henry Chu  
Major Projects  
Room 750C

Case No.: CPC-2012-2558-GPA-ZC-SP, VTT-71886-MU  
CEQA No.: ENV-2005-4516-EIR  
Hearing Date: July 30, 2013

Dear Mr. Chu,

I have the following comments on this project. I want these comments included as part of the official record of this hearing.

This equivocating over Ponte Vista needs to end. It was zoned R1 and should stay single-family homes on reasonably-sized lots. The property is an eyesore and needs to be developed as originally planned and in a way that will not strain the local infrastructure (water resources, schools, parks, etc.) or effect traffic on Western Avenue, which is already congested. We want to see a revitalization of our area and I don't believe that apartments and condos will contribute to anything but stress on the existing resources.

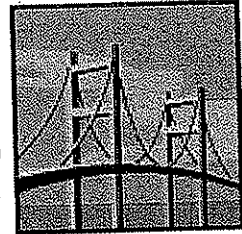
Thank you for considering these comments.  
Regards,  
Maureen  
at 2174 W. Rockinghorse Road  
Rancho Palos Verdes, CA 90275

--

Maureen Burns, Ed.D.  
IMAGinED Consulting  
310-489-3792  
moaburns@gmail.com or maburns@uci.edu  
<http://imageminders.net/>

# Seaport Homes

LUXURY CONDOS & TOWNHOUSES



June 7, 2013

*Rec'd 7/20/13  
PA*

Planning Commission  
Los Angeles City Hall  
200 N. Spring Street  
Los Angeles, CA 90012

Re: Ponte Vista Development 26900 S. Western Ave., San Pedro, CA 90732

Dear Honorable Members of the Planning Commission,

I am writing on behalf of over 150 families who live at Seaport Homes Luxury Condos & Townhouses, which neighbors the above referenced Ponte Vista proposed development.

Seaport Homes fully endorses the iStar Financial 830-unit reduced density alternative plan. This plan appears well-suited for the 61.5 acre site and will benefit the community in several ways:

- Eliminate the eyesore created by the unoccupied and blighted Navy housing facility
- Provide quality new housing to satisfy the ever growing demands of the Harbor area
- Create new job opportunities during the development of the project and beyond

We look forward to seeing this land transformed into a vibrant part of the neighborhood and welcome Ponte Vista to our community.

Sincerely,

Nancy Bush, Managing Director  
Seaport Homes Luxury Condos & Townhouses

Seaport Homes—28000 South Western Ave., San Pedro, CA 90732  
P: 310-514-2515 F: 310-514-2526 E: [lease@seaport-homes.com](mailto:lease@seaport-homes.com)  
[www.seaport-homes.com](http://www.seaport-homes.com)





## Northwest San Pedro Neighborhood Council

"Your Community Voice"

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

Attn: Henry Chu  
Major Projects  
Room 750C

Case # CPC-2012-2558-GPA-ZC-SP, VTT-71886-MU  
CEQA No.: ENV-2005-4516-EIR  
Hearing Date: July 30, 2013

Mr. Chu,

Since the introduction of the Ponte Vista Development before 2005, the Northwest San Pedro Neighborhood Council (NWSPNC) has focused its attention on the details of the project. Although Ponte Vista is identified as being within the Wilmington-Harbor City Community Plan, the project sits within the San Pedro community boundaries and, more specifically, within the area of responsibility of the Northwest San Pedro Neighborhood Council. Today we continue to examine the project to determine how it fits within the San Pedro community and to a larger degree how it fits in within the whole harbor community.

From the beginning, the Neighborhood Council has looked at the various aspects of the project including density, environmental impacts and civic responsibility. When the initial plans were presented to the community, the unreasonable number of units proposed caused the community to react with fury at the attempt to build over 2300 residential units of differing types creating a community so dense it was inconceivable as to how the applicant was going to accomplish the project. The project proposed multi-storied buildings, behind gates and fences with very little recreation space and no public access. Today, one could say that the new plan is a victory for the community since the applicant is now proposing 830 residential units. However, as one could see from the site drawings, the project still appears to be extremely dense, surrounded by gates and fences with minimal open/green space. When the current project was presented to the community, the applicant described the project as taking into consideration the feelings and concerns of the community and developed an improved plan. Unfortunately some of the concerns of the community were not listened to since the project still reflected a community behind gates and fences and what little open/recreation space that was identified was still unavailable to the residents of the harbor community.

Ray Regalado  
President

Laurie Jacobs  
Vice President

Scott Allman  
Treasurer

Katie Marrie  
Secretary

*Red 7/30  
Pkt*

As in the early project proposal traffic continues to be of concern for the community. The applicant has stated publically that careful studies were undertaken with mitigations suggested. For those community members who travel Western Ave. regularly, specifically, during peak traffic hours, traffic is a challenge to say the least. Travelers, to and from San Pedro, find Western Ave. difficult as they travel to and from work, local markets and taking or picking up children from local schools. As traffic studies were conducted quite a long time ago, it would seem appropriate renewed studies should be ordered since the implementation of bike lanes on Westmont and Capital Aves. have drastically changed traffic patterns. Other stakeholders have expressed their intention of addressing this issue with the hearing panel. Mention of this issue within this statement is meant to reinforce the fact that with hundreds of potential residents within this would-be project, would greatly impact the traffic on Western Ave., the Northwest San Pedro Neighborhood Council recognizes the potential problems if accurate and up-to-date traffic analysis is not reinitiated by the applicant and realistic mitigations are recommended.

The current zoning requirement for open/recreation space is of concern of the NWSPNC. Looking at the density of units and the number of potential residents of the project, very little real recreation space is provided within the community and would require the youth and adults to travel to surrounding parks and recreation centers to participate in organized sporting activities. With this in mind and the fact there is very little open space in this part of San Pedro, the NWSPNC is recommending that ten (10) to fifteen (15) acres of recreation/open space be incorporated within the project plan and be fully accessible to all residents of the harbor community with ample parking. It is further recommended that the space incorporate the contours of the existing site integrating the natural creek bed that runs through the property. This feature along with the open space would allow rainwater to naturally filter into the underground aquifers thereby minimizing runoff into the local communities.

As the Northwest San Pedro Neighborhood Council examined the various aspect of the project one piece has stood out as being very distressing. The gates and fences that surround the community has given residents and stakeholders pause as to the reason a community such as Ponte Vista needs to be separated from the rest of the harbor community. When the current applicant was presenting the plan proposal to the council, they followed a presentation by the local Senior Lead Officer from LAPD who explained how the overall crime statistics for our area were down. He explained that if there was an area that could be improved it was burglaries. I believe he was explaining how the community could protect themselves better from theft from autos if the residents would lock their car doors and refrain from leaving personal electronic devices in their vehicles, in the open. When the applicant representative started to describe the project he stated the need for the fences was to guard the Ponte Vista residents from the local criminal element. Needless to say this did not bode well with the council and stakeholders in attendance. Although, the applicant does not use this reason for the need for fences today, one has to wonder if the applicant still entertains these feelings. They do say it heightens the value of the homes. The NWSPNC does not feel this is the case. Research makes a very compelling argument in opposition. I am sure both sides of the issue can



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29 July 2013

AUG 08 2013

MAJOR PROJECTS  
UNIT

VIA ELECTRONIC & U.S. MAIL

Henry Chu, City Planner  
Los Angeles Department of City Planning, Major Projects  
200 N. Spring St., Rm. 750  
Los Angeles, CA 90012

**SUBJECT: Comments on the *Ponte Vista* Project (Case Nos. CPC-2012-2558-GPA-ZC-SP, VTT-71886-MU & ENV-2005-4516-EIR)**

Dear Mr. Chu:

Thank you for providing the City of Rancho Palos Verdes with the opportunity to comment on the *Ponte Vista* project. I plan to attend tomorrow's public hearing in San Pedro but also wanted to enter these written comments into the record.

The City of Rancho Palos Verdes has monitored the reuse of the former San Pedro Navy Housing site for many years, and we were appreciative of the inclusion of several Rancho Palos Verdes residents on the *Ponte Vista* Community Advisory Committee in 2007 when the original 2,300-unit proposal for the site was under consideration. At that time, our City Council went on record as supporting the recommendations of the Advisory Committee, which rejected a revised 1,950-unit proposal and affirmed the current R-1 zoning and density for the property. Our City Council believed that these recommendations were reflective of the desires of the majority of residents who live near the *Ponte Vista* site, and we were pleased to see that the Los Angeles Planning Staff and City Planning Commission ultimately agreed (at least in part) in 2009.

Beginning in 2011, we began meeting with the new *Ponte Vista* development team under the auspices of the Northwest San Pedro Neighborhood Council's Planning and Land Use Committee. These meetings initially focused on the new traffic study being prepared for the revised 1,135-unit proposal, but eventually included other aspects of the proposed project, including the draft EIR and Specific Plan.


In January 2013, we submitted extensive comments on the Draft EIR for the revised *Ponte Vista* project. We appreciate that the recently-released Final EIR includes extensive and detailed responses to all of our comments. However, we would take this opportunity to respectfully raise several issues of concern about the *Ponte Vista* project and EIR that we believe have not been adequately addressed:

Henry Chu  
29 July 2013  
Page 2

- We remain concerned about the impact of the proposed project upon emergency access along Western Avenue, which is the only point of ingress/egress for this project and for thousands of existing residents in surrounding neighborhoods in Rancho Palos Verdes and San Pedro.
- Based upon our decades-long experience with school circulation patterns in the project area, the assumption that middle-school students residing at *Ponte Vista* will desire (or even be permitted) to walk to Dodson Middle School is unrealistic.
- Even with the developer's last-minute offer of some limited public open space within the project, we believe that the City's Eastview Park will experience increased demand and wear-and-tear as a result of the project, which will not be offset by the payment of Quimby fees to the City of Los Angeles.
- Although the project's traffic study concludes that adverse project impacts can be mitigated, we are concerned that some of these proposed mitigation measures along Western Avenue will be unacceptable to our City and/or CalTrans, thereby resulting in significant adverse traffic impacts that cannot be mitigated.
- The Final EIR rejects as infeasible several project alternatives that have lower residential density; include a greater mix of residential and non-residential uses; and/or conform to the existing zoning of the site, on the basis (at least in part) that such alternatives are financially infeasible. However, this is a condition that the City believes that the surrounding community is not obligated to accept as a rationale for maximizing the currently developer's profit due to the unrealistically high price paid for the property by previous developers.

Thank you for your consideration of the concerns of the City of Rancho Palos Verdes regarding the *Ponte Vista* project. If you have any questions or need additional information, please feel free to contact me at (310) 544-5226 or via e-mail at [kittf@rpv.com](mailto:kittf@rpv.com).

Sincerely,



**Kit Fox, AICP**

Senior Administrative Analyst

cc: Mayor Susan Brooks and Rancho Palos Verdes City Council  
Carolyn Lehr, City Manager  
Carolynn Petru, Deputy City Manager

925 Cara Place  
San Pedro, CA. 90731  
July 1, 2013

Los Angeles Department of City Planning  
Attention: Mr. Henry H. Chu  
Plan Implementation Division  
200 N. Spring Street, room 750  
Los Angeles, CA 90012  
Subject: ENV-2005-4516-EIR

**RECEIVED**  
CITY OF LOS ANGELES

**AUG 08 2013**

MAJOR PROJECTS  
UNIT

Dear Mr. Henry H. Chu,

I would like to bring to your attention an issue that was not brought up at the at the EIR hearing on Ponte Vista housing development in San Pedro on July 30, 2013.

The Ponte Vista property is directly over the Palos Verdes earthquake fault that follows the northeastern range from Palos Verdes Hills between Redondo Beach and San Pedro, extending across Los Angeles Harbor onto the continental shelf to the Southeast. (Please see, "Faults of the Los Angeles Area")

There are a number of faults that cut through the Los Angeles metropolitan area, including the one responsible for the Northridge quake. The problem is not knowing when the stress along the fault was last relieved. It seems inevitable that sooner or later a large earthquake will occur in the Harbor area and it could be the Palos Verdes fault.

The Palos Verdes Fault zone is 49 miles long and the slip rate is up to 1/8 inch per yr. The probable magnitude of this fault is from Mw 6.0 to 7.0.

The other safety concern is the LPG storage tanks. This brings up the question as to why would the Planning Department approve this project for a zone change that borders the Defense fuel storage tanks to the North and Rancho LPG propane and butane tanks to the East and build 830 plus units on top of the Palos Verdes fault zone? This project is surrounded by fuel tanks that could have a devastating impact for those living in the blast zone. (Please see newspaper article, "Master of Disaster")

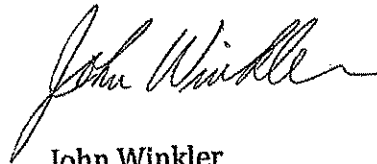
My recommendations as a life-long resident in San Pedro is to address the issue of public safety by finding a new home for Rancho LPG before giving any

approval to speculators such as IStar. I would not change the zoning for the Navy site, as there should be no homes over 2 stories for earthquake safety. Since there are about 250 vacant units at the site, I would approve the same number for new construction once the issue of Rancho LPG is settled. We are talking about many issues in which this project will have an effect on this community and back-up traffic all the way to Harbor City and Wilmington.

We heard from many people from the community and it was only the Chamber of Commerce's that were in favor of this project, except for perhaps two other people. Unfortunately these people were not looking at the over-all picture for the good of the community and only for themselves.

I feel that if IStar cannot make a profit building single-family homes, then it is not the responsibility of the community to give approval to change the zoning in order to bail them out.

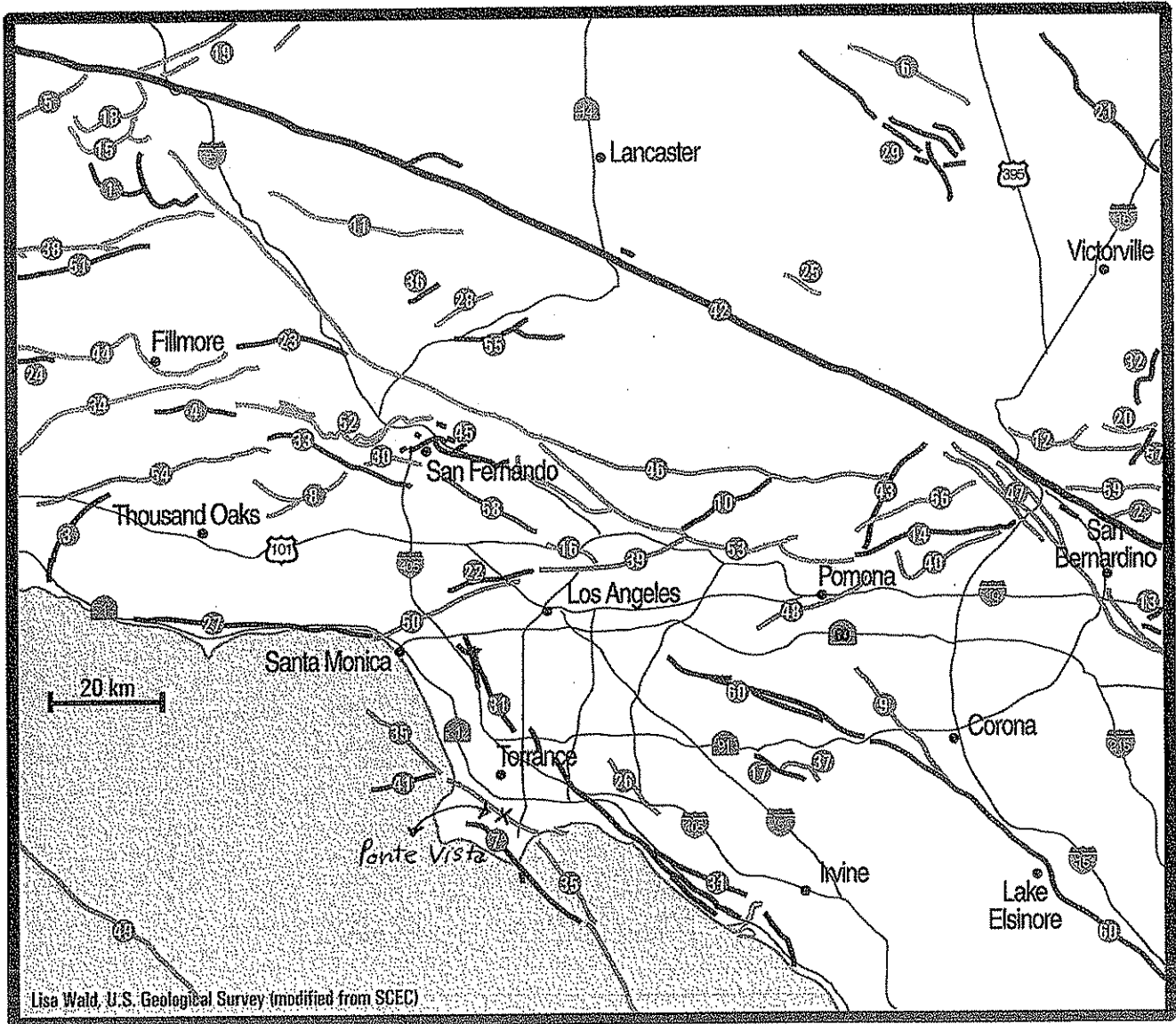
Sincerely yours,

A handwritten signature in cursive script that reads "John Winkler". The signature is written in black ink and is positioned above the printed name.

John Winkler

[jhwinkler@me.com](mailto:jhwinkler@me.com)

# Faults of the Los Angeles Area



Lisa Wald, U.S. Geological Survey (modified from SCEC)

- |                             |                                  |   |
|-----------------------------|----------------------------------|---|
| 1 Alamo thrust              | 21 Helendale fault               | 41 Redondo Canyon fault                 |
| 2 Arrowhead fault           | 22 Hollywood fault               | 42 San Andreas Fault                    |
| 3 Bailey fault              | 23 Holser fault                  | 43 San Antonio fault                    |
| 4 Big Mountain fault        | 24 Lion Canyon fault             | 44 San Cayetano fault                   |
| 5 Big Pine fault            | 25 Llano fault                   | 45 San Fernando fault zone              |
| 6 Blake Ranch fault         | 26 Los Alamitos fault            | 46 San Gabriel fault zone               |
| 7 Cabrillo fault            | 27 Malibu Coast fault            | 47 San Jacinto fault                    |
| 8 Chatsworth fault          | 28 Mint Canyon fault             | 48 San Jose fault                       |
| 9 Chino fault               | 29 Mirage Valley fault zone      | 49 Santa Cruz-Santa Catalina Ridge f.z. |
| 10 Clamshell-Sawpit fault   | 30 Mission Hills fault           | 50 Santa Monica fault                   |
| 11 Clearwater fault         | 31 Newport Inglewood fault zone  | 51 Santa Ynez fault                     |
| 12 Cleghorn fault           | 32 North Frontal fault zone      | 52 Santa Susana fault zone              |
| 13 Crafton Hills fault zone | 33 Northridge Hills fault        | 53 Sierra Madre fault zone              |
| 14 Cucamonga fault zone     | 34 Oak Ridge fault               | 54 Simi fault                           |
| 15 Dry Creek                | * 35 Palos Verdes fault zone     | 55 Soledad Canyon fault                 |
| 16 Eagle Rock fault         | 36 Pelona fault                  | 56 Stoddard Canyon fault                |
| 17 El Modeno                | 37 Peralta Hills fault           | 57 Tunnel Ridge fault                   |
| 18 Frazier Mountain thrust  | 38 Pine Mountain fault           | 58 Verdugo fault                        |
| 19 Garlock fault zone       | 39 Raymond fault                 | 59 Waterman Canyon fault                |
| 20 Grass Valley fault       | 40 Red Hill (Etiwanda Ave) fault | 60 Whittier fault                       |

RECEIVED  
CITY OF LOS ANGELES

AUG 08 2013

MAJOR PROJECTS  
UNIT

Case No. CPC-2012-2558-GPA-ZC-SP,VTT-71866-MU

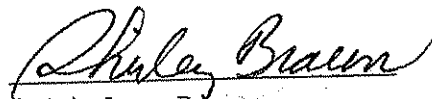
Att: L. A. Department of Planning

On a recent weekday afternoon, as I was driving home in one of the Northbound lanes of Western Avenue, I was startled to see, in the distance, a large fire engine, with lights flashing and siren blaring, coming towards me.

It was too early in the afternoon for commuter traffic to have developed and schools were still in session. Yet, this emergency vehicle found the Southbound lanes on Western so congested that it was forced to switch into oncoming traffic in order to proceed!

It is important to remember that Western Avenue is absolutely the only means of accessing some of these surrounding neighborhoods. We all acknowledge that even with the existing R-1 zoning, any construction of new homes in the area will affect traffic on this vital thoroughfare. But the high-density zoning that IStar is requesting will make traffic on Western unbearable - and even dangerous!

Respectfully submitted,



Shirley Braun  
2056 Avenida Feliciano  
Rancho Palos Verdes, Ca.  
90275





## Northwest San Pedro Neighborhood Council

"Your Community Voice"

August 3, 2013

Henry Chu  
Major Projects  
Planning Department, City of Los Angeles  
200 N. Spring Street  
Los Angeles, CA 90012

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CITY OF LOS ANGELES

AUG 09 2013

MAJOR PROJECTS  
UNIT

Ray Regalado  
President

Laurie Jacobs  
Vice President

Scott Allman  
Treasurer

Katie Marrie  
Secretary

**RE: CEQA No.: ENV-2005-4516-EIR**

Dear Henry Chu,

At the Northwest San Pedro Neighborhood Council meeting on July 8, 2013, the Council unanimously passed the following comments with regard to the Ponte Vista project.

1. The addition of the bicycle lane and reduction of Westmont Drive to one-lane in either direction has already caused a traffic problem particularly at the intersection of Westmont and Taper Avenue during school drop-off times. In order to address this situation, the Council office has proposed that the traffic entering to Mary Star from Western Avenue also exit Mary Star via Western rather than continuing on Taper Avenue. This is consistent with the agreement between Mary Star and the residents of Taper Avenue that was developed as a part of the approval of the Mary Star School. While this proposal would go a long way towards reducing the traffic snarl on Westmont, it would add approximately 500 cars to the intersection of Western and Avenida Aprenda during the am and pm peak hours, the same time that parents are dropping off and picking students up from Dodson. This was not considered in the EIR which clearly states that the traffic considered to Mary Star was for ingress only. Considering that the EIR peak hour traffic coming from the project is currently estimated at 555 vehicles, this would be nearly a doubling of what was considered.

2. The flaw in the applicant's logic traffic analysis is particularly apparent when comparing their estimate of an increase of only 30 cars at the peak hour on Westmont with their own estimate of 142 additional elementary school students, virtually all of whom would be driven to Taper Avenue school requiring a left turn out of the property and a left turn onto Westmont.

3. The natural storm water drainage path, aka "seasonal creek", that passes through the southwesterly part of the site should be featured in the landscape design, rather than buried in storm drain conduit as proposed. San Pedro's natural elements are a key factor in defining the area's quality of life, and must be protected wherever possible. These elements must be kept open and accessible through a network of trails, bike paths and naturalistic parks and open space. The existing onsite drainage channel along the

southwest portion of the site is an important component of the "green infrastructure" that should be integrated a linear park and natural drainage (as opposed to pipe and pollute systems) and storm water management as an interconnected whole. Ponte Vista should seamlessly interweave its sustainable landscaping with the turns and the rhythm of the drainage channel as a pedestrian and bicycle oasis that functions as an open space while facilitating storm water management and treatment.

4. All streets and common parklands should conform to public development standards.

5. The developer of Ponte Vista should be required to improve the Western Avenue pedestrian experience. In order to provide a more attractive major streetscape, street trees should be planted within a continuous green parkway rather than in tree wells.

6. The developer proposes a "Residential Product 2" that does not provide access to front doors from a street or landscaped walk (pedestrian access is by way of alley only). This does not conform to City of Los Angeles Residential Design Guidelines and should not be approved.

7. Individual residential driveways, where provided, should be of sufficient length to park a car without it extending over the sidewalk.

8. All minimum setbacks should be required to conform with City of Los Angeles standards per the Hillside Ordinance and the exemption contained in Section 1-i for PUDs should not be allowed.

9. The "Road to Mary Star" should be a dedicated public road.

Thank you in advance for your support of this issue.



Raymond Regalado, President  
Northwest San Pedro Neighborhood Council

Cc: Joe Buscaino, Alison Becker



Henry Chu <henry.chu@lacity.org>

---

**ENV-2005-4516-EIR**

1 message

Tue, Jul 30, 2013 at 3:53 PM

Cox Mail <desalvo3@cox.net>

To: "henry.chu@lacity.org" <henry.chu@lacity.org>

The residents of Eastview are adamantly opposed to the size, scope and use of this project!

Elena Butorac  
Rancho Palos Verdes Resident

Sent from my iPhone

July 30, 2013

Mr. Henry Chu, Los Angeles Department of City Planning

Re: VTT-71886-MU, CPC-2012-2558-GPA-ZC-SP; ENV-2005-4516-EIR.

Dear Mr. Chu:

I am a member of the Northwest San Pedro Neighborhood Council but am writing these comments as an individual. I served on then Councilwoman Hahn's advisory committee on the future of what had become known as Ponte Vista. I was one of two members who felt there was a middle-ground between the existing usage of the property and the enormous number of units then proposed, but that any potential change in zoning needed to be mitigated by a substantial commitment to real open-space and public recreation areas on the property. I have since changed my mind, and oppose a change in zoning based on the current development proposal.

During the more than half-decade of arguments regarding the future of the "Ponte Vista project" the majority of the discussion has hinged on changing the zoning of the 61-acre property, the last major property available for rejuvenation on a grand scale in all of North San Pedro.

I would like to focus the discussion on a simple fact: that the project as originally (and currently) proposed will fundamentally, and for all time, change the density, the character, and the livability of the surrounding community, and the region as a whole.

What has given the developer the right to expect a zoning change? The fact that the price paid for the property was substantially above the worth of the property as it was zoned at the time of the transaction? The belief that the city departments involved, let alone the community, would simply roll over and permit a zoning change?

Has the developer presented any kind of vision for the use of this property, beyond filling it with multiple "product types" that the developer evidently feels the community is "in need of?" The answer is that the owner of the property simply wants a zoning change for the sole purpose of recouping its investment in a property for which it probably paid too much.

Had the current investment team shown any positive response to preserving a substantial and contiguous portion of the property as open space or for public recreation purposes, (open space usage being an important component of the zoning at the time of the original sale of the property), we might be having a much different discussion with respect to units per acre.

Instead, the development team has thrown the community a bone by adding three rather timid parcels at the southeast corner of the property to act as public parks. How has the developer achieved this change in its proposed land usage? By eliminating a large percentage of the amenities offered in its own concept literature for the very residents of the development! This

unconvincing sop to the community, posing as a public benefit, vividly illustrates the fact that the developer is pushing product—not, by any definition, a “vision” for the property.

None of the investing parties involved in the development have proven the need for more housing in this specific location than R-1 zoning allows. Nor have these parties sufficiently dealt with several of the consequential environmental consequences of the steep increase in density envisioned for the property, of which the traffic component is only the most discussed.

I’m sorry, but it doesn’t seem to me to be the Planning Department’s responsibility or the Zoning Commission’s responsibility to make whole a bad bet by investors—a bet predicated on the rather dismissive assumption that the City would “play ball on the zoning.”

This prime piece of property, with so much potential for multiple uses, and as a space for a vital addition to the landscape of the community, must not be forfeited for all time as another giant housing development—a development which as proposed is not needed and certainly not a healthy addition to the life of its neighbors or to the infrastructure of the city around it.

Thank you.

Yours truly,

Daniel C. Dixon

310-259-2928

[dixonsanpedro@gmail.com](mailto:dixonsanpedro@gmail.com)

Cc: Hon. Joe Buscaino, Councilmember, District 15



Henry Chu <henry.chu@lacity.org>

---

**R1 Only for Ponte Vista**

1 message

Tue, Jul 30, 2013 at 9:07 AM

Maureen Burns <moaburns@gmail.com>  
To: henry.chu@lacity.org

Planning Department  
City of Los Angeles  
200 N. Spring St.  
Los Angeles, Ca. 90012  
or henry.chu@lacity.org

Attn: Henry Chu  
Major Projects  
Room 750C

Case No.: CPC-2012-2558-GPA-ZC-SP, VTT-71886-MU  
CEQA No.: ENV-2005-4516-EIR  
Hearing Date: July 30, 2013

Dear Mr. Chu,

I have the following comments on this project. I want these comments included as part of the official record of this hearing.

This equivocating over Ponte Vista needs to end. It was zoned R1 and should stay single-family homes on reasonably-sized lots. The property is an eyesore and needs to be developed as originally planned and in a way that will not strain the local infrastructure (water resources, schools, parks, etc.) or effect traffic on Western Avenue, which is already congested. We want to see a revitalization of our area and I don't believe that apartments and condos will contribute to anything but stress on the existing resources.

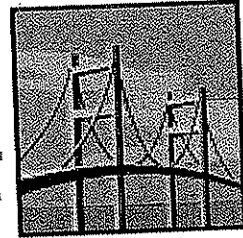
Thank you for considering these comments.  
Regards,  
Maureen  
at 2174 W. Rockinghorse Road  
Rancho Palos Verdes, CA 90275

--

Maureen Burns, Ed.D.  
IMAGinED Consulting  
310-489-3792  
moaburns@gmail.com or maburns@uci.edu  
<http://imageminders.net/>

# Seaport Homes

LUXURY CONDOS & TOWNHOUSES



June 7, 2013

*Rec'd 6/20/13  
PLA*

Planning Commission  
Los Angeles City Hall  
200 N. Spring Street  
Los Angeles, CA 90012

Re: Ponte Vista Development 26900 S. Western Ave., San Pedro, CA 90732

Dear Honorable Members of the Planning Commission,

I am writing on behalf of over 150 families who live at Seaport Homes Luxury Condos & Townhouses, which neighbors the above referenced Ponte Vista proposed development.

Seaport Homes fully endorses the iStar Financial 830-unit reduced density alternative plan. This plan appears well-suited for the 61.5 acre site and will benefit the community in several ways:

- Eliminate the eyesore created by the unoccupied and blighted Navy housing facility
- Provide quality new housing to satisfy the ever growing demands of the Harbor area
- Create new job opportunities during the development of the project and beyond

We look forward to seeing this land transformed into a vibrant part of the neighborhood and welcome Ponte Vista to our community.

Sincerely,

Nancy Bush, Managing Director  
Seaport Homes Luxury Condos & Townhouses

Seaport Homes—28000 South Western Ave., San Pedro, CA 90732  
P: 310-514-2515 F: 310-514-2526 E: lease@seaport-homes.com  
www.seaport-homes.com



## Northwest San Pedro Neighborhood Council

"Your Community Voice"

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

Attn: Henry Chu  
Major Projects  
Room 750C

Case # CPC-2012-2558-GPA-ZC-SP, VTT-71886-MU  
CEQA No.: ENV-2005-4516-EIR  
Hearing Date: July 30, 2013

Mr. Chu,

Since the introduction of the Ponte Vista Development before 2005, the Northwest San Pedro Neighborhood Council (NWSPNC) has focused its attention on the details of the project. Although Ponte Vista is identified as being within the Wilmington-Harbor City Community Plan, the project sits within the San Pedro community boundaries and, more specifically, within the area of responsibility of the Northwest San Pedro Neighborhood Council. Today we continue to examine the project to determine how it fits within the San Pedro community and to a larger degree how it fits in within the whole harbor community.

From the beginning, the Neighborhood Council has looked at the various aspects of the project including density, environmental impacts and civic responsibility. When the initial plans were presented to the community, the unreasonable number of units proposed caused the community to react with fury at the attempt to build over 2300 residential units of differing types creating a community so dense it was inconceivable as to how the applicant was going to accomplish the project. The project proposed multi-storied buildings, behind gates and fences with very little recreation space and no public access. Today, one could say that the new plan is a victory for the community since the applicant is now proposing 830 residential units. However, as one could see from the site drawings, the project still appears to be extremely dense, surrounded by gates and fences with minimal open/green space. When the current project was presented to the community, the applicant described the project as taking into consideration the feelings and concerns of the community and developed an improved plan. Unfortunately some of the concerns of the community were not listened to since the project still reflected a community behind gates and fences and what little open/recreation space that was identified was still unavailable to the residents of the harbor community.

Ray Regalado  
President

Laurie Jacobs  
Vice President

Scott Allman  
Treasurer

Katie Marrie  
Secretary

Red 7/30  
PLA



As in the early project proposal traffic continues to be of concern for the community. The applicant has stated publically that careful studies were undertaken with mitigations suggested. For those community members who travel Western Ave. regularly, specifically, during peak traffic hours, traffic is a challenge to say the least. Travelers, to and from San Pedro, find Western Ave. difficult as they travel to and from work, local markets and taking or picking up children from local schools. As traffic studies were conducted quite a long time ago, it would seem appropriate renewed studies should be ordered since the implementation of bike lanes on Westmont and Capital Aves. have drastically changed traffic patterns. Other stakeholders have expressed their intention of addressing this issue with the hearing panel. Mention of this issue within this statement is meant to reinforce the fact that with hundreds of potential residents within this would-be project, would greatly impact the traffic on Western Ave., the Northwest San Pedro Neighborhood Council recognizes the potential problems if accurate and up-to-date traffic analysis is not reinitiated by the applicant and realistic mitigations are recommended.

The current zoning requirement for open/recreation space is of concern of the NWSPNC. Looking at the density of units and the number of potential residents of the project, very little real recreation space is provided within the community and would require the youth and adults to travel to surrounding parks and recreation centers to participate in organized sporting activities. With this in mind and the fact there is very little open space in this part of San Pedro, the NWSPNC is recommending that ten (10) to fifteen (15) acres of recreation/open space be incorporated within the project plan and be fully accessible to all residents of the harbor community with ample parking. It is further recommended that the space incorporate the contours of the existing site integrating the natural creek bed that runs through the property. This feature along with the open space would allow rainwater to naturally filter into the underground aquifers thereby minimizing runoff into the local communities.

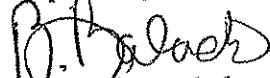
As the Northwest San Pedro Neighborhood Council examined the various aspect of the project one piece has stood out as being very distressing. The gates and fences that surround the community has given residents and stakeholders pause as to the reason a community such as Ponte Vista needs to be separated from the rest of the harbor community. When the current applicant was presenting the plan proposal to the council, they followed a presentation by the local Senior Lead Officer from LAPD who explained how the overall crime statistics for our area were down. He explained that if there was an area that could be improved it was burglaries. I believe he was explaining how the community could protect themselves better from theft from autos if the residents would lock their car doors and refrain from leaving personal electronic devices in their vehicles, in the open. When the applicant representative started to describe the project he stated the need for the fences was to guard the Ponte Vista residents from the local criminal element. Needless to say this did not bode well with the council and stakeholders in attendance. Although, the applicant does not use this reason for the need for fences today, one has to wonder if the applicant still entertains these feelings. They do say it heightens the value of the homes. The NWSPNC does not feel this is the case. Research makes a very compelling argument in opposition. I am sure both sides of the issue can

justify their position on the subject; however, one thing is very apparent, the use of gates and fences does not fit into the character of the community. Yes you may find a few examples of the use of walls and fences in the local community, but those developments are very rare and very much the exception.

As the NWSPNC continues to take the pulse of the community in gauging where the community stands regarding the Ponte Vista Project one of the main areas of concern is the establishment of a gated community. Many state that among the many things that draws them to San Pedro and the larger harbor community is the civic engagement and involvement by the residents of the area. With this in mind it is no wonder why this project has not been a walk in the park for the applicant to get approved. An engaged community is an informed community. Community members examine and determine what makes sense regarding their neighborhoods. This is the basis of the Neighborhood Council concept. Community stakeholders meet, discuss and give input as to the direction their neighborhoods should take. Input that our city elected officials and departments should consider. In the case of the Ponte Vista Project, the NWSPNC has taken the initiative to closely examine the application and thoughtfully suggest changes and/or share concerns since this development is in our backyard. The NWSPNC feels the rejects the use of gates and fences and all streets, sidewalks, proposed home designs and open space conform to city standard and allow full public access.

Finally, it has been the desire of the Northwest San Pedro Neighborhood Council to sit with the applicant and discuss the project's various characteristics. Recently, discussions have taken place where both parties have shared their positions. The NWSPNC appreciates the initial dialogue and hopes to arrive at a project that makes sense for the harbor community.

Respectfully submitted,



Raymond Regalado

President, Northwest San Pedro Neighborhood Council

Henry H Chu,  
City Planner  
Plan Implementation Division  
200 N. Spring St. Room 750  
Los Angeles, CA 90012

Subject: Growing threat of emissions and pollution

Reference: ENV-2005-4516-EIR

RECEIVED  
CITY OF LOS ANGELES

AUG 13 2013

MAJOR PROJECTS  
UNIT

Dear Mr. Chu,

Enclosed is a recent article addressing the threat of more global warming? As a Port City we are undulated with car pollution, truck traffic, Port machinery and the toxic fumes from the neighboring refineries.

There is very much concern that by over-building Ponte Vista with over 830 to 1,000 units this would bring in additional pollution to the environment in the Port city of San Pedro. If the average family would have 2 or more vehicles, we are talking about an additional 2,000 + vehicles that will be on the street at some point.

We are also talking about additional electrical use and if the power plant is using diesel fuel, we are talking about additional burning for up to 1,000 homes if it were to be approved.

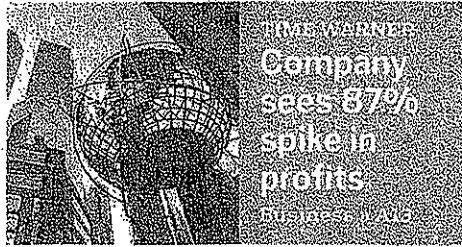
Since this property is zoned for R-1, it should remain that way. This property was never designed for multi-units. If it was designed for a zone change, then there should have been an entry and exit on Gaffey Street.

By the way, the Navy is not behind this zone change. A Navy representative at the planning meeting said that they have many reservations about this project.

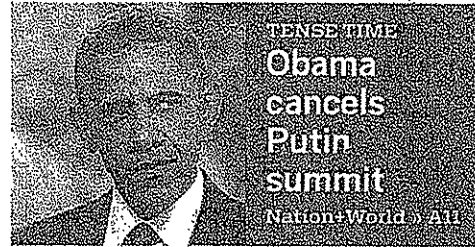
John Winkler



jhwinkler@me.com



Company sees 87% spike in profits  
Business World



TENSE TIME  
Obama cancels Putin summit  
Nation/World All



# DAILY BREEZE

Thursday, August 8, 2013 75 CENTS FACEBOOK.COM/DAILYBREEZE TWITTER.COM/DAILYBREEZENews

## CLIMATE CHANGE

# 'IMMEDIATE AND GROWING THREAT'

### 63 percent

Poll: Californians say effects of global warming already felt.

### Big factor

State ranks as 13th-largest source of greenhouse gases on Earth.

### Hot topic

Since 1895, average temperatures have increased about 1.5 degrees in California.

By Paul Rogers » *San Jose Mercury News*

Rising ocean waters. Bigger and more frequent forest fires. More brutally hot summer days. These aren't the usual predictions about global warming based on computer forecasts. They're changes already happening in California, according to a detailed new report issued today by the California Environmental Protection Agency. Climate change is "an immediate and growing threat" affecting the state's water supplies, farm industry, forests, wildlife and public health, the report says.

The 258-page document was written by 51 scientists from the University of California, Scripps Institution of Oceanography, Lawrence Berkeley National Laboratory, U.S. Geological Survey and the National Oceanic and Atmospheric Administration, among other agencies and institutions.

"Climate change is not just some abstract scientific debate," said California EPA Secretary Matt Rodriguez. "It's real, and it's already here."

Most Californians seem to

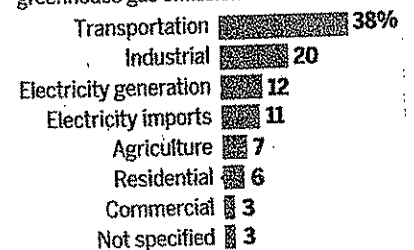
agree. In a poll last month by the nonpartisan Public Policy Institute of California, 63 percent of the state's residents said the effects of global warming are already being felt, while 22 percent said they will happen in the future. Eleven percent said they will never happen.

Although California has done more than nearly every other state to reduce emissions of heat-trapping gases, the report found, if it were a country, it would still rank as the 13th-largest source of

WARMING » PAGE 10

## Sources of emissions

Transportation, industry and electrical generation account for 81 percent of all greenhouse gas emissions in California.



Source: Indicators of Climate Change in California. Office of Environmental Health Hazard Assessment

2102 Santa Rena Dr.  
Rancho Palms Verdes 90275  
Sept. 6, 2013

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CITY OF LOS ANGELES

SEP 10 2013

MAJOR PROJECTS  
UNIT

Dear Mr. H. Chee,

Re: Ponte Vista Case #

CPC-2012-2558-GPA-ZC-SP,

VTT-71876-MU ENV-2005-4516 EIR

I am in favor of retaining the R-1 designation and keeping the development to single family homes. Ponte Vista's current plan would increase traffic congestion on Western Ave., which is already a nightmare. High density development is not why I purchased a home in this area.

Truly,

Arlene D. Lewis

DEAR MR. CHU:

RE: CPC-2012-2558-GPA-ZC-S.P

VTT-71886-MU ENV-2005-4516-ER

PLEASE KEEP PONTE VISTA  
PROPERTY AS R 1 ZONE  
NO CHANGES PLEASE!

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SEP 10 2013

MAJOR PROJECTS  
UNIT

Thank you

*Ana C. DiSera*

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CITY OF LOS ANGELES

SEP 13 2013

MAJOR PROJECTS  
UNIT

Dear Mr. Chu,

Re: CASE – CPC-2012-2558-GPA-ZC-SP, VIT-71886-MU ENV-2005-4516-EIR

*I am writing this letter to you regarding the zoning at PONTE VISTA IN CITY OF RANCHOPALOS VERDES.*

*Please do not approve rezoning of this site for the safety sake of all the family living in this area.*

*Navy families happily lived there for so many many years as single family, why should it now be changed to zone density of 350% or more upward from R-1 to over 800 dwellings which will increase traffic congestion tremendously on Western which is currently already a busy street, impede police and fire coverage, hurt Rancho Palos Verdes home values, and most importantly increase the risk of crime in RPV.*

*I-STAR FINANCIAL also only consider their own benefit of "PROFIT" without taking into consideration the welfare of the family who has been living there for many many years, after all, their family do not live there, so what do they care.*

*Again, please do not approve the rezoning of Ponte Vista site in Rancho Palos Verdes.*

*For the safety sake of the entire neighborhood, please keep PONTE VISTA SITE in Rancho Palos Verses as R-1 Single Family Residential Homes.*

*Thank you very much to your kind consideration and attention on this issue.*

*Sincerely Yours,*  
  
Araceli Tam

Note: Ponte Vista / ENV-2005-4516-EIR

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SEP 12 2013

### PALOS VERDES EARTHQUAKE FAULT

MAJOR PROJECTS

Los Angeles is rife with politically connected landlords and developers, many spending large sums of money to bend the system to favor their projects.

To protect those that would purchase a home that sits on an existing earthquake fault is the "Alquist Priolo Earthquake Fault Zoning Act". This legislation was signed into law on December 22, 1972. This act declares the areas near active faults to be "Special studies zones" and forbids construction intended for human occupancy within fifty feet of the (surface line) of an active fault.

Under the California Division of Mines and Geological Survey, it requires property owners, real estate agents or Development Companies to formally and legally disclose that their property lies within the zones defined on those maps before selling the property. It also prohibits new construction of houses within these zones unless a comprehensive geologic investigation shows that the fault does not pose a hazard to the proposed structure.

The width of an appropriate no-build zone can vary, based on site-specific geologic conditions, style and complicity of faulting, and number and spacing of trenches. Thus in some circumstances it may be appropriate to site a structure closer than 50 ft, and in other situations 50 ft. may be entirely inadequate due to surface fault rupture patterns.

Before any approval of plans for Ponte Vista, the Los Angeles Department of City Planning would be required to instruct the developer to conduct seismic tests to ensure the safety of the site. Extensive digging at the site is the best way to determine if an earthquake fault runs under it. If there would be a major quake, the infrastructure and response capabilities would get overwhelmed fairly quickly.

In 1933 the Long Beach earthquake lost 120 lives. Many of these fatalities were the result of people running out of buildings and were hit by falling debris. The fatalities would have been in the hundreds if school children were still in school.

A geologist, Kerry Sieh, says there is a 50% chance of a great earthquake in the next four decades. (Living on the Fault Line, 10/1/81, James Fallows, The Atlantic) It may be hard to imagine the consequences of a "great" earthquake. The difference between 6.3 and 8.3 on the Richter scale does not sound fundamental, but it is. Each increase of 1 on the Richter scale signifies an increase of thirty times the energy and ten times the deflection on seismic measuring devices.

The problem is that when people move into a housing project that is built on or over an earthquake fault, they have accepted a risk although they don't know what the risk really is. Most people have a rough sense of what a big earthquake would be like, although they have never actually experienced a tragedy on a similar scale to 9/11 and Katrina.

John Winkler  
Jhwinkler@me.com

9/3/13



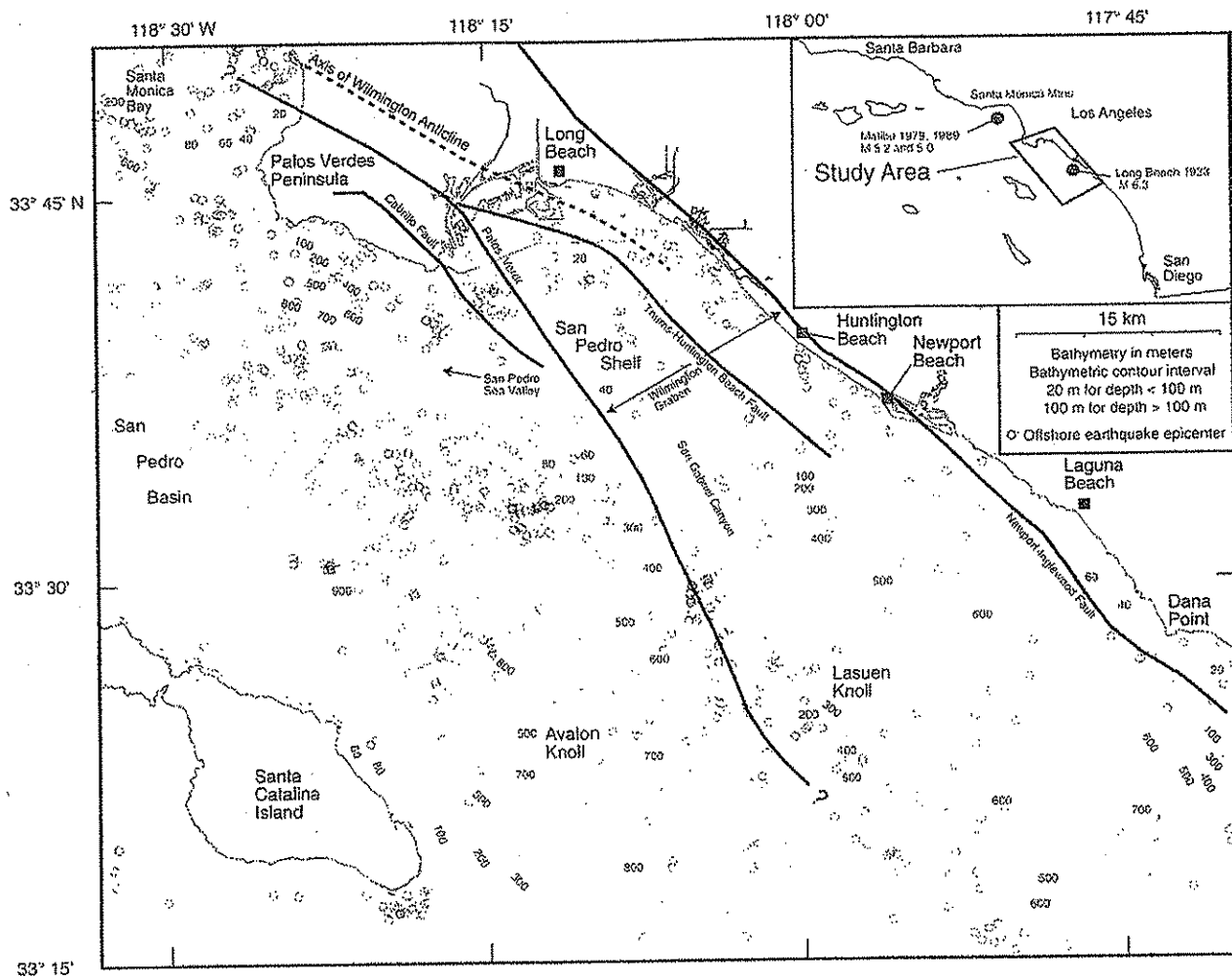


Figure 1. Location of the study area near the San Pedro shelf, as well as the main faults, epicenters (epoch 1978–1998; Astiz and Shearer [2000]), and bathymetry. The short-dashed line labeled “WA” shows the axis of the Wilmington anticline.

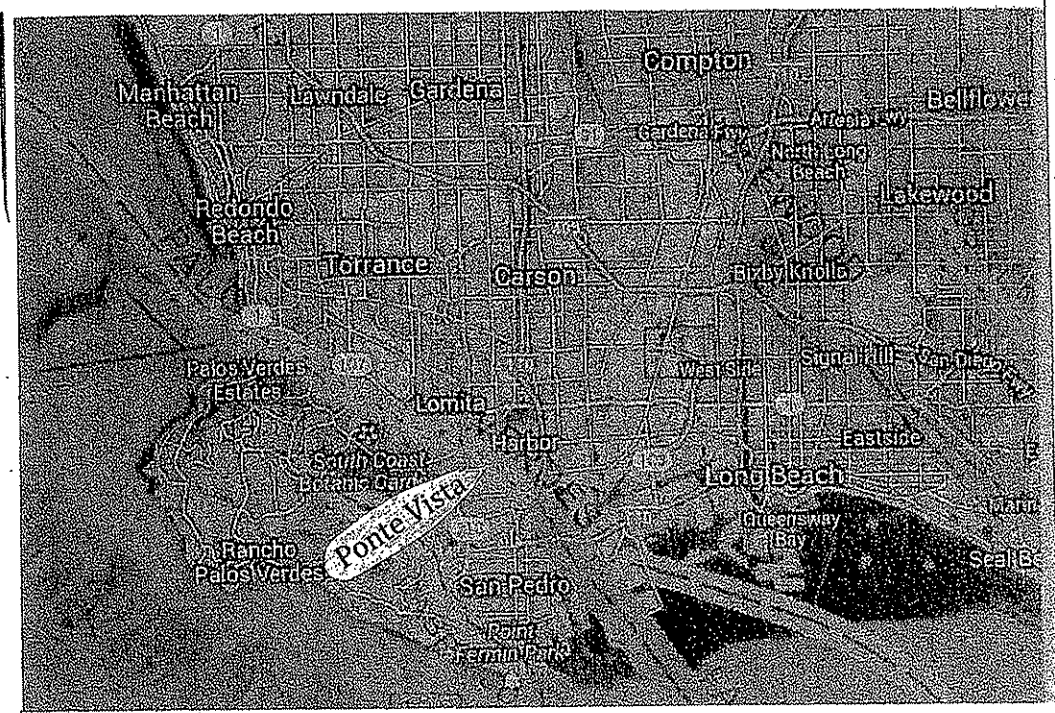


Photo shows Palos Verdes Earthquake Fault going through Ponte Vista Property. Alquist Priolo Earthquake Fault Zoning Act, forbids construction intended for human occupancy within fifty feet or more of the surface line of an active fault

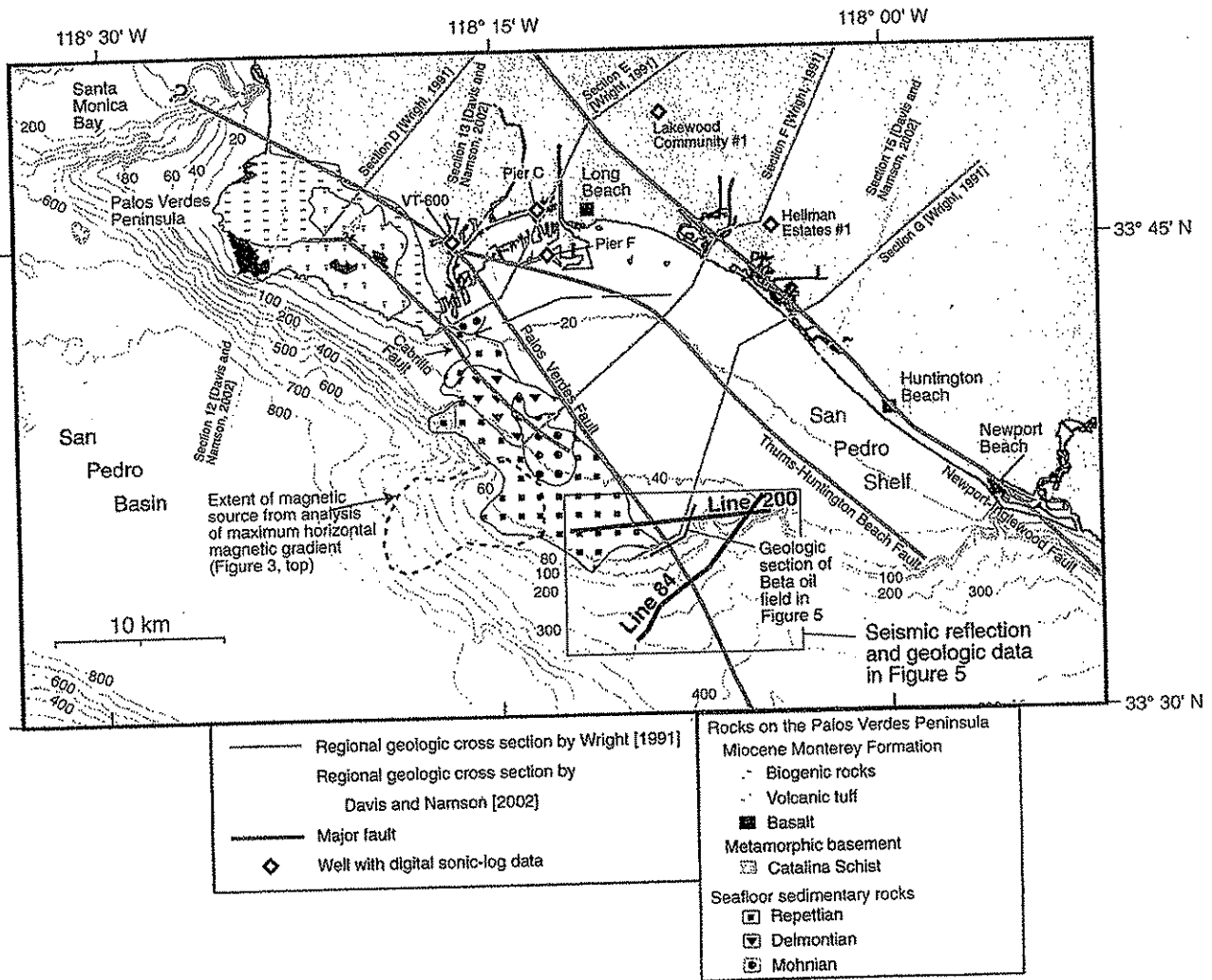


Figure 4. Locations of regional cross-sections compiled by various authors and discussed in the text. A cross section through the Beta oil field (Wright, 1991) shows the approximate age of basin fill in Figure 5. Biostratigraphic data from strata exposed at the seafloor are from Nardin and Henyey (1978). Onshore geology of the Palos Verdes Peninsula is from Woodring *et al.* (1946).

August 29, 2013

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SEP 17 2013

MAJOR PROJECTS  
UNIT

Mr. Henry Chu  
Los Angeles Department of City Planning, Major Projects  
City Hall, Room  
750, 200 N. Spring Street  
Los Angeles, CA 90012

RE: case number CPC-2012-2558-GPA-ZC-SP, VTT-71886-MU ENV-2005-4516-EIR.

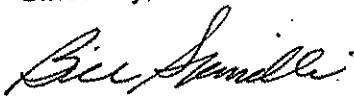
Dear Mr. Chu,

My wife and I have lived in the Eastview area of Rancho Palos Verdes since 1974. During these years we have witnessed the development of Western Avenue in our area. We have supported this development.

We do not support the rezoning of the old Navy property across Western Avenue from our neighborhood. The Pointe Vista development should only include its current R1 zoning. Rezoning will increase the traffic in our area and will have impact on our home's value in the future.

**Please keep the zoning for this development R1**

Sincerely,



Bill Spinelli  
1915 Galerita Drive  
Rancho Palos Verdes, CA 90275



Margaret Spinelli

Henry Chu, Los Angeles Department of City Planning

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CITY OF LOS ANGELES

Sept. 6, 2013

SEP 10 2013

MAJOR PROJECTS  
UNIT

Dear Mr. Henry Chu,

I am writing to you in reference to case number CPC-2012-2558-GPA-ZC-SP,VTT-71886-MU ENV-2005-4516-EIR, or also known as Ponte Vista. I was present at the EIR hearing on July 30<sup>th</sup> and heard and support the highly negative community response to the planned rezoning. I have written many letters over the past 8 years against this project and continue to believe that it will not be a benefit to our community, but instead will have many negative impacts. Among those negative impacts is increased traffic with no plans to mitigate the that. The increased traffic will cause impediments to police and fire coverage as Western Avenue is the main artery for this area. I have already seen incidences where the fire department has had to resort to driving on the other side of Western Ave. as traffic was jammed on the side they needed to travel on. If this project goes through it will be even worse. There are more reasons to not support rezoning but it all comes down to increased density increases all kinds of problems. Please do not allow this this rezoning to happen.

Thank you,

Leslie Galvan



1910 Galerita Drive

Rancho Palos Verdes, Ca.

# Raymond E. and Jeanne S. Ritzke

1903 Redondela Drive  
Rancho Palos Verdes, California 90275-1027  
Phone: 310-831-6085  
Email: [Jeanne.Ritzke@att.net](mailto:Jeanne.Ritzke@att.net)

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CITY OF LOS ANGELES

SEP 09 2013

MAJOR PROJECTS  
UNIT

Mr. Henry Chu  
Los Angeles Department of City Planning,  
Major Projects  
City Hall, Room 750  
200 N. Spring St.  
Los Angeles, CA 90012

Re: Case #CPC-2012-2558-GPA-ZC-SP, VTT-71886-MU ENV-2005-4516-EIR  
Ponte Vista Development

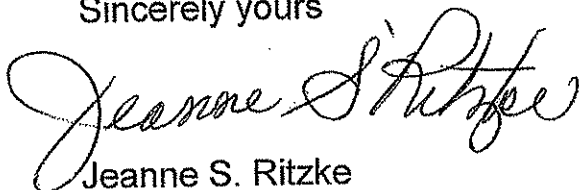
Dear Mr. Chu:

My husband and I are long-time homeowners and residents of the Rolling Hills Riviera tract of homes that is across Western Avenue from the proposed Ponte Vista Development. We have lived here for over 41 years.

We are in unqualified opposition to any changes that are proposed to the current R-1 zoning of that property. The original number of dwellings that were built there to house Navy families were in keeping with the character of the neighborhoods surrounding it.

I hope the City of Los Angeles will do the right thing and not allow the changes requested by the developer or its representatives.

Sincerely yours



Jeanne S. Ritzke

JSR:jsr

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CITY OF LOS ANGELES

**SEP 19 2013**

September 16, 2013

To: Henry Chu

MAJOR PROJECTS  
UNIT

Los Angeles Dept. of City Planning, Major Projects

Re: CPC-2012-2558-GPA-ZC-SP, VTT-71886-MU ENV-2005-4516-EIR

Dear Mr. Chu,

We are writing this letter to emphasize the very strong feelings of all of our neighbors and ourselves AGAINST the proposed change in zoning for the parcel of land known as Ponte Vista. This area MUST remain R-1 to minimize the negative impact of ANY development of the property. A response to this letter would be greatly appreciated.

Sincerely,

Jerry & Ann Romano

1825 Velez Drive

Rancho Palos Verdes, California 90275

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CITY OF LOS ANGELES

**SEP 19 2013**

**MAJOR PROJECTS  
UNIT**

Dear Mr. Chu:

RE: CASE – CPC-2012-2558-GPA-ZC-SP, VIT-71886-MU ENV-2005-4516-EIR

I am a resident at City of Rancho Palos Verdes, and voicing my opinion regarding a plan to change zoning at Ponte Vista, having resided in this community for more than twelve years and have seen increased in traffic and bulgury for the last years year when classrooms were added in Dodson School, rezoning the Ponte Vista will make it worst.

Kindly please take into consideration for family safety living in this neighborhood and retain the R-1 ZONE .

I-STAR FINANCIAL does not take into consideration the welfare of people living in this area, all they are looking at is only their benefit "PROFIT".

Kindly, please Mr Chu, do not approve rezoning of PONTE VISTA SITE IN RANCHO PALOS VERDES, **KEEP IT R-1 SINGLE FAMILY RESIDENTIAL HOMES.**

This is what is used to be, and all Navy family liver there were happy and should remain same R-1 single family residential homes.

Thank you very much to your time and kind consideration in studying how this rezoning will affect negatively the life of all the existing resident in Rancho Palos Verdes.

Respectfully Yours,

  
Lei Soi Lin



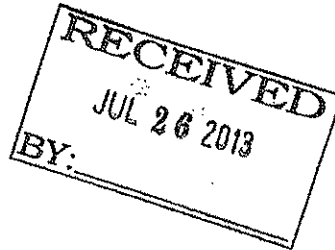


## Northwest San Pedro Neighborhood Council

"Your Community Voice"

June 26, 2013

Michael LoGrande, General Manager  
Department of City Planning  
200 N. Spring Street  
Los Angeles, CA 90012



Diana Nave  
President

George Thompson  
Vice President

Scott Allman  
Treasurer

Katie Marrie  
Secretary

**RE: ENV-2005-4516**

Dear General Manager LoGrande,

At the Northwest San Pedro Neighborhood Council meeting on June 10, 2013, the Council unanimously passed the following motion with regards to providing access to residents living on Fitness Drive for which we would like your support:

Whereas, the over 300 condominiums along Fitness Drive have a single alley-type exit onto Western Avenue without the benefit of a traffic light; and

Whereas, the limited access has negative traffic implications and also raises significant safety issues; and

Whereas, Cal Trans has stated that they would not approve a traffic signal at Western and Fitness Drive; and

Whereas, the owner of Seaport Homes, one of the three developments along Fitness Drive, has requested that an access road be constructed on the north side of his property to connect with the proposed access road between Western Avenue and Mary Star High School through the Ponte Vista site,

Now therefore, be it resolved that the NWSPNC supports in concept the development of an access road through the Ponte Vista property to Western Avenue for unimpeded entrance and exit to and from the condominium developments along Fitness Drive; and requests that additional efforts be made to provide access to all three-condominium developments,

Be it further resolved, that the access road should be provided regardless of the density or the nature of the Ponte Vista development.

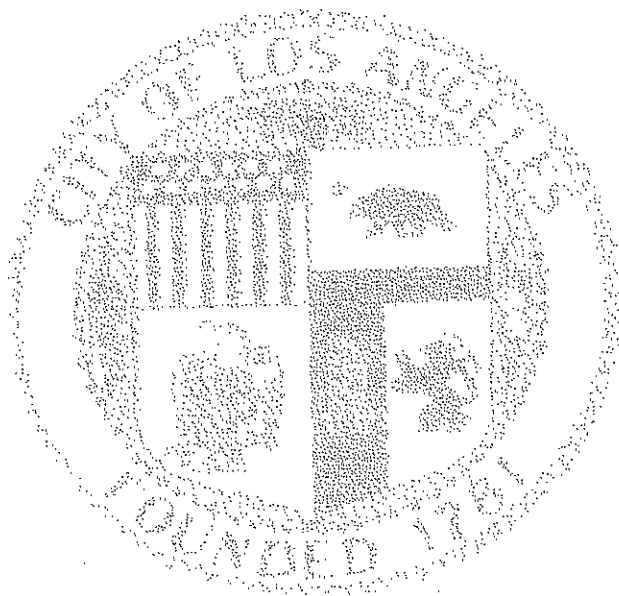
NWSPNC reserves the right to further comment and requests that the applicant return to the Planning and Land Use committee with specific details of the plans for the access road.

Thank you in advance for your consideration of this issue.

*Diana Nave*

Diana Nave, President  
Northwest San Pedro Neighborhood Council

Cc: Councilman Joe Buscaino, Alison Becker, Jeff Pool, Gordon Teuber, Ponte Vista  
Development Team





## Northwest San Pedro Neighborhood Council

"Your Community Voice"

August 3, 2013

Henry Chu  
Major Projects  
Planning Department, City of Los Angeles  
200 N. Spring Street  
Los Angeles, CA 90012

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CITY OF LOS ANGELES

**AUG 22 2013**

MAJOR PROJECTS  
UNIT

Ray Regalado  
President

Laurie Jacobs  
Vice President

Scott Allman  
Treasurer

Katie Marrie  
Secretary

**RE: CEQA No.: ENV-2005-4516-EIR**

Dear Henry Chu,

At the Northwest San Pedro Neighborhood Council meeting on July 8, 2013, the Council unanimously passed the following resolution relative to the Board's position on the proposed Ponte Vista project.

WHEREAS, the Ponte Vista property on Western Ave. is zoned a combination of R-1, allowing singlefamily dwellings, and open space; and

WHEREAS, SFI Bridgeview, LLC has applied for a general and community plan amendment and is proposing a specific plan for 830 housing units representing approximately 500 more units than could be built by right; and

WHEREAS, the property is located in the Northwest San Pedro Neighborhood Council area which will be the most affected of all neighborhood council areas in the City of Los Angeles once the property is developed; and

WHEREAS, the Northwest San Pedro Neighborhood Council (NWSPNC) has an interest in the development of the property, including but not limited to concerns about increased traffic, pressure on the level of City services, increases in population density, air pollution, and lack of public open space; and

WHEREAS, on November 14, 2005, the NWSPNC adopted, as part of its comments on the scoping of the project, "The current R-1 zoning of this property is in concert with the rest of the community. The density proposed ... fundamentally alters, for all time, the nature not only of the immediate neighborhood, but of the entire north side of San Pedro, and sets a precedent for potentially irresponsible overdevelopment of other properties in the Harbor area ... and oppose any change in the zoning"; and

WHEREAS, on July 18, 2007 the NWSPNC adopted a resolution reiterating its support for the R-1 zoning, and

WHEREAS, the updated San Pedro Community Plan would allow an increase of 6,703 people and the proposed project would add 2,923 direct population utilizing nearly half of this capacity, leaving little opportunity for other development; or 91% of the household growth forecast and about 150% of the population growth forecasted between 2010 and 2017 for the Wilmington-Harbor City CPA1

WHEREAS, on March 13, 2013, the NWSPNC adopted a number of comments on the proposed Specific Plan and submitted them to the applicant including the following: "The proposed development does not meet any identified community need. It does not provide traditional single family housing, housing for seniors, public open space, jobs, nor library space, all of which are in demand in our community. At the same time, it would detract from the much desired and planned for development in downtown San Pedro and downtown Wilmington. At a minimum the plan should: 1) Include at least as much real public open space as the existing zoning 2) Have public roads; not gated 3) Include senior housing 4) Include on-site amenities to reduce need to travel from site and 5) Be consistent with the character of San Pedro;" and

WHEREAS, on June 12, 2013, the applicant shared a revised draft Specific Plan with the NWSPNC which incorporated virtually none of the requested changes; and

WHEREAS on July 1, 2013 the applicant shared some modifications including a public park of approximately 3.8 acres and indicated an interest in continuing dialogue; and

WHEREAS continued dialogue may be in the best interest of the community,

THEREFORE, BE IT RESOLVED, that the Northwest San Pedro Neighborhood Council continues to have serious concerns about the project as proposed and welcomes the opportunity for additional dialogue.

Thank you in advance for your support of this issue.



Raymond Regalado, President  
Northwest San Pedro Neighborhood Council

Cc: Joe Buscaino, Alison Becker,

925 Cara Place  
San Pedro, CA 90731  
Oct. 4, 2013

Los Angeles Department of City Planning  
Plan Implementation Division  
200 N. Spring St., room 750  
Los Angeles, CA 90012  
Attention: Mr. Henry H. Chu  
Subject: Ponte Vista  
Case No: Env-2005-4516-EIR  
SCH # 2010101082

**RECEIVED**  
CITY OF LOS ANGELES  
**OCT 09 2013**  
MAJOR PROJECTS  
UNIT

Dear Mr. Chu,

The Community plan designates the Wilmington-Harbor City Community Plan as "Low Residential" (four dwelling units per acre) for Ponte Vista. If that is the case, there should only be 248 units on the proposed property, which is the current unit density.

The project site is under the policy of the regional comprehensive plan and guide (RCPG). If their goal is to enhance the quality of life in the region, how could there be any justification for more than 4 units per acre given the fact that there is only one entrance and exit to the property located on Western Ave.

In the EIR report, (impacts found to be less than significant), it states that the Geotechnical report indicates there are no risks on the project site related to seismic hazards, liquefaction, landslides, lateral spreading, subsidence, collapse, and expansive soils. I have previously addressed this issue by sending information that shows the Palos Verdes Fault going through the Ponte Vista project site.

The EIR report does not adequately address the impact from the Navy Defense Fuel Support point (DFSP) in terms of spills, overfill, and leak failure, fire or explosion. The AQMP has not done any testing of the air quality from the gases that vent that are released from the underground tanks as well as tanks above ground directly to the North of Ponte Vista.

In the EIR (Environmental Setting) project site, there is no mention of an emergency plan in case of the release of hazardous emissions to the air in the form

of toxic contaminants. There is a potential for a major explosion or fire and the resulting impact to Ponte Vista residents. In a crisis, there would be only one way out of this housing project on Western Ave., except for the possibility of Mary Star entrance to the Southeast. Depending on when a disaster happens, most residents would be trapped to find emergency care and rescue.

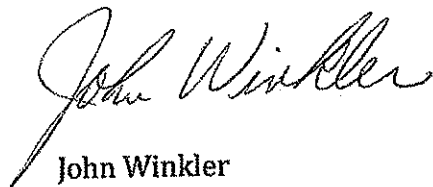
The EIR reports, "at least seven fuel releases have been documented from the DFSP facility, documented to exceed 140,000 gallons. One of the releases occurred just north of the Ponte Vista project site. According to Charles Buckley, liquid phase hydrocarbons are known to be present in groundwater and are carcinogenic to humans.

The draft EIR report does not address the risk factor for residents that live and work in the area that live near Rancho LPG storage tanks that are located about 1 mile from Ponte Vista to the East. There is no emergency response plan for evacuation routes for vehicles and pedestrians. The possibilities of a LPG failure at Rancho or Conoco Philips are very real from human accident, equipment failure, earthquake and potential terrorism.

In a worst-case situation, Rancho would have a radius of destruction of 3 miles. If an explosion would occur, it would be certain that not just one tank of butane would evaporate, expand, ignite, and explode; but the entire facility would go up in flames. If the tanks were at or near capacity, the radius of impact would be 10 miles. There is no mention in the EIR on reducing the danger of this facility and safety of the residents living in the blast area of this facility.

I look forward to your response.

Sincerely yours,



John Winkler

jhwinkler@me.com

## Ponte Vista Comments

Decreasing the density, eliminating the apartment product from its product mix and configuring a 2.4 acre public park along Western Avenue, are all positive improvements, however I still have concerns about the specific plan and design guidelines, about conformance with Green Codes, and adequacy of the storm water runoff containment system.

The specific plan still does not describe a livable, walkable neighborhood. The City of Los Angeles has devoted a great deal of time to developing planning codes to foster livable communities, but the Ponte Vista specific plan asks for significant exemptions to many of those codes. Of particular concern are the proposed setbacks, which when coupled with the driveway-dominated substandard narrow private streets and woonerfs, unnecessary dead ends, narrow sidewalks, building heights, and sheer number of units, resembles a can of sardines with 30 and 40 foot deep canyons, more than a reasonable development.

The lack of specificity in the specific plan and the discrepancies between the specific plan and the design guidelines, as well as verbal assertions of the applicant's representatives, raise a number of issues including the following:

1. The specific plan and design guidelines show significant differences in lot widths and square footage for the same lots. The specific plan says that in subarea 1 the minimum residential lot area shall be 1800 square feet with a minimum width of 20 feet. However, according to the design guidelines, the typical lot would be 45' x 85' or 3825 square feet, more than twice the size required by the Specific Plan. The tract map shows almost all of the lots in this subarea to be 45' x 85', however the tract map also contains the following caveat "Lot sizes and building footprints are illustrative only."

While we understand that there may need to be some flexibility on the tract map, shouldn't the specific plan state "all lots in subarea one are 45' x 85' with the following exceptions..." Similarly subarea 2 has a minimum width of 20' while the design guidelines are for 56' (no minimum lot size is given for this product type). Subarea 3 in the Plan is also 20' while the design guidelines say 41'. These are very significant differences and raise questions about the design guidelines.

2. Why is product type 3, three stories, permitted to 40 feet while other 3 story buildings are 30 feet?

3. The proposed setbacks in sub area 2 (2' in the front, 4' on the side, and 5' in the rear) with 30' building heights and sub area 3 (4' on the side and 2' in the rear) with 40' building heights, coupled with the narrow streets would create very narrow canyons (8 feet total between the side walls of the two houses and 10 feet between the backs). These will be wind tunnels, with virtually no sunlight between houses and a real access challenge for firefighters. Additionally, should there be a fire in

one unit, the narrow setbacks increase the likelihood of it spreading to an adjacent property.

4. Subareas 4-6 all include apartment houses as allowable uses. The applicant's representatives have repeatedly stated that there will be no apartments. Apartments should be deleted from the allowable uses. Among other things this affects the environmental impact computations.

5. Lot widths for products 3-6 provide a minimum lot size; since these are attached units there should also be maximum building widths.

6. Page 29 states that no parking shall be required for the recreation space. Please include the necessary parking.

7. The traffic circulation pattern appears to be challenging particularly given the dead end streets between sub area 2 and sub area 3. These dead end streets are unnecessary, unsafe (consider emergency vehicle access and turn around requirements) and do not promote a sense of community. The emergency access issue for both fire and ambulances becomes more important in light of the fact that, according to the DEIR, this development is not within the maximum response distance to residential land uses from LAFD fire stations. Through streets should be required.

8. Phasing - The Mary Star road should be completed prior to any other construction.

9. There needs to be a specific parking plan included in the specific plan; an "illustrative" plan is not sufficient.

10. There needs to be a turn around on the "Mary Star" road for park users. As shown on the tentative tract map, all on-road parking is on the north side of the street while access is from the west.

11. The specific plan states that retaining walls may be built on any lot with a maximum height for a single wall of 25 feet. Retaining walls should be built in conformance with the hillside ordinance.

12. Greenhouse Gases not adequately addressed. This project is not on a transit corridor and there are no plans for transit. There is no plan for solar or other type of alternative electrical source. The builders should be required to recycle grey water on-site and include solar energy sources or other alternative energy system.

13. Streets should meet public street standards and setbacks should be in accordance with existing city codes.

14. A commenter pointed out that Ponte Vista's hydrology report used a 1971 water



runoff study that resulted in artificially low projections and that considerably more storm water runoff mitigation should be required. Storm water runoff into adjacent tracts is already a problem. It will be worse with the vastly increased lot coverage in the project. Please review the comment and the calculations.

15. The proposed park is too small and there does not appear to be any visibility by passing cars or from the nearby homes. The applicant has stated that the park is 2.4 acres but substantial parts of it are unusable due to slope areas, bio-swales, and parking spaces. Once these areas are deducted it is unclear how much usable space is left (I have asked this question but have not yet received an answer). The minimum park size should be at least equivalent to Harbor Highlands Park which the Department of Recreation and Parks shows as 4.39 acres with no parking, no bio-swales, and no loss of useable area due to slope. Don't be misled by the two soccer fields shown on their "illustrative only" park plan. The area is too small for even one regulation soccer field.

16. The riparian area is completely covered in concrete. Not only does this result in loss of habitat but it also contributes to the already challenging runoff problems. This area should be left open and incorporated into the public park.

17. The vehicular gates should be removed in accordance with the recently updated San Pedro Community plan. Additionally, in the event that they are not removed, the pocket in front of the Green Hills/John Montgomery gate must be lengthened to prevent back up of traffic onto Western.

18. It appears that the plan is to cut into the hillside on the northern property boundary thus increasing its slope even further raising additional concerns about runoff.



Henry Chu &lt;henry.chu@lacity.org&gt;

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**Ponte Vista Housing Units (ENV-2005-4516-EIR)**

1 message

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**John Winkler** <jhwinkler@me.com>

Fri, Oct 11, 2013 at 10:49 AM

To: Mayor.garcetti@lacity.org

Cc: Board@nwsanpedro.org, Joe.Buscaino@lacity.org, henry.chu@lacity.org

Dear Major Eric Garcetti,

The former Navy property (61.5-acre) in San Pedro has gone through a series of revisions since 2005 as developers try to satisfy community concerns about traffic, safety issues, density and aesthetics. The property: (26900 Western Ave., San Pedro, CA 90731) is currently zoned for R-1 and the majority of residents in San Pedro would like to keep the same zoning.

In 2009, the Planning Commission staff recommended reducing the number of homes between 775 and 886, and the developer is saying that they have accomplished that with a number of 700 units. My question is: why is the Planning Department making deals and recommendations, when the community and the Northwest Neighborhood Council is saying that the infrastructure will not accommodate this large of a project? Residents are very concerned about the quality of life that will diminish with traffic, noise and pollution?

There is a strong sentiment in favor of bringing the numbers down even further, in the 400- 500 range to comply with the property's current R-1 zoning designation. The on-going problem with this project is poor accessibility, as there is only one entrance and exit on Western Ave. which is already congested.

Eric Shabsis, a project spokesman for IStar, said that this is the final revision that they have responded to all the concerns of the community. This is not true, as there are a least 4 different safety issues that need to be addressed:

1. The Palos Verdes earthquake fault runs through the Ponte Vista property. The fault line is rarely mentioned at the presentations and is not shown on the project maps. It is unclear where the fault line intersects the housing, as there is plans for four story buildings. There is poor open space transition from single family homes to 4 story buildings.

2. The South coast Air Quality Management District (AQMD), has not done any on-site testing of air quality from gases that vent from underground and above ground fuel tanks at the Navy DFSP, located to the North of Ponte Vista.

3. There is a large risk factor for residents that live and work near the Rancho LPG on Gaffey Street that is about a mile in distance from Ponte Vista. This facility is a potential disaster in case of an accident or terrorist attack. The blast zone is 10 miles if both tanks explode.

4. At the Navy DFSP facility, 2 deaths have occurred in the past 2 years, and a number of fuel releases have been documented. There needs to be ground water testing before any zoning or permit approval.

I would appreciate a response to my letter, as the Los Angeles Department of City Planning will be making a decision on the zoning on Nov. 14th, 2013.

Thank you.

John Winkler  
San Pedro  
310 833-7455  
Jhwinkler@me.com

k

Subj: Letter of Support--CPC-2012-2558-GPA-ZC-SP VTT-71886MU  
Date: 10/9/2013 11:32:38 A.M. Pacific Daylight Time  
From: JGaines852@aol.com  
To: alison.becker@lacity.org  
CC: info@PonteVista.com

RECEIVED  
CITY OF LOS ANGELES  
OCT 15 2013  
MAJOR PROJECTS  
UNIT

HENRY CHAU, LA CITY PLANNING  
CITY HALL ROOM 750  
200 N. SPRING ST.  
LOS ANGELES, CA 90012

Los Angeles City Planning Commission:

As a long time resident of San Pedro and a member of the former Ponte Vista Citizens Advisory Committee, I have spent hours over the past years reviewing the different plans proposed. Until now the various plans have had much higher densities for the 61.5 acres of former Navy housing land.

My priority interests living south along Western Ave., have been focused on increased traffic impacts with any new project for this property. Having served as chair of the former Rancho Palos Verdes/City of Los Angeles/CALTRANS task force where we identified then existing traffic issues, I brought a degree of understanding on the traffic impact issues that need to be addressed for any new development in the area.

The most recent proposed plan for development of housing (all owner investment property) where the proposed density is now somewhat lower than the surrounding multiple family housing is an asset in respect to any new traffic generated from new residents. Here additional housing needs for the community (both multiple family and single family products) are being met at the same time the stated traffic mitigation measures (some 16 surrounding intersection control measures) are being developed to minimize changed traffic circulation in the area.

Added attention has been given in this proposal for public open space uses, while continuing to honor a commitment to have access to nearby Mary Star High School.

Therefore, I wish to recommend to the Los Angeles City Planning Commission that they look favorable to the latest proposed project now before them.

Jerry Gaines, San Pedro





Henry Chu <henry.chu@lacity.org>

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## Pointe Vista in San Pedro

2 messages

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**Debbie Cameron** <drcameron1@cox.net>

Tue, Oct 15, 2013 at 5:38 PM

To: "CPC@lacity.org" <CPC@lacity.org>

Cc: "Henry.Chu@lacity.org" <Henry.Chu@lacity.org>, "councildistrict15@lacity.org" <councildistrict15@lacity.org>

Please do NOT approve the development of land in San Pedro referred to as Pointe Vista. I believe it will negatively impact traffic and safety. As well as contribute to an general degradation of our community environment.

Thank you,  
Debbie Cameron  
San Pedro Resident

Sent from my iPhone

---

**Henry Chu** <henry.chu@lacity.org>

Wed, Oct 16, 2013 at 8:10 AM

To: "DeGood, Alexander M." <ADeGood@coxcastle.com>

forwarded ponte vista comments from public

[Quoted text hidden]

Henry Chu  
Major Projects

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

email: henry.chu@lacity.org  
phone: (213) 978-1324  
fax: (213) 978-1343



Henry Chu <henry.chu@lacity.org>

---

## PONTE VISTA -NO!

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Joe Lanning <jplanning@yahoo.com>

Tue, Oct 15, 2013 at 9:34 PM

Reply-To: Joe Lanning <jplanning@yahoo.com>

To: "CPC@lacity.org" <CPC@lacity.org>

Cc: "councildistrict15@lacity.org" <councildistrict15@lacity.org>, "Henry.Chu@lacity.org" <Henry.Chu@lacity.org>

I am writing to oppose the current high density project as planned. The project zoning should remain R1 and keep the original and well thought out intended single family home subdivision. The planned obscenely behemoth project will only enrich and engorge the developer's coffers, and is NOT in the best interests of the community. Traffic is already at the point of gridlock on Western for many hours of the day, rendering it virtually impassible. Adding the thousands of car trips daily which is inherent in the Ponte Vista plan as currently proposed will put it over the tipping point. Furthermore, the added strain on the infrastructure (sewers, water mains, power grid, etc.) will cause untold damage and cost. I implore you to DENY any changes to the existing R1 zoning.

Sincerely, Joseph P. Lanning



Henry Chu <henry.chu@lacity.org>

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## Ponte Vista Project, San Pedro

1 message

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**Mitch Harmatz** <mitchell.harmatz@gmail.com>  
To: cpc@lacity.org  
Cc: councildistrict15@lacity.org, henry.chu@lacity.org

Tue, Oct 22, 2013 at 6:30 PM

I am a property owner, 990 N. Western Avenue and business owner on Western Avenue (same site – Park Plaza Shell & Plaza Automotive Center) in San Pedro. My wife and I also own our home at 1814 Vallecito, San Pedro (just off 19<sup>th</sup> and Western).

I have watched the Ponte Vista Project evolve over the past years from a 2300 unit project down to the current 700 unit project. This is a great project. 100% ownership, park on Western Avenue, both pools still part of the plan and sufficient open space. Ponte Vista is consistent with existing projects along Western; from the gated Cape Cod Community on 19<sup>th</sup> and Western to multi-level projects just south of the project.

The new phase of flats are an ideal addition to the plan, both for seniors seeking single level living and for new, first time buyers wanting an affordable coastal lifestyle.

Ideally Ponte Vista will introduce new residents to our great community and keep longtime residents here wishing to downsize.

I urge you to move this project forward.

Thank you.

Mitch Harmatz

310.889.5475 (mobile)



Henry Chu &lt;henry.chu@lacity.org&gt;

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**Ponte Vista**

1 message

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**Holly Pearson** <boneshakersboat@hotmail.com>

Tue, Oct 22, 2013 at 10:14 PM

To: "CPC@lacity.org" &lt;cpc@lacity.org&gt;

Cc: "councildistrict15@lacity.org" &lt;councildistrict15@lacity.org&gt;, "Henry.Chu@lacity.org"

&lt;henry.chu@lacity.org&gt;

Please do not allow for Ponte Vista to change from R-1. Please require 10 acres of park and trails open to the public similar to Terenea that connects to the new bike trails and walking trails in San Pedro. Please include a recreational center and a pool and also ensure that there is plenty of parking for the residence and their guests. There is a glut of apartments and no parking in San Pedro. We want to move back but there is not enough single family wide open residences left. We already have a glut of condo's that were built on Western next to Albertson's that were unable to be sold and have trouble renting. Please do not ruin our community. The company that bought this land knew it was R-1. The executive make millions of dollars and take advantage of our community and by changing it to R-1 to help them make more money is not a good planning and community decision.

CASE# CPE-2012-2558-0PH-ZESP

VTT 171886-1111

ENV-205-2151L-E112

PONTE VISTA

RECEIVED  
CITY OF LOS ANGELES

OCT 24 2013

MAJOR PROJECTS  
UNIT

PLEASE KEEP THIS PARCEL  
OF LAND AS R-1 ZONE

Thank you  
Ana C. Dileva

ANA C. DILEVA  
1853 DELABONDE DR.  
RANCHO PALOS VERDES,  
CA 90275

DILEVA(4)@AOL.COM





Henry Chu &lt;henry.chu@lacity.org&gt;

---

**Ponte Vista Project Site**

2 messages

**John Winkler** <jhwinkler@me.com>

Mon, Oct 28, 2013 at 1:12 PM

To: CPC@lacity.org, board@nwsanpedro.org, councildistrict15@lacity.org  
Cc: Henry.Chu@lacity.org, Joe.Buscaino@lacity.org, Alison.Becker@lacity.org,  
Elise.Swanson@mail.house.gov

Subject: Ponte Vista Housing Project

Date: 10/28/13

Reference: ENV-2005-4516-EIR

From: John Winkler

Contact: Jhwinkler@me.com

If the Ponte Vista housing project is going to be compatible with the community, then I feel there needs to be a compromise with the developer and community so that we can have the best possible housing complex in which the community is going to be proud of. IStar is not telling the community what it wants to hear. The meeting on 10/26/13 at the police station in San Pedro, we are told by IStar that this is not a perfect project. When I heard that, I said to myself that this project needs to go back to the drawing board for more work. That is what happened; as later in the meeting the N.W. Neighborhood Council voted and did not endorse their 700 unit project.

For the past 8 years, the community has rejected the high unit numbers and the congested housing plans. There is concern that once the permits are given, the community is going to be burdened with a project that will affect the quality of life for all those that get stuck in traffic, which will effect 16 different signal-light intersections.

I feel that there needs to be common ground, since this project will impact everyone that will use Western Ave. If you take the position of multi-use housing, why not scale it down to 300 to 400 units? By doing this, the design can be more user-friendly, and can accommodate amenities like a larger community park and tennis courts. It would also help with the parking, as most people have 2 to 3 cars in their families. If someone is having a birthday party in Ponte Vista, there will be limited parking for guests.

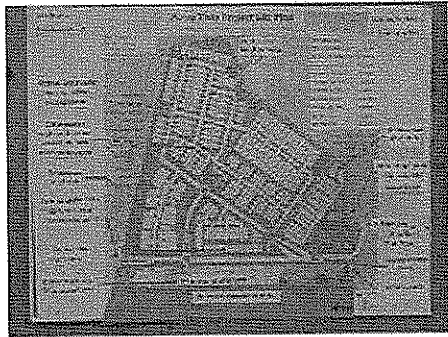
Attached are 37 issues that I feel need to be addressed before any permits or zone change occurs. In the EIR report, there is language that stipulates that if this project does not get approval, then it will revert to open space. If that is the case, I am sure that the community would prefer open space to 700 units.

Attached is my version of the Ponte Vista Project Site Plan. As you can see there are 406 units, although this can come down to 300, which I feel most people would be more comfortable with.

Please contact me if you have any questions or comments. If you would like me to mail you a larger copy (8x11) of the project site plan, I would be happy to do so. Thanks.

---

**2 attachments****DSCN5334.jpg**  
145K



 **Ponte Vista Issues**  
110K

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**Henry Chu** <henry.chu@lacity.org>  
To: John Winkler <jhwinkler@me.com>

Mon, Oct 28, 2013 at 1:52 PM

thanks, John.

When I print the site plan, the images and text come out all blurred. Could you send a clearer version?

Henry

[Quoted text hidden]

[Quoted text hidden]

Please contact me if you have any questions or comments. If you would like me to mail you a larger copy (8x11) of the project site plan, I would be happy to do so. Thanks.

--

Henry Chu  
Major Projects

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

email: henry.chu@lacity.org  
phone: (213) 978-1324  
fax: (213) 978-1343

## PONTE VISTA NEEDS TO ADDRESS MANY ISSUES

Enclosed are issues keeping Ponte Vista from being developed:

1. Increase in traffic along Western Ave.
2. Illusory traffic generation numbers.
3. Impact on emergency vehicles along Western Ave.
4. Concerns about response times for fire and police
5. Only one entry and exit on Western Ave.
6. No segment flow numbers.
7. No mass transit corridors.
8. Increase in emissions from cars.
9. Increase in noise and light pollution
10. Grading property site creates extreme high retaining walls. Safety issues.
11. No entry or exit on Fitness Drive during peak traffic times.
12. Bicycle lanes impacting traffic flow.
13. Gated community creates more HOA dues
14. Mary Star not in the traffic generation numbers.
15. Only one entry for Mary Star High School
16. Tennis Courts not part of Project Site Plan.
17. IStar's site plan has too many dead end streets.
18. IStar's site plan is too congested and over-built
19. Not enough parking for multi-car families.
20. Water and power concerns.
21. Building on an earthquake fault. Trigger effect with other faults.
22. Building near Rancho propane and butane tanks on Gaffey Street.
23. Project within a 6 mile blast zone
24. Navy Defense fuel storage tanks next door. Tank venting and spill concerns.
25. Ponte Vista is directly under the flight path for Torrance Airport.
26. HOA costs could be as high as \$400.00 + per month
27. Project not compatible to existing Home Owner Associations.
28. Concerns of amenities such as satellite and cell reception
29. Open space is restricted. (No Quimby fees)
30. IStar has no vested interest in community. Paid too much for property.
31. Bob Bisno owes IStar \$109 million on original cost of property.
32. IStar has not shown a profit in years and could be looking at bankruptcy
33. Concerns of property being rented as apartments in the future
34. Number of jobs is illusory as buildout is over 17+ years
35. S.P. N.W. Neighborhood Council does not approve of current 700 unit plan
36. No Density Bonus or bail-outs
37. PROJECT IS ZONED R-1 AND SHOULD NOT BE CHANGED



Henry Chu <henry.chu@lacity.org>

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## Ponte Vista

1 message

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Quentin Pizzini <pizzini3@cox.net>

Wed, Oct 30, 2013 at 3:06 PM

To: CPC@lacity.org, Councildistrict15@lacity.org, Henry.Chu@lacity.org, info@pontevista.com

To Whom It May Concern:

We are writing to support the currently proposed project submitted to the Planning Commission by Ponte Vista. We have followed the development over the many years since originally proposed, weighed the concerns of some of the neighborhood, and considered the benefits of this project. It is time to move forward!

The new plans are attractive, have added many benefits to the community - a park for all to enjoy and a road to Mary Star, and the project will provide much needed housing for a range of family types and incomes. The unit count has been reduced and the project as a whole will provide a positive revenue stream for the City of Los Angeles as well as to local merchants.

While we entirely believe in give and take and listening to all sides - we think that this has happened under the management of iStar Financial. This has been a lengthy process and it is time to move it forward as currently proposed.

Sincerely,

Helene and Quentin Pizzini  
1431 S. Walker Avenue  
San Pedro, CA 90731



Henry Chu &lt;henry.chu@lacity.org&gt;

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**Ponte Vista**

1 message

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**Lucie Thorsen** <luciethorsen@gmail.com>  
To: CPC@lacity.org, Henry.Chu@lacity.org

Thu, Oct 31, 2013 at 5:31 PM

I have been actively involved in the development of the Ponte Vista property since the onset, I sat on Councilwoman Janet Hahn's commission, that met for months. I heard all of what Bob Bisno tried to sell and I have been listening to I-star as well.

None of it fits San Pedro. Because of traffic, safety, infrastructure and the like, but most importantly it does not address the town's vision. For decades, San Pedro has been over run by developers, realtors, and greed. Our quaint little streets have had single family homes torn down and replaced with "units". We have three large apartment buildings to the south of the property, that are eyesores. The buildings were to have been sold as condominiums, but there was no market, we have renters at most.

We really don't need more of the same. Young families don't want condos, developers just push their "products". When is the last time that you heard people say, "we are saving for a condo, a great place for kids!" We should not have to pay the price forever and be stuck with a failed project just so speculators can fill their pockets. We need to stand up and protect our town and our elected officials should be taking the lead.

It is important that we all protect and support our downtown area. For years it has struggled to gain a positive identity. There are plenty of vacant condos downtown, why build more at the other end of town to compete.

The majority of the people in San Pedro and neighboring Rancho Palos Verdes want the property to remain R-1, please respect their wishes and not those of out of town speculators.

Lucie Thorsen  
2124 Redondela Drive  
R.P.V., CA 90275

925 Cara Place  
San Pedro, CA 90731  
10/27/13

RECEIVED  
CITY OF LOS ANGELES  
OCT 27 2013  
MAJOR PROJECTS  
UNIT

Dear Henry Chu,

If the Ponte Vista housing project is going to be compatible with the community, then I feel there needs to be a compromise with the developer and community so that we can have the best possible housing complex in which the community is going to be proud of.

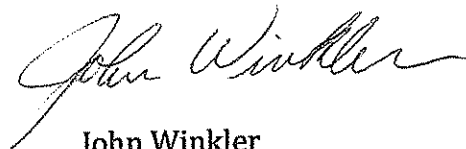
For the past 8 years, the community has rejected the high unit numbers and congested housing plans. There is concern that once the permits are given; the community is going to be stuck with a project that will affect the quality of life for all those that get stuck in traffic, which will effect 16 different signal light intersections.

I feel that there needs to be common ground, since this project will impact everyone that will use Western Ave. If you take the position of multi-use housing, why not scale it down to 300 to 400 units? By doing this, the design can be more user-friendly, and can accommodate amenities like a larger community park and tennis courts. It would also help with the parking, as most people have 2 to 3 cars in their families.

Enclosed are 37 issues that I feel need to be addressed before any permits or zoning should occur. In the EIR report, there is language that stipulates that if this project does not get approval, then it will revert to open space. If that is the case, I am sure that the community would prefer open space to 700 units.

Enclosed is my version of the Ponte Vista Project Site Plan. As you can see there are 406 units, although this can come down to 300, which I feel most people would be more comfortable with.

Sincerely yours,



John Winkler

Jhwinkler@me.com

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36. No Density Bonus or bail-outs
37. PROJECT IS ZONED R-1 AND SHOULD NOT BE CHANGED

# Ponte Vista Project Site Plan

October 19, 2013

Total units: 406

Site Financial  
Ponte Vista  
San Pedro, Coastal  
Preliminary Landscape Plan

widen street  
Lengthen home

Optional Entrance for  
Mary Star of the  
Sea High School

Eliminated 10  
single family homes  
and transition space

Reduced size  
of 14 units

Optional Entrance: for  
Mary Star of the  
Sea High School

Reduced size  
of 5 units

Eliminating 8 units  
In open space area

8.5-acre community park  
Four story apartment building

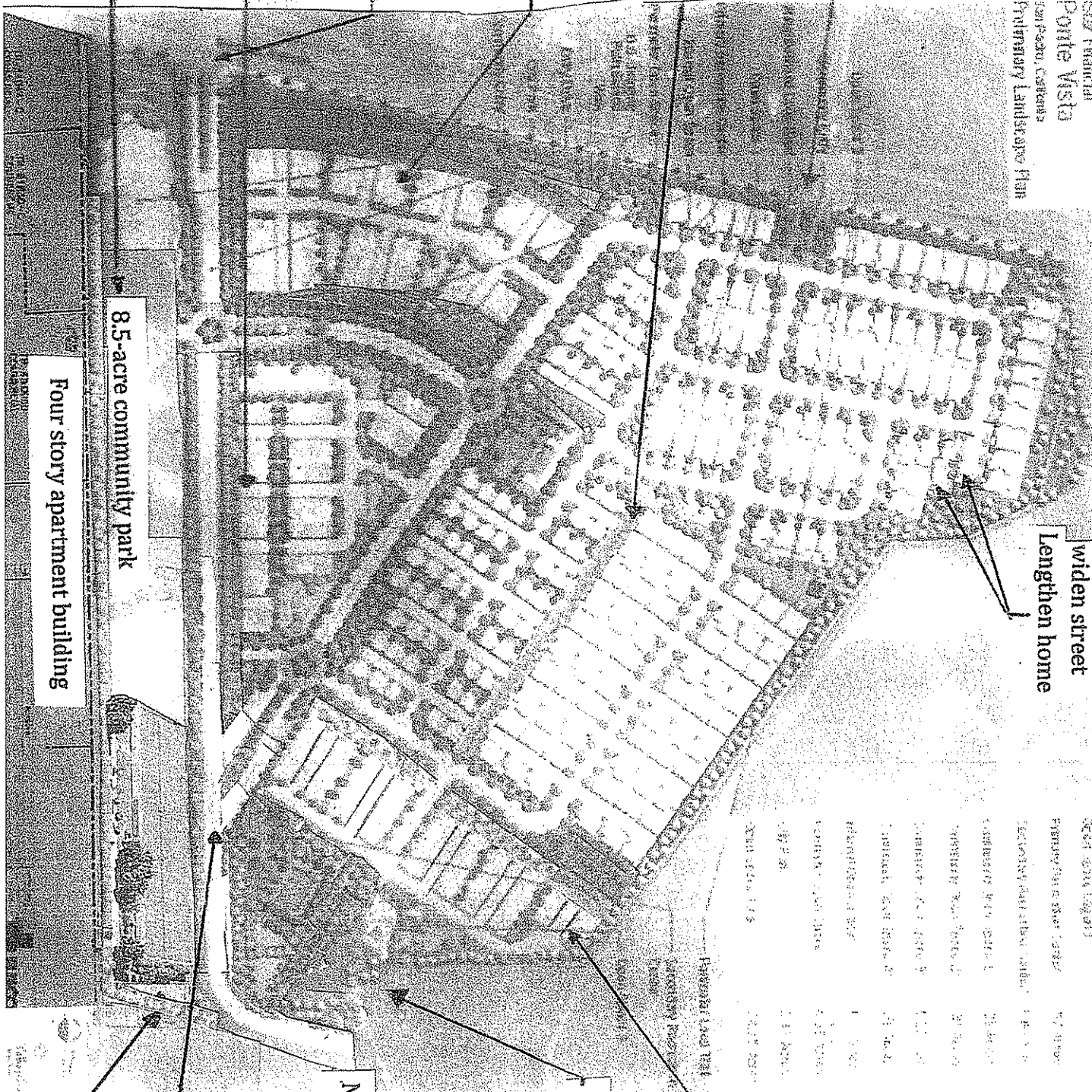
Eliminating 8 units  
Replacing with  
Park and Pool

Reduced size  
of 10 units

Eliminating 8 units  
Replacing with  
Park and Pool

Eliminating 8 units  
Replacing with  
Park and Pool

Eliminating 8 units  
Replacing with  
Park and Pool



N. Taper Ave.

Mary Star  
High School

Straight-through  
Street

6 tennis courts



2004 Velez Drive  
Rancho Palos Verdes, CA 90275  
October 28, 2013

Planning Department  
City of Los Angeles  
200 North Spring Street  
Los Angeles, CA 90012  
Attn.: Henry Chu  
Major Projects  
Room 750C

RECEIVED  
CITY OF LOS ANGELES  
OCT 31 2013  
MAJOR PROJECTS  
UNIT

Case No.: CPC-2012-2558-GPA-ZC-SP, VTT-71866-MU  
CEQA No.: ENV-2005-4516-EIR

Dear Sirs:

I write to you to express my opposition to the proposal now before you to change the R-1 zoning and open space designations in place on the old Navy property site, along Western Avenue in San Pedro.

Think back to 2005. Speculation was rife. Big banks were engaged in creating and trading ever more exotic financial instruments and giving their executives compensation packages worth millions. Then some of the trades went bad. Their gambles didn't pay off, and these banks suddenly faced enormous obligations. So what did they do? We taxpayers remember only too well. They turned to us to bail them out.

Something quite similar is unfolding in the South Bay. Its origins date back to that same time, when Bob Bisno decided to take a gamble. A big one. He elected to pay about \$2 million an acre for a 61.5-acre parcel of land that was zoned for single-family housing and open space in San Pedro. (Final EIR, page III, B-149). Evidently, he felt he could cajole, wheedle and otherwise persuade local authorities to change that zoning and allow him to build high-density housing instead.

Events proved him wrong. As the community came to learn of his plans, it rose up in protest. Bisno did not receive the zoning changes he wanted, and his plans for the old Navy housing tract stalled.

**IStar.** A company called IStar financed those failed plans. It loaned Bisno money he needed to proceed with his gamble. And it seeks to revive the project in order to recoup as much of its investment as possible. Instead of Bisno, it is now IStar which is trying to have local authorities change the tract's zoning so that it can build more units there.

**"Feasibility."** In its Final Environmental Impact Report, dated June 2013, IStar effectively concedes that it (and Bisno) overpaid for the tract, when it contends that it will need to charge \$1.57 million per home if it is required to abide by the site's existing zoning. Otherwise, to use its phrase, it would face "a financial loss" on the project. (page III, A-42). Elsewhere in the same report, it states that "the per-unit cost" to build single family homes on the site will be approximately \$965,000 "[w]ithout factoring any

profit margin for the Applicant . . ." (page III, B-149). For these reasons, IStar maintains that a project which complies with the parcel's existing zoning is not feasible.

Those statements should raise some questions. How did IStar compute the two estimates and why are they so different are two obvious inquiries. A member of the public might also express astonishment that IStar includes its concerns about making a profit in a document about the project's impact on the *environment* – or, for that matter, raises the subject with this department at all.

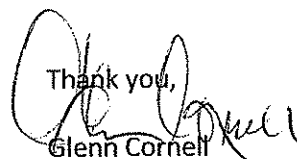
Upon additional reflection, IStar's concerns should not simply raise questions but cause outrage. After all, it was IStar which took a gamble by backing Bob Bisno's purchase of land zoned for open space and R-1 housing. Having seen that gamble fail, it now seeks to change the rules so that the gamble can work out – in IStar's favor.

**Costs to the Community.** As if that's not bad enough, there's more. If IStar gets its way, not only will it profit, but area residents will lose. A project which complies with the current zoning and open space standards will have roughly 300 homes. IStar's current proposal calls for 676 to 700 units. The increased traffic, air pollution and strains on existing infrastructure which these additional units will create will have to be borne by those living in the area. What do you think the chances are that IStar will share with these residents any profits it may make from the project? Instead, it will be long gone. Its headquarters are in New York City. Its executives will not live one minute with the problems and congestion that it will have helped to create.

Before leaving the subject of IStar's executives, let me ask you to check the company's website. Since it is a publicly traded corporation, IStar has to comply with certain rules. Among them is that it must disclose the salaries of its executives. If you Google "IStar Financial" and go to the link titled "2013 Proxy Statement," you will see that the compensation package for its CEO-president for 2010 was \$9,723,156, in 2011 it totaled \$25,910,306 (yes, \$25,910,306) and in 2012 it came to \$2,556,339 (see "Compensation Table" at p. 29).

**Why?** Why would local officials give even a moment's thought to bailing such a company out of the corner it's painted itself into – especially since they are aware of the many problems with our area's roads and infrastructure and know only too well how disruptive IStar's plans would be for existing residents? Ponte Vista has been a high profile issue in the South Bay for nearly a decade. Lots of citizens have worked long hours, studying the project and resisting the zoning changes which Bisno and now IStar have sought. Thousands signed petitions to keep the site R-1. What possible reason could there be for these public servants to help a New York-based finance company recoup losses that it incurred taking a gamble?

The speculator vs. the community. Which should bear the cost? I hope the answer is obvious. I ask the Planning Department to reject IStar's application.

Thank you,  
  
Glenn Cornell

RE Case NO:  
CPC-2012-2558-GPA-ZC-SPCA  
ENV-2005-4516-EIR

TO HENRY CHU:  
DEPT. CITY PLANNING

Dear Mr. Chu

The above project has a much higher Density than it should. It will cause traffic congestion on Western Ave. which is already crowded. The air quality will deteriorate with the increased traffic and congestion. The Streets can't handle it.

The Project should be Single Family homes & Townhouses only  
Sincerely, *Harold G. [Signature]*

RECEIVED  
CITY OF LOS ANGELES



OCT 21 2013  
THE MOST GOOD  
MAJOR PROJECTS  
UNIT