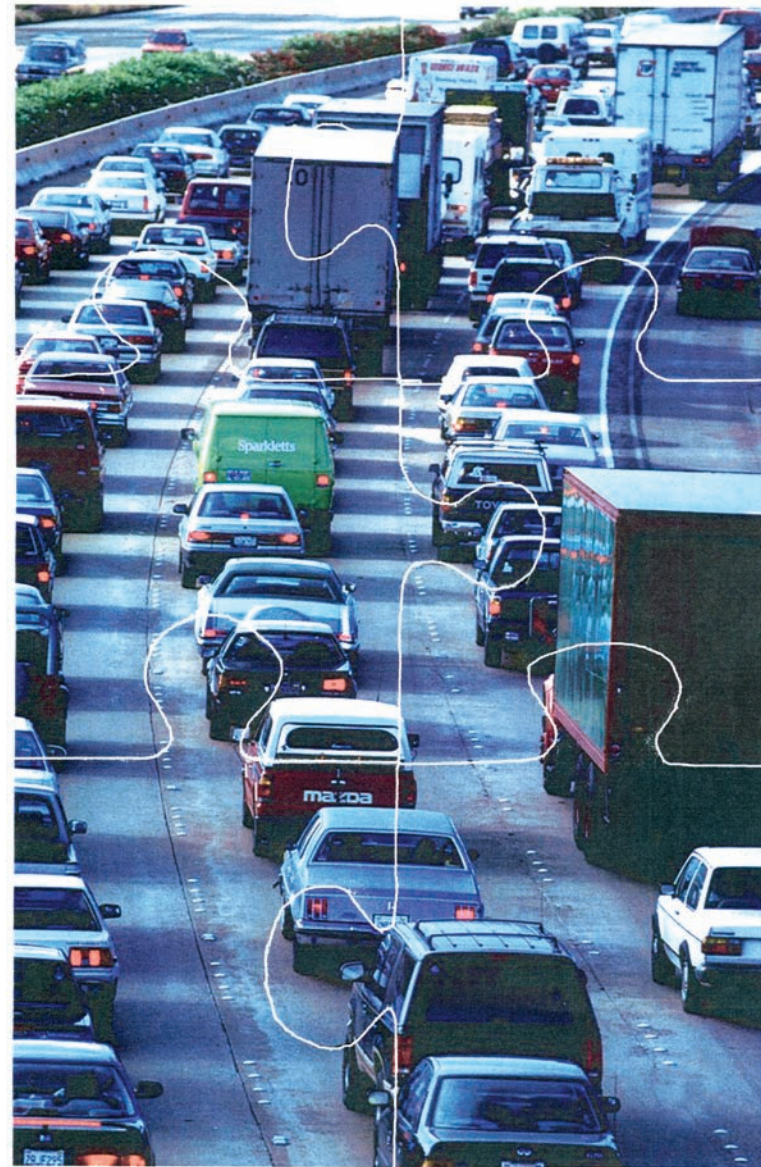


Putting it all together, your Neighborhood Council has unanimously recommended that the Ponte Vista project be required to keep its R-1 zoning. Please let your Neighborhood Council and Councilwoman Janice Hahn know what you think.

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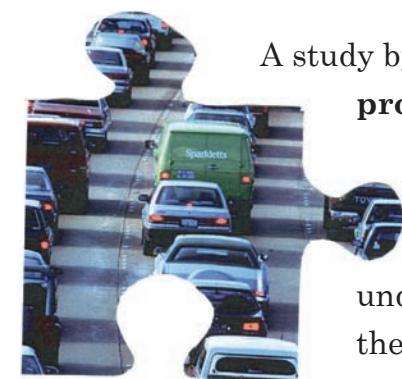
Let's Put The Pieces Together!

As neighbors of the Ponte Vista project, we all want to be sure this development improves our community instead of harming it. Because of the number of units proposed at Ponte Vista, the Northwest San Pedro Neighborhood Council commissioned several objective studies to gauge the project's true impact. What we learned helps us solve the puzzle.

Dr. Julie Park, Population Research Group School of Policy, Planning & Development, USC **questions the method used by Ponte Vista to estimate the population of the development.** Ponte Vista estimates the number of residents based on the number of units. Dr. Park says that a more accurate method would be to base the population on the number of bedrooms. While Ponte Vista will not divulge the sizes of the units they will build, Dr. Park predicts **the population of the development will be significantly greater than that predicted by the Ponte Vista EIR.** A larger population means more cars, more students in neighborhood schools and more traffic.

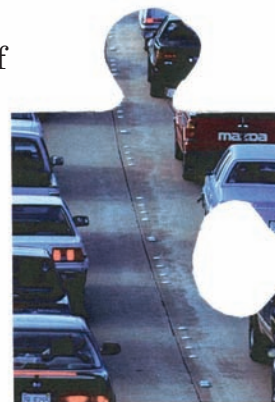


Lorena Nuñez, Coro Fellow, studied of the need to reassess city and regional traffic policy and reported **the City of Los Angeles doesn't have a comprehensive traffic policy.** It's so bad, the City Council is considering a study to completely rework the way L.A. considers traffic numbers. Currently, departments aren't working with one another. The city should be working more closely with nearby cities and the county to gauge the impact of all developments on the region. **Ponte Vista will put more cars on the 110 Freeway and feeder streets,** as will new developments in Palos Verdes, Lomita, and Torrance, not to mention the tremendous increase in truck traffic from the ports of Los Angeles and Long Beach. Current policies do not mitigate the overall impact of even the growth currently proposed.



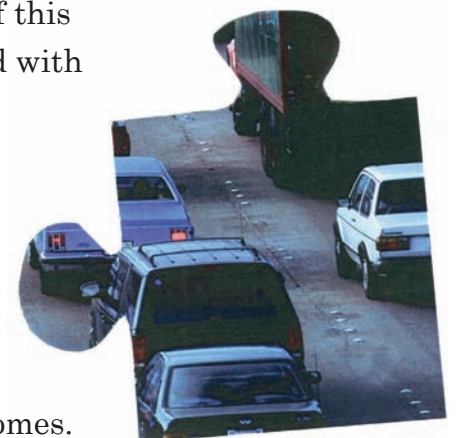
A study by Charles Thompson, Priority One Engineering, suggests the **procedures required by the City of Los Angeles Department of Transportation for Ponte Vista are out of date.** Ponte Vista residents will have to drive to work and shopping. By using studies from less auto dependent communities, Ponte Vista underestimates the real traffic impact of the development on the surrounding community.

Bill Pope examined the citywide impact of the current policies of the City of Los Angeles Department of Transportation. He concluded that the **city only requires mitigation of 20-25 percent of the total traffic generated by new residential and commercial projects.** "The department has squeezed the last ounce of capacity out of our existing streets and there is no room to build more roads for private vehicles." The city policies should be completely changed before massive projects like Ponte Vista are approved.



Mayor Antonio Villaraigosa and State Assembly Speaker Fabian Nuñez have already **guaranteed funding for ATSAC, the traffic synchronization system** that Bisno proposed to help pay for. In fact, the city has announced that ATSAC is scheduled to be installed throughout San Pedro and Wilmington within the next year. Our community will get the benefit of this mitigation without the problems associated with Bisno's 1,950 units.

Councilwoman Janice Hahn's Community Advisory Committee on Ponte Vista spent a year of visitations, planning exercises and intensive study of the proposed project. At the end of that process, the **committee recommended that the project not exceed the current R-1 density, about 500 homes.**



To read these studies in full, visit <http://www.nwsanpedro.org/pontevistaindex.asp>