

Submitted by:

Carolyn Grayson

18th Street San Pedro, CA 90732

Notes on the Ponte Vista Specific Plan

General Notes

Page 16 – LAMC Superseded – Is this standard? Have other developments have been granted the ability to supersede the LAMC for the density, floor area ratios, lot widths, etc.? Which developments have been accepted for superseding the LAMC?

Page 42 – Calls for exempting all development within the Specific Plan area from regulations and requirements for Site Plan review (LAMC 16.05 et seq.). Again, is this standard?

The Community Plan for the City of San Pedro indicates that there should be a transition between residential types of varying heights. What is the transition between Subarea 2 and Subarea 3? Wall, greenery?

Pages 23, 25, & 26 – Subareas 4, 5 & 6 - uses permitted still include apartment houses, yet the developer has indicated that no rental property will be available in the development.

Subareas & Setbacks

Subarea 7 is mentioned to have a Maximum Permitted Floor Area – this seems odd since Subarea 7 is the open space, and all other subareas' (residential) maximum permitted floor areas are not mentioned within their sections.

The drawings in the Site Design Guidelines and the Specific Plan show the 2' setback in the rear of the homes in subarea 3. A 2' setback for back yard in Subarea 3 does not seem reasonable. This is a one-family dwelling, and 2 feet is barely enough to set out a trashcan, put a chair out, or get a 22" Weber kettle grill.

Page 24 – Subarea 4 - R2-2D - under vi) Setbacks calls for 0' setback for the rear of the lot. Although the site plan on the cover of the Specific Plan shows a recreation area at the southeast corner of the site, according to Page 29 of the plan, "at least" one recreation center is planned, though others may be provided. However, there is no guarantee that others will be provided. And there is quite a distance between Subarea 4 and the main recreation center (or even the additional one shown on the Specific Plan). That's a long way to walk with a platter of steaks. Will there be other common areas or site amenities for barbecues and/or outdoor entertaining by the residents of Subarea 4?

Streets

We have been told that "it is a grading issue" for the reason that the northeast streets are not continuous between Subarea 2 and Subarea 3. Neither do the streets

in Subarea 3 intersect the street that is currently designated "C." This could result in excess driving within the development (more gasoline emissions), as well as have a deleterious impact on Fire truck response times.

Page 31 - Why should the street plan be allowed to supersede the street requirements of the LAMC?

According to what I could find of the LAMC regarding the fire department, dead-end fire lanes shall end in a cul-de-sac or other approved turnaround. It appears that the NE/SW streets in Subareas 2 & 3 do not meet this requirement. (Section 57.09.03) The developer said in council meeting that they do not expect the fire trucks to drive on the dead-end roads but to use the wider roads ("D" and "E" on the Specific Plan Street Standards) and drag the hoses to the end of the street if necessary.

Parking

While the number of guest parking spaces for the development meets code, the parking for Subareas 4 & 6 look very insufficient. On Page 35, Alternate Requirements, says that the parking requirements may be reduced from their already paltry number, upon review and approval by the Director of Planning, if warranted by parking demand analysis.

Reduction of parking spaces is not an issue that should be addressed – expansion of the number of parking places should be addressed.

The Street Standard Index (sheet 1) shows "Driveway Case 4 (Multi-Family) over Subareas 2 and 3, which are both proposed to be Single Family (R1). I believe this is not correct.

It is not clear from the diagrams provided in the Street Standards whether or not "Driveway Case 4" which applies to Subareas 5 and 6 will enable guests to park on the driveway. On sheet 14 of 15 of the diagrams of streets and driveways, the length of the driveway is shown as 9' minimum in Subareas 4, 5 & 6, however a Mini Cooper is longer than 12 feet, so guests will not be able to park on a 9' driveway without their car sticking out into the street. Guests will have to compete for the limited street parking.

Unlike other planned unit developments in San Pedro, guests cannot really park on the street *outside* the development and walk back into the development (if there are no available parking spaces within the development). Western Avenue does not allow parking, and I'm sure residents of Avenida Aprenda or Redondela Drive will not want people parking on their streets and walking across Western and into the development. Where do people suggest their guests park if there is no parking available in the development on Super Bowl Sunday or Thanksgiving, etc.?