

Ponte Vista's "Reduced Project" is Non Compliant with L.A.'s Transportation Policies.

State Code 65300 requires cities to publish a plan for their growth and the policies by which that growth will be managed.

The City claims its General and Community Plans fulfill State-Code 65300. Therefore, by definition, the policies in those Plans are the City's official Policies.

Policy 15-1.1 (Wilmington-Harbor City Community Plan) says that the City is to,

“Maintain a satisfactory Level of Service for streets and highways that should not exceed LOS "D" for Major Highways, Secondary Highways, and Collector Streets. If existing levels of service are LOS "E" or LOS "F" on a portion of a highway or collector street, then the level of service for future growth should be maintained at LOS "E".”

In otherwords,

If an intersection needed for growth is broken, fix it and leave it fixed after growth.”

Ponte Vista says they are consistent with this policy.

– Ponte Vista Draft EIR; IV.J. Transportation and Traffic; Page IV.J-107

That does not appear to be the case! (See Ponte Vista LOS Map)

Of the 52 intersections impacted by this project, 23 would remain at Level of Service “F”, “Failing to accommodate the traffic demand placed on it”, after Ponte Vista and its proposed traffic mitigations. Allowing this would be a violation of the General Plan.

If Policy 15-1.1 is not followed, Policy 15-2.1 states the ramifications,

“No increase in density and intensity shall be effectuated by zone change, variance, conditional use, parcel map or subdivision unless it is determined that the transportation system can accommodate the increased traffic generated by the project.

As you can see, the proposed project site is an isolated island in a sea of FAILED intersections.

Therefore a zone change can NOT be granted because the “transportation system can NOT accommodate the increased traffic generated by the project”. It can't even accommodate today's traffic, and most of Ponte Vista's proposed mitigations have already been installed by others.

Granting a zone change would be a violation of both the General Plan and State Law because the City would be operating by policies other than those published pursuant to 65300.

When the City declared the General Plan to be its fulfillment of State Code 65300, the General Plan became a contract with the People for the development of their City. Please adhere to it.

Ponte Vista can still build 429 Single Family Houses “By Rights” without a zone change.

Bill Pope,
for Northwest San Pedro Neighborhood Council
BillPope@att.net

The Transportation Infrastructure Can NOT Accommodate Ponte Vista's Traffic.

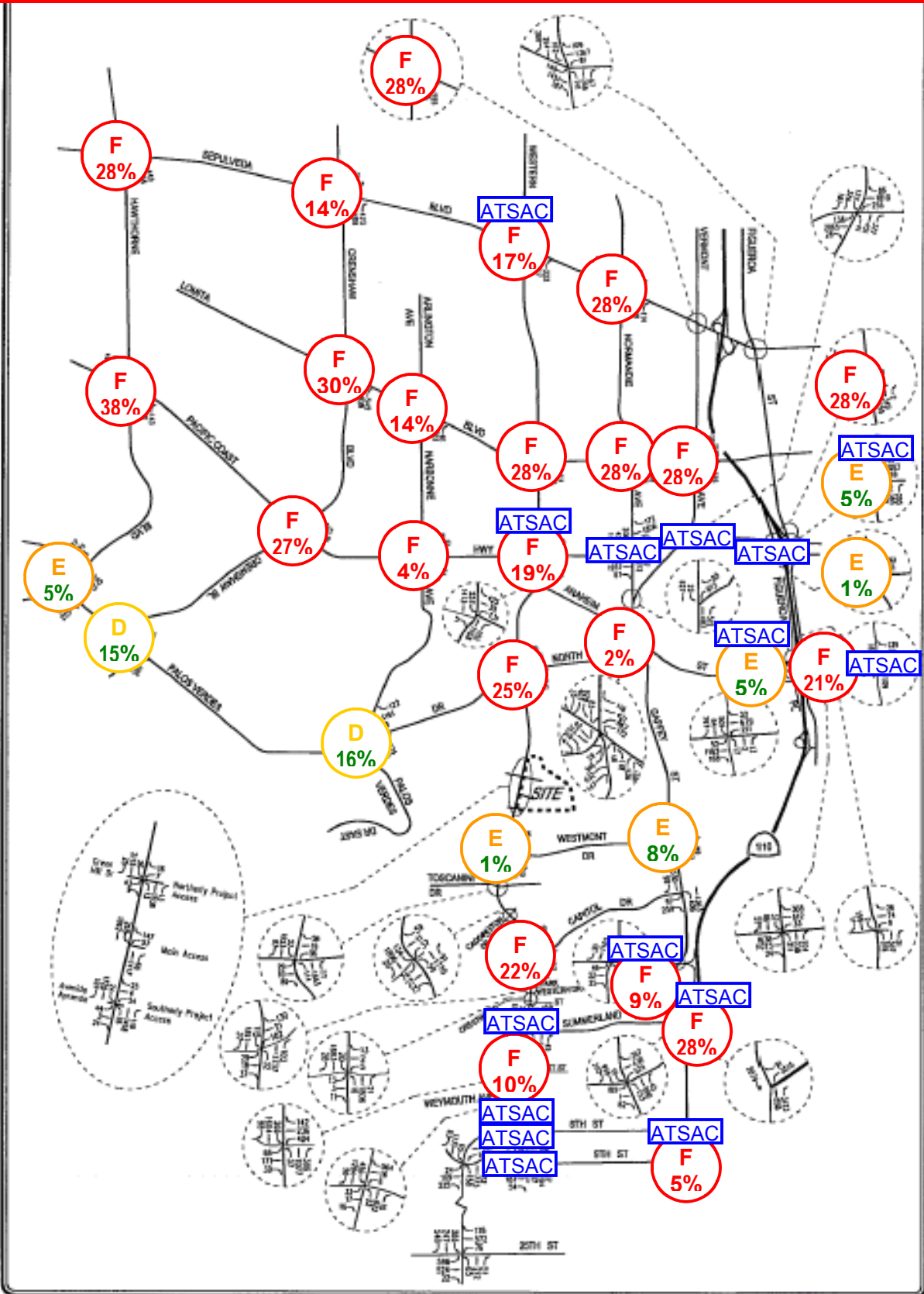


FIGURE 10-10
 FUTURE WITH REDUCED PROJECT
 WEEKDAY TRAFFIC VOLUMES
 PM PEAK HOUR
 PONTE VISTA AT SAN PEDRO PROJECT

ATSAC = LADOT already installed.
 No additional benefit from PV.

NN% = Percentage that Demands exceeds Capacity. NN% = Percentage of Capacity Remaining.