COMMUNITY ASSOCIATION FOR TRACT 16540

Portuguese Bend Club East
4100 Palos Verdes Drive South
Rancho Palos Verdes, California 90275

September 21, 2017

City of Rancho Palos Verdes
Traffic Safety Committee
Attn: James Guerin, Chair & members
30940 Hawthorne Blvd
Rancho Palos Verdes, CA 90275

Re: Tract 50666 Phase II of Trump National Los Angeles Development (Proposed Twelve Residential Units) Access Road. Submission for the committee meeting on September 25, 2017.

Dear Committee Members:

Attached is a petition opposing the plans for an intersection of the new access road for the proposed residential units with PV Drive South. This petition has been signed by seventy nine (79) homeowners and residents of Tract 16540 and the Portuguese Bend Beach Club. As the petition describes, for safety reasons we feel strongly that the road intersection should be off Trump National Drive and **not** PV Drive South. The study conducted by the Trump organization to support the PV Drive intersection does not address safety issues hardly at all and the design of the intersection was not even complete. We recommend that the Committe ask for a study of having the intersection off Trump National Drive and make sure it properly addresses the safety issues.

The most ironic aspect of the Trump plans is that we understand that they plan to have the access to these units off Trump National Drive during the construction phase. What is best for the construction phase is also most likely best for the residents after the homes are completed.

Respectfully submitted by,

David Gakenheimer

Dr. David C Gakenheimer
4150 Maritime Rd, RPV, CA
Tract 16540 Board Member and CFO
310-913-3703
Email: dgakenheimer@gmail.com

Attachment: 36 page petition

Petition to RPV Traffic Safety Commission

Upon review of the traffic safety analysis presented at the RPV Traffic Safety Committee Meeting on August 28, 2017, for the proposed road intersecting Palos Verdes Drive South and Tract 50666 (with proposed homes along the edge of the Trump Golf Course Driving Range), we find this study to be very incomplete. It does not address the following issues:

1. Traffic safety
    a. Major Issue: study addresses traffic flow of residents (and presumably related visitors, delivery and service people) only and does not take into account traffic safety problems, especially those unique to this intersection.
2. Engineering drawings are incomplete
    a. Major Issue: a right hand turning lane off PV Drive South going east was not shown consistently in all the drawings and it is not clear if there will be one.
    b. Major Issue: evaluations of (a) PV Drive South, (b) new connecting road, and (c) the new road in front of the new homes on Tract 50666, and the slope of the road up to the intersection were not shown. The study did not address how all of this affects the visibility of drivers who need to exit the new road on to PV Drive South and the visibility of oncoming traffic going east on PV Drive South of potential vehicles entering the intersection.
3. Median modifications and their ramifications
    a. Major issue: not clear how much median ground is lost. Should maintain some median for safety and ease of people crossing the street, but current median width could be reduced.
4. Bicycle and pedestrian safety
    a. Major Issue: City cannot take away any of the property along PV Drive South on the ocean side to widen the road for a turning lane that would require relocating the bicycle lane and pedestrian walkway closer to the Tract 16540 property line. That affects (takes away) long standing vegetation that provides privacy to Tract 16540 homes along PV Drive South frontage road inside Tract 16540 (and blocks car lights and reduces street noise).
5. The added load of the West Bluff Trail
    a. Major issue: inadequate parking for non-resident hikers. Trump National Drive has many more parking spaces where hikers can park and walk easily to the trail heads along the new road.
6. Adequate room for large truck traffic
    a. Major safety issue: large trucks will need to back out onto PV Dr. South since the new road dead-ends. Much safer to back out onto Trump National Drive.

7. The relocation of the road entrance to Trump National Drive. This would be the preferred location and solve most of the issues.
    a. We understand that during construction that trucks bringing materials to build the new homes will use a temporary road off Trump National Drive. This clearly shows there is a problem having trucks entering from and exiting back onto PV Drive South. This shows the entrance should be permanently from Trump National Drive.

When considering all the issues outlined above, the undersigned can't support the proposed entrance to Tract 50666. We are not opposed to the development of the lots on tract 50666, but we are very much opposed to the proposed road entrance to the project from PV Drive South.

Respectfully submitted:

1. Name (sign) David Gakenheimer Date 9/17/17
   Name (print) DAVID GAKENHEIMER
   Address 4150 MARITIME RD
2. Name (sign) [illegible] Date 9/17/17
   Name (print) Peter Castro
   Address 4151 Maritime Rd.
3. Name (sign) [illegible] Date 9-17-17
   Name (print) JAMES E ARIAY
   Address 4156 PV DR., SD
4. Name (sign) Lynda M Lima Date 9-17-17
   Name (print) LYNDA M LIMA
   Address 4118 MARITIME RD

5. Name (sign) _____ Date 9/17/2017

Name (print) JOSEPH C LAU

Address 4118 MARITIME ROAD, RPV

6. Name (sign) _____ Date 9/17/2017

Name (print) Kelvin C Vanderlip

Address 4105 Sea Horse Ln RPV

7. Name (sign) _____ Date 9/18/2017

Name (print) W. H. BECK

Address 4130 MARITIME ROAD, RPV

8. Name (sign) _____ Date 9/18/17

Name (print) Patricia Zelt

Address 4100 Seahorse Ln. RPV

9. Name (sign) JAMIE MURRAY Date 9-18-17

Name (print) _____

Address 4136 P.V. DR. S.

10. Name (sign) _____ Date 9-18-17

Name (print) Ludwig C. Zelt

Address 4100 Seahorse LN. RPV, CA 90275

11. Name (sign) _____ Date 9/18/17

Name (print) RICHARD MEYER

Address 4178 MARITIME ROAD

12. Name (sign) Jessica Meyer Date 9/18/17

Name (print) JESSICA MEYER

Address 4178 MARITIME RD

13. Name (sign) Kenneth Potvin Date 9-19-17

Name (print) KENNETH POTVIN

Address 4144 maritime rd.

14. Name (sign) [illegible] Date 9-19-17

Name (print) LYNN DORAN

Address 4110 MARITIME RD.

15. Name (sign) Michael H. Farman Date 9/19/17

Name (print) Michael Farman

Address 4187 Maritime Rd

16. Name (sign) Tracy Farman Date 9/19/17

Name (print) Tracy Farman

Address 4187 Maritime Rd

17. Name (sign) [illegible] Date 9/19/17

Name (print) CHARLOTTE WIEDERHOLT

Address 4161 MARITIME RD

18. Name (sign) Caitlin Hamilton Date 9/20/17

Name (print) Caitlin Hamilton

Address 4112 Sea Horse Lane

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Respectfully submitted:

19, 1. Name (sign) Diane René Stewart Date 9/18/2017
Name (print) Diane René Stewart
Address 4194 Maritime Rd.

20. 2. Name (sign) Magdalena Nopper Date 9-18-17
Name (print) Magdalena Nopper
Address 4109 Sea Horse Ln

21. 3. Name (sign) Patricia S Maricich Date 9-18-17
Name (print) Patricia S. Maricich
Address 4125 Maritime Rd.

22. 4. Name (sign) [illegible] Date 9/18/17
Name (print) RON MARICICH
Address 4125 MARITIME RD

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Respectfully submitted:

23. 1. Name (sign) Michele Vanderlip Date 9-18-17

Name (print) MICHELE VANDERLIP

Address 4105 Seahorse DR

24. 2. Name (sign) Debbie Chittick Date 9-18-17

Name (print) Debbie Chittick

Address 4188 Maritime Rd.

25. 3. Name (sign) [illegible] Date 9-18-17

Name (print) Joseph Orseno

Address 4188 Maritime Rd

26. 4. Name (sign) Carol Simone Date 9.18-17

Name (print) CAROL SIMONE

Address 32653 SEAGATE DR #201

27. 5. Name (sign) Antoinette Laura Date 09/18/2017

Name (print) Antoinette Laura

Address 28613 Lomo Drive RPV CA 90275

28. 6. Name (sign) Donna Russell Date 9/18/2017

Name (print) Donna Russell

Address 27537 Elmbridge Drive
Rancho Palos Verdes CA 90275

29. 7. Name (sign) Tom Hyng Date 9/18/2017

Name (print)

Address 4147 Martin Rd

30. 8. Name (sign) Suzanne Lake Date 9/19/2017

Name (print) Suzanne Lake

Address 4108 Seahorse Lane

9. Name (sign) _____ Date _____

Name (print) _____

Address _____

10. Name (sign) _____ Date _____

Name (print) _____

Address _____

11. Name (sign) _____ Date _____

Name (print) _____

Address _____

31 5. Name (sign) William W. Simmons Date 9/19/2017

Name (print) WILLIAM W. SIMMONS

Address 4181 MARITIME, RPV, CA 90275

32 6. Name (sign) Barbara H. Simmons Date 9/19/2017

Name (print) BARBARA H. SIMMONS

Address 4181 MARITIME, RPV, CA 90275

33 7. Name (sign) [illegible] Date 9/19/2017

Name (print) Jacob McChee

Address 4181 Maritime Rd, RPV, CA 90275

8. Name (sign) _____ Date _____

Name (print) _____

Address _____

9. Name (sign) _____ Date _____

Name (print) _____

Address _____

10. Name (sign) _____ Date _____

Name (print) _____

Address _____

11. Name (sign) _____ Date _____

Name (print) _____

Address _____

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Respectfully submitted:

34 1. Name (sign) [signature] Date 9/19/2017

Name (print) Denise S. Barchi-Wilkinson

Address 4171 Maritime Rd RPV CA 90275

35 2. Name (sign) [signature] Date 9/19/17

Name (print) Forrest Wilkinson

Address 4171 Maritime Rd RPV CA 90275

36 3. Name (sign) [signature] Date 9-20/7

Name (print) Mike Crawford

Address 4171 Maritime Rd RPV CA 90275

4. Name (sign) _____ Date _____

Name (print) _____

Address _____

6. The relocation of the road entrance to Trump National Drive. This would be the preferred location and solve most of the issues.
    a. We understand that during construction that trucks bringing materials to build the new homes will use a temporary road off Trump National Drive. This clearly shows there is a problem having trucks entering from PV drive South. This shows the entrance should be permanently from Trump National Drive.

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Respectfully submitted:

37 1. Name (sign) Douglas C Good Date 9/17/17

Name (print) Douglas C. Good

Address 4104 Palos Verdes Dr S

38 2. Name (sign) Robert Voll Date 9/18/17

Name (print) Robert Voll

Address 4126 Palos Verdes Dr. S

39 3. Name (sign) Marie Centineo Date 9/18/17

Name (print) Marie Centineo

Address 4124 Palos Verdes Dr. S

7. The relocation of the road entrance to Trump National Drive. This would be the preferred location and solve most of the issues.
    a. We understand that during construction that trucks bringing materials to build the new homes will use a temporary road off Trump National Drive. This clearly shows there is a problem having trucks entering from and exiting back onto PV Drive South. This shows the entrance should be permanently from Trump National Drive.

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Respectfully submitted:

40 1. Name (sign) William McLaughlin Date 9/17/17

Name (print) William McLaughlin

Address 4157 Maritime Rd

41 2. Name (sign) [illegible] Date 9/17/17

Name (print) Lydia Xie

Address 4157 MARITIME Rd

3. Name (sign) _____ Date _____

Name (print) _____

Address _____

4. Name (sign) _____ Date _____

Name (print) _____

Address _____

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Respectfully submitted:

42 1. Name (sign) Suzanne H Farman Date 9-17-17

Name (print) SUZANNE H. FARMAN

Address 4118 MARITIME-RPV

2. Name (sign) _____ Date _____

Name (print) _____

Address _____

3. Name (sign) _____ Date _____

Name (print) _____

Address _____

4. Name (sign) _____ Date _____

Name (print) _____

Address _____

43 19. Name (sign) Janet Good Date 9-20-17

Name (print) Janet Good

Address 4104 PV Dr S.

20. Name (sign) _____ Date _____

Name (print) _____

Address _____

21. Name (sign) _____ Date _____

Name (print) _____

Address _____

22. Name (sign) _____ Date _____

Name (print) _____

Address _____

23. Name (sign) _____ Date _____

Name (print) _____

Address _____

24. Name (sign) _____ Date _____

Name (print) _____

Address _____

25. Name (sign) _____ Date _____

Name (print) _____

Address _____

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When considering all the issues outlined above, the undersigned can't support the proposed entrance to Tract 50666. We are not opposed to the development of the lots on tract 50666, but we are very much opposed to the proposed road entrance to the project from PV Drive South.

Respectfully submitted:

44 1. Name (sign) Kent Jones Date 9/17/2017

Name (print) KENT JONES

Address 4144 MARITIME ROAD, RPV, CA

2. Name (sign) _____ Date _____

Name (print) _____

Address _____

3. Name (sign) _____ Date _____

Name (print) _____

Address _____

4. Name (sign) _____ Date _____

Name (print) _____

Address _____

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Respectfully submitted:

45 1. Name (sign) [signature] Date _____

Name (print) Jeffrey L. Hilliker

Address 4150 Palos Verdes Dr. So, Rancho Palos Verdes, Ca 90275

2. Name (sign) _____ Date 9/17/17

Name (print) _____

Address _____

3. Name (sign) _____ Date _____

Name (print) _____

Address _____

4. Name (sign) _____ Date _____

Name (print) _____

Address _____

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Respectfully submitted:

46

1. Name (sign) [signature] Date 9/13/17

   Name (print) Emory White

   Address 7110 Palos Verdes Drive South, Rancho Palos Verdes CA 90275

2. Name (sign) _____ Date _____

   Name (print) _____

   Address _____

3. Name (sign) _____ Date _____

   Name (print) _____

   Address _____

4. Name (sign) _____ Date _____

   Name (print) _____

   Address _____

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Respectfully submitted:

47

1. Name (sign) _____ Date 9/19/17

   Name (print) W. KURT WOOD

   Address 4144 PALOS VERDES DR. EAST

2. Name (sign) _____ Date _____

   Name (print) _____

   Address _____

3. Name (sign) _____ Date _____

   Name (print) _____

   Address _____

4. Name (sign) _____ Date _____

   Name (print) _____

   Address _____

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Respectfully submitted:

48 1. Name (sign) [signature] Date 9/18/17

Name (print) Tom Bacon

Address 4111 Sea Horse LN, RPVC A.

2. Name (sign) _____ Date _____

Name (print) _____

Address _____

3. Name (sign) _____ Date _____

Name (print) _____

Address _____

4. Name (sign) _____ Date _____

Name (print) _____

Address _____

49

5. Name (sign) _____ Date 9.20.2017

Name (print) Katherine Williams

Address 4112 Palos Verdes Drive South, RPV

6. Name (sign) _____ Date _____

Name (print) _____

Address _____

7. Name (sign) _____ Date _____

Name (print) _____

Address _____

8. Name (sign) _____ Date _____

Name (print) _____

Address _____

9. Name (sign) _____ Date _____

Name (print) _____

Address _____

10. Name (sign) _____ Date _____

Name (print) _____

Address _____

11. Name (sign) _____ Date _____

Name (print) _____

Address _____

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ctfully submitted:

50

Name (sign) [signature] Date 9/20/17

Name (print) CHRISTOPHER H. ANDERSON

Address 4411 SEAHORSE LN. RANCHO PALOS VERDES, CA. 90275

Name (sign) _____ Date _____

Name (print) _____

Address _____

ame (sign) _____ Date _____

ame (print) _____

dress _____

me (sign) _____ Date _____

e (print) _____

ess _____

7. The relocation of the road entrance to Trump National Drive. This would be the preferred location and solve most of the issues.
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Respectfully submitted:

51

1. Name (sign) [signature] Date 9/20/17
   Name (print) Richard S.A. Tindall
   Address 4100 MARITIME RD
2. Name (sign) _____ Date _____
   Name (print) _____
   Address _____
3. Name (sign) _____ Date _____
   Name (print) _____
   Address _____
4. Name (sign) _____ Date _____
   Name (print) _____
   Address _____

7. The relocation of the road entrance to Trump National Drive. This would be the preferred location and solve most of the issues.
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Respectfully submitted:

52 1. Name (sign) _____ Date 9/20/17

Name (print) Evelyn Booth

Address 98 Yacht Harbor Drive RPV, CA

53 2. Name (sign) _____ Date 9/20/17

Name (print) CURTICE BOOTH

Address 98 Yacht Harbor Dr RPV CA 90275

3. Name (sign) _____ Date _____

Name (print) _____

Address _____

4. Name (sign) _____ Date _____

Name (print) _____

Address _____

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Respectfully submitted:

54 1. Name (sign) _____ Date 9/19/17

Name (print) CHARLES S. CUMMINS

Address #81 YACHT HARBOR DR

55 2. Name (sign) Barbara E. Cummins Date 9-19-17

Name (print) BARBARA E. CUMMINS

Address 81 YACHT HARBOR DRIVE

3. Name (sign) _____ Date _____

Name (print) _____

Address _____

4. Name (sign) _____ Date _____

Name (print) _____

Address _____

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Respectfully submitted:

56

1. Name (sign) _____ Date 9/19/17

   Name (print) Jerry Schwartz

   Address 105 Spindrift Drive, RSV 90275

2. Name (sign) _____ Date _____

   Name (print) _____

   Address _____

3. Name (sign) _____ Date _____

   Name (print) _____

   Address _____

4. Name (sign) _____ Date _____

   Name (print) _____

   Address _____

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Respectfully submitted:

57 1. Name (sign) _____ Date 9/14/17

Name (print) David MacMillan

Address 201 Spindrift Dr 90275

58 2. Name (sign) _____ Date 9/19/17

Name (print) Cindy Martin

Address 201 Spindrift Dr. RPV 90275

3. Name (sign) _____ Date _____

Name (print) _____

Address _____

4. Name (sign) _____ Date _____

Name (print) _____

Address _____

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Respectfully submitted:

59 1. Name (sign) Helford Date 9/19/17

Name (print) IRWIN HELFORD

Address 127 SPINDRIFT DRIVE

60 2. Name (sign) Betty Helford Date SEP. 19, 2017

Name (print) BETTY HELFORD

Address 129 SPINDRIFT DRIVE

61 3. Name (sign) J Clarke Date 9-19-17

Name (print) JACKIE CLARKE

Address 122 SPINDRIFT LANE

4. Name (sign) _____ Date _____

Name (print) _____

Address _____

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Respectfully submitted:

62 1. Name (sign) Bruce A. Hoffman Date 9/17/2017

Name (print) BRUCE A. HOFFMAN

Address 101 SPINDRIFT DR., R.P.V.

63 2. Name (sign) Karen I Hoffman Date 9/18/2017

Name (print) Karen I Hoffman

Address 101 Spindrift Dr. RPV

3. Name (sign) _____ Date _____

Name (print) _____

Address _____

4. Name (sign) _____ Date _____

Name (print) _____

Address _____

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Respectfully submitted:

64 1. Name (sign) Kim McCarthy Date 9·18·2017

Name (print) Kim McCarthy

Address 134 Seawall Rd

65 2. Name (sign) Ben Cheng Date 9·20·2017

Name (print) Ben Cheng

Address 134 Seawall Rd

3. Name (sign) _____ Date _____

Name (print) _____

Address _____

4. Name (sign) _____ Date _____

Name (print) _____

Address _____

7. The relocation of the road entrance to Trump National Drive. This would be the preferred location and solve most of the issues.
    a. We understand that during construction that trucks bringing materials to build the new homes will use a temporary road off Trump National Drive. This clearly shows there is a problem having trucks entering from and exiting back onto PV Drive South. This shows the entrance should be permanently from Trump National Drive.

When considering all the issues outlined above, the undersigned can't support the proposed entrance to Tract 50666. We are not opposed to the development of the lots on tract 50666, but we are very much opposed to the proposed road entrance to the project from PV Drive South.

Respectfully submitted:

66 1. Name (sign) C Martin Vincent Date 9-18-2017

Name (print) C. MARTIN VINCENT

Address 126 SPINDRIFT DR

67 2. Name (sign) Colleen Vincent Date 9-18-2017

Name (print) Colleen Vincent

Address 126 Spindrift Dr, RPV

3. Name (sign) _____ Date _____

Name (print) _____

Address _____

4. Name (sign) _____ Date _____

Name (print) _____

Address _____

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Respectfully submitted:

68

1. Name (sign) Anne Hazard Date 9.18.17
   Name (print) ANNE HAZARD
   Address 44 SEAWALL ROAD
2. Name (sign) _____ Date 9.18.17
   Name (print) OLIVER HAZARD
   Address 44 SEAWALL RD
3. Name (sign) _____ Date 9.18.17
   Name (print) MEGHAN HAZARD
   Address 44 SEAWALL RD
4. Name (sign) ~~MAGG~~ Date 9.18.17
   Name (print) MAGGIE HAZARD
   Address 44 SEAWALL RD.

all out of town, but would sign!

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Respectfully submitted:

69 1. Name (sign) Luciannna M Molinari Date 9·18·17

Name (print) Luciana M Molinari

Address 49 Seawall Road RPV 90275

70 2. Name (sign) [illegible] Date 9/18/17

Name (print) MARK C. KOCH

Address 49 Seawall Rd RPV 90275

3. Name (sign) _____ Date _____

Name (print) _____

Address _____

4. Name (sign) _____ Date _____

Name (print) _____

Address _____

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Respectfully submitted:

71 1. Name (sign) Judith Hotchkiss - By Husband - [signature] Date 9/16/17

Name (print) Judith Hotchkiss

Address #84 YACHT Harbor Dr

72 2. Name (sign) [signature] Date 9/15/17

Name (print) John V. DeWitt

Address #84 YACHT HARBOR DR

3. Name (sign) _____ Date _____

Name (print) _____

Address _____

4. Name (sign) _____ Date _____

Name (print) _____

Address _____

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Respectfully submitted:

73 1. Name (sign) [signature] Date 9-19-17

Name (print) LEN CUSHMAN

Address 113 SPINDRIFT DR, RPV.

2. Name (sign) _____ Date _____

Name (print) _____

Address _____

3. Name (sign) _____ Date _____

Name (print) _____

Address _____

4. Name (sign) _____ Date _____

Name (print) _____

Address _____

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Respectfully submitted:

74 1. Name (sign) _____ Date 9-20-17

Name (print) Cory Freeman

Address 85 Yacht Harbor Dr.

75 2. Name (sign) _____ Date 9-20-17

Name (print) Nanci Freeman

Address _____

3. Name (sign) _____ Date _____

Name (print) _____

Address _____

4. Name (sign) _____ Date _____

Name (print) _____

Address _____

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Respectfully submitted:

76 1. Name (sign) John R. Moeller, MD Date 9-19-17

Name (print) JOHN R. MOELLER, M.D

Address 47 SEAWALL ROAD, RPV, CA. 90275

77 2. Name (sign) Carole Stevenson Moeller Date 9-19-17

Name (print) CAROLE MOELLER

Address 47 Seawall Rd RPV, CA 90275

3. Name (sign) _____ Date _____

Name (print) _____

Address _____

4. Name (sign) _____ Date _____

Name (print) _____

Address _____

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Respectfully submitted:

78 1. Name (sign) [signature] Date 9/20/17

Name (print) HONEYA BARTH

Address 48 SEAWALL Rd.

79 2. Name (sign) [signature] Date 9/20/17

Name (print) MICHAEL BARTH

Address 48 SEAWALL ROAD

3. Name (sign) _____ Date _____

Name (print) _____

Address _____

4. Name (sign) _____ Date _____

Name (print) _____

Address _____

Nicole Jules

From: ajswoboda@aol.com
Sent: Thursday, November 02, 2017 11:02 AM
To: Nicole Jules; esassoon@rpvcs.gov; Traffic; aram@rpvcs.gov; So Kim; Ron Dragoo; zach.rehm@coastal.ca.gov; CC
Subject: Trump Tract # 50666 - proposed new intersection on Palos Verdes Dr. South in Rancho Palos Verdes

Trump Tract # 50666 - proposed new entrance road to 12 homes and trail head

Dear Representatives of Rancho Palos Verdes City Council, City Employees, Traffic Committee Members and the CA Coastal Commission:

As a homeowner and resident on Dauntless Dr. in the Seaview neighborhood of Rabcho Palos Verdes, I write to urg you all to deny the requested proposed new intersection from the Trump Tract #50666 area onto Palos Verdes Dr. South. This proposed new intersection will be dangerous, unnecessary and add to pollution and nuisance in the area. My family and I drive this section of Palos Verdes Dr. South to enter our housing track regularly including going to work, school, and activities at all times of the day and night. We also regularly walk our dog on the trails on this section to access the city parks. The proposed new intersection is plainly unacceptable for any person who regularly sees what we see. As it is, the traffic and lack of acceleration/deaccelration lanes for going ingress and egress from our neighborhood as well as Ladera Linda are such that we only exit our neighborhood via the Conqueror Dr. Exit when headed eastbound towards San Pedro. In fact, every resident in Seaview also has this habit because the Schooner / P.V. Dr. South exit has too little area. As outlined below, there are many reasons why the proposed new intersection is objectionable.

Specifically, some of the reasons the new proposed intersection on P.V. Dr. South between Schooner and Conquerer are objectionable include:

- Dangerous because a coastal trail head, bike lane, pedestrian path and 3 trails that are planned for that location all meet there;
- The new intersection will dramatically degrade the existing trails and walking paths and negatively impact the park, bicycles, and walking paths and coastal preservation;
- Dangerous because traffic speeds as well as volume have increased dramatically since first approved in 1992 and even since 2005 (Driving Range approval);
- Dangerous because of the sharp 90 degree turn for the proposed intersection;
- Dangerous for bicyclists that already have insufficient space on these coastal roads and areas (especially where there have already been a number of tragic bicyclist accidents in Palos Verdes recently);
- Question of sufficient room for adding deceleration and acceleration lanes;
- Possible requirement for more obtrusive/ view-obstructing lead-in signs along this scenic arterial;

- Increased light pollution - Neighborhood impact of headlights shining into nearby homes when vehicles enter and exit the 12 homes;
- Increased noise pollution - Neighborhood impact of added vehicle, motorcycle, & truck noise, and parking needs for trail users;
- Increased air pollution given the necessary quick accelerations by vehicles if there is an intersection with the insufficient lane space;
- The children for walking in the neighborhood and bus/transit options for stops are safest in this area without another intersection impinging on them; and
- Possible removal of medians on PV Dr. So. and landscaping between lanes and access road to provide room for extra lanes which would negatively impact the neighborhood pollution and aesthetics which have already been significantly burdened by increased traffic in this area.

The Trump development in this section already has the predicting, widely spaced Trump Drive. This street should alone be expanded interior to the development to provide the egress/ingress access for the additional homes proposed. The developer had these initial rights set out long ago in 1992 which no longer align with the realities of this area and coastal preservation zone in our community.

The City Council should not to approve changes to the public roadway to accommodate the developer's plans for the 12 homes in Trump Tract #50666. There is no way to have a new intersection especially given the impact to the coastal zone trails and the new State requirements for the size of bike lanes on P.V. Dr. South. The federally funded "Palos Verdes Dr. So. Compatible Bike Lane Safety Project" of the Los Angeles County Metro Transportation Authority CML-5413 (012) approved in August 2017 is to expand the existing 3 ft. bike lanes to 6 feet total on each side of the street (in each direction); that is, a 4ft. bike lane and 2 ft. buffer.

For my family which drives, walks, and bikes with small children and a dog on this road everyday, the proposed new intersection is a frightening and unnecessary proposal the City should squarely deny. Because a suitable and reasonable alternative - Trump Drive - exists, we hope our City officials will maintain the integrity of the existing road.

Respectfully,

Anne S. Cruz

Nicole Jules

From: Cathee Cohen <ubarcohen@gmail.com>
Sent: Monday, October 30, 2017 1:14 AM
To: Traffic; Nicole Jules; SoK@rpvca.com; Ron Dragoo; Elias Sassoon; CC; Ara Mihranian; zach.rehm@coastal.ca.gov; So Kim
Subject: Alert! Traffic Safety Committee mtg. regarding proposed new intersection on PV Dr.So.-Traffic Safety Meeting, Nov. 6, Tract 50666 Trump National

Dear Safety Committee and others,

I am APPALLED! As a native of Southern California and someone who enjoys "Mother Nature Gifts" to planet Earth. The San Pedro and Rancho Palos Verdes area is very special to me, my family, friends and colleagues. I use the trails in Rancho Palos Verdes for exercising, walking my dog and just to enjoy nature.
I understand there is a propose inlet road to be built which will CUT across **BIKE LANES, BIKE TRAILS, JOGGING/WALKING TRAILS.** I find the location dangerous as people are SPEEDING BY!!!!!!!!! while other are utilizing these trails! There are bike clubs and joggers coming by as we walk, you can not imagine a road that has traffic coming in and out in such a precarious location.

If you were to come out and see **EVERYONE** walking, exercising, with a child, or on a bike, or with a dog, etc....**everyone** MUST **STOP** at Trump National Drive anyway, to allow traffic through. If you really need an inlet road the natural placement of such a road would be Trump National Drive. That would be the most logical area to have a road come in to homesites!

This proposed road is for 12 homes and trailheads that cul de sacs and comes to a dangerous intersection! **The entry road is a 90 degree turn on a very narrow main artery at already comes up quickly after the slide zone from PV, just past the PBC, and from San Pedro! Can you imagine what will happen if you at the weather element to this equation???????? Like FOG????**
A much better choice to access the 12 homesites and trailheads would be to come in and out of Trump National Drive!

These are people's lives that bike, walk, jog, walk their dog, push their babies in strollers, etc. in these areas! Who will be responsible if someone were injured???? Killed?????
These are your trails, my trails, our trails????? let's keep everyone safe!

Thank you,
Cathee Cohen

Access from Trump Drive for the new street would be the logical, safer design. Safety should take precedence over cost and timing. We have a dangerous intersection already at Schooner and PVDR. So we don't need another!

Nicole Jules

From: Cathee Cohen <ubarcohen@gmail.com>
Sent: Monday, October 30, 2017 8:15 PM
To: Traffic; Nicole Jules; SoK@rpvca.com; Ron Dragoo; Elias Sassoon; CC; Ara Mihranian; zach.rehm@coastal.ca.gov; So Kim
Subject: Very Important Alert! Traffic Safety Committee Mtg. Regarding Proposed new Intersection an PV Dr.

Dear Safety Committee and Others,
This is my second email to each and everyone of you, I just wanted to emphasize my strongest of opinions against this proposed new inlet Road, as do several of my family and friends. **This is an Ill conceived, Ill thought out idea that will harm the environment, but most of all it WILL have a negative effect on those of us who use the trails in the area for leisure, exercise our own well being!**

As I said in my previous email, I am APPALLED! As a native of Southern California and someone who enjoys "Mother Nature Gifts" to planet Earth. The San Pedro and Rancho Palos Verdes area is very special to me, my family, friends and colleagues. I use the trails in Rancho Palos Verdes for exercising, walking my dog and just to enjoy nature. Let alone to introduce this area to my great nephews who are now 6 and 8 years old.

I understand there is a propose inlet road to be built which will CUT across **BIKE LANES, BIKE TRAILS, JOGGING/WALKING TRAILS.** I find the location dangerous (as do my nephews and the friends they have meet while enjoying the area on their walks) as people are SPEEDING BY!!!!!!!!! while other are utilizing these trails! There are bike clubs and joggers coming by as we walk, you/we can not imagine a road that has traffic coming in and out in such a precarious location. I there was an emergency how would the Fire Department and Rescue Personal get onto the trail to assist those in need??????????????????

If you were to come out and see **EVERYONE** walking, exercising, alone or with a child, or on a bike, or with a dog, etc....**everyone** MUST **STOP** at Trump National Drive anyway, to allow traffic through. I**f you really need an inlet road the natural placement of such a road would be Trump National Drive. That would be the most logical area to have a road come in to homesites!**

This proposed road is for 12 homes (**how many other homes are already in the area? and they DO NOT NEED A SEPARATE INLET ROAD!!!!!**) and trailheads that cul de sacs and comes to a dangerous intersection! **T<u>he entry road is a 90 degree turn on a very narrow main artery at already comes up quickly after the slide zone from PV, just past the PBC, and from San Pedro!</u> Can you imagine what will happen if you at the weather element to this equation???????? Like FOG????**
A much better choice to access the 12 homesites and trailheads would be to come in and out of Trump National Drive!

These are people's lives that bike, walk, jog, walk their dog, push their babies in strollers, etc. in these areas! Who will be responsible if someone were injured???? Killed?????
These are your trails, my trails, our trails????? let's keep everyone safe!

Thank you,
Cathee Cohen

COMMUNITY ASSOCIATION FOR TRACT 16540

Portuguese Bend Club East
4100 Palos Verdes Drive South
Rancho Palos Verdes, California 90275

September 21, 2017

City of Rancho Palos Verdes
Traffic Safety Committee
Attn: James Guerin, Chair & members
30940 Hawthorne Blvd
Rancho Palos Verdes, CA 90275

Re: Tract 50666 Phase II of Trump National Los Angeles Development (Proposed Twelve Residential Units) Access Road. Submission for the committee meeting on September 25, 2017.

Dear Committee Members:

Attached is a petition opposing the plans for an intersection of the new access road for the proposed residential units with PV Drive South. This petition has been signed by seventy nine (79) homeowners and residents of Tract 16540 and the Portuguese Bend Beach Club. As the petition describes, for safety reasons we feel strongly that the road intersection should be off Trump National Drive and **not** PV Drive South. The study conducted by the Trump organization to support the PV Drive intersection does not address safety issues hardly at all and the design of the intersection was not even complete. We recommend that the Committe ask for a study of having the intersection off Trump National Drive and make sure it properly addresses the safety issues.

The most ironic aspect of the Trump plans is that we understand that they plan to have the access to these units off Trump National Drive during the construction phase. What is best for the construction phase is also most likely best for the residents after the homes are completed.

Respectfully submitted by,

David Gakenheimer

Dr. David C Gakenheimer
4150 Maritime Rd, RPV, CA
Tract 16540 Board Member and CFO
310-913-3703
Email: dgakenheimer@gmail.com

Attachment: 36 page petition

Nicole Jules

From: Erika Barber <nbarber310@cox.net>
Sent: Friday, November 03, 2017 11:16 AM
To: Traffic; Nicole Jules; So Kim; Ron Dragoo; Elias Sassoon; cc@rpv.gov; aram@rpv.gov; Zach.Rehm@coastal.ca.gov
Cc: Barber, Erika; Bilski,Lenee; Shipman, Louise and Mike; Patterson, BJ
Subject: Trump Tract #50666-proposed new entrance road to 12 homes and trailhead

To whom it may concern:
We have been residents of Seaview (Schooner to Conqueror area) since 1970 and find it absolutely ridiculous to even try to envision the new entrance road to the driving range/12 new homes off PVDS. Why would you make an already very dangerous stretch of road (PVDS) even more dangerous? Have you tried turning left from Schooner onto PVDS? It is taking your life in your hands! Making a right turn is not much better. A new entrance in the middle of PVDS from Schooner to Conqueror would make this new intersection insanely dangerous.

Here are some of the reasons why the proposed new intersection on Palos Verdes Dr. So. between Schooner and Conqueror, just past the PBC, is objectionable:

- Dangerous because a coastal trail head, bike lane, pedestrian path and 3 trails that are planned for that location all meet there.
- Dangerous because traffic speeds as well as volume have increased dramatically since first approved in 1992 and even since 2005 (Driving Range approval)
- Dangerous because of the sharp 90 degree turn for the proposed intersection
- Question of sufficient room for adding deceleration and acceleration lanes
- Possible requirement for more obtrusive/ view-obstructing lead-in signs along this scenic arterial
- Neighborhood impact of headlights shining into nearby homes when vehicles enter and exit the 12 homes
- Neighborhood impact of added vehicle, motorcycle, & truck noise, and parking needs for trail users
- Possible removal of medians on PV Dr. So. and landscaping between lanes and access road to provide room for extra lanes
-
- **There is an alternate solution to this entrance and that would be off Trump National Drive.**
-
- **Please listen to the suggestions of Seaview neighbors and others regarding this issue.**

Sincerely,
Erika and Neil Barber M.D.
4004 Stalwart Drive
Rancho Palos Verdes, CA 90275
310-377-7291
Nbarber310@cox.net

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Nicole Jules

From: KIT Song <kitmsong@yahoo.com>
Sent: Thursday, November 02, 2017 2:28 PM
To: Traffic; Nicole Jules; SoK@rpvca.com; SoK@rpvca.com; CC; Elias Sassoon; Ara Mihranian
Subject: Trump Development

We are writing regarding the proposed development and traffic plan for the additions to the Trump Golf course community. We were residents of South Shores in San Pedro for 3 years and have been in RPV in the Seaview community for the past year. We have been very appreciative of the quality of life afforded by the community and are quite proud to be included among the residents.

We walk and drive the area along the proposed development daily. As residents, I object to the proposed development of a new interseaction along Palos Verdes drive. We recognize that residents of the new homes to be constructed need access in and out of their homes, but note that traffic along Palos Verdes drive has risen significantly over the past 3 years and that traffic speeds along the stretch where the proposed intersection is to be have also risen making the area very dangerous for pedestrians, vehicles, and bicyclists along this stretch. We believe that a very acceptable alternative exists to use the existing entry into the Tump properties to provide access to the new residents that will have better visibliity for commuters going in and out of the property and limit the entry points to this already dangerous stretch of road. There does not appear to be sufficient room for additional lanes in this stretch of road and experiences along Schooner and Conquer suggest that the additional lanes are contributing to the increase in speeds of vehicles as we routinely see speeds in excess of 60 miles an hour zooming past the existing turn lanes making merging of traffic increasingly dangerous.

While the posted traffic study cites only a small number of vehicles added to the overall volumes, it does not appear to us that the report shows the trend of increasing traffic over time and of the increasing average speeds along the roadway. The recorded number of broadside collisions is of interest, but does not reflect the number of near misses and, in my opinion, should not even be one accident if we are holding to the assumption that traffic safety and zero accidents or injuries is the acceptable number. I can tell you from personal experience that we have 2-3 near misses a week as defined by having to do an abrupt maneuver to avoid being hit or hitting another car despite providing ample distance to oncoming traffic and having perfect driving records for the past 15 years. The marked rise in bicyle traffic, pedestrian traffic, along with the motor vehicle traffic is making the entire stretch of road between the Terranea and the Trump property increasingly hazardous for ingress and egress. In our opinion, creating more access points along this road would be an irresponsible action for elected city officials to take putting both the community <u>and</u> city officials at risk.

In our opinion, the major issue along Palos Verdes drive is one of speed control which does not currently exist. In the absence of traffic light control to enhance safety along this roadway, we do not support the addition of additional ingress and egress points along the drive.

Kit Song, MD, MHA and Kwi Lee attorney at law (husband and wife)

Nicole Jules

From: lindorfer <lindorfer1@cox.net>
Sent: Thursday, November 02, 2017 3:20 PM
To: Traffic
Subject: Proposed Geometric Layout for new trump turnout

The eastbound exit lane is shown to be 10' wide, along with a narrowing of the bike lane in that area to 4' wide. To be in safe compliance with California's "3 feet for safety" bicycle law, given that vehicle width is 8.5', the exit lane should be at least 11.5' wide. For real safety, this project should be moved to trump Drive.
Joseph Lindorfer 4207 PVDS. 310 5413803

Nicole Jules

From: Mike and Louise <MandLinRPV@msn.com>
Sent: Friday, November 03, 2017 12:45 PM
To: Traffic; Nicole Jules; So Kim; Ron Dragoo; Elias Sassoon; CC; aram@rpv.gov; Zach.Rehm@coastal.ca.gov
Cc: Erika Barber; VonHagen, Peter; 'Ali Derek'
Subject: Trump #50666 Nov 6 [Fw: #2 item Aug 28, 2017 Tract 50666 – Phase II hearing Sep 25] (now November 6)
Attachments: Safe-Alternative-Trump-Nat'l-Drive-entrance-existing-and-improved---not-steep-gradient_3.jpg; Trump-Drive-alternative1a.jpg; Trump-Nat'l-Dr.-feasible-alternative.jpg; Trump-Nat'l-Golf-Club.jpg; Trump-Nat'l-Golf-Club-copy.jpg; Untitled-1.jpg

November 3, 2017

Dear Traffic Committee members, City Council Members and to all it may concern,

We are re-submitting our earlier letter to the Traffic Committee as we were told by several in our area that "it says it all". It really doesn't, as there is much more that can be be said about this project that would be problematic to our community and surrounding neighborhood re safety issues concerning cyclists, pedestrians, trail users as well as motor vehicles. It is our, and many many other's, firm belief that this project should not be approved and that an alternate site be recommended. The logical site would be the existing driveway on Trump National Drive (see attached).

[It would seem, in all good conscience, that the avoidance of any possible and likely future accidents or, heaven forbid, fatalities would be a primary consideration that should outweigh any perceived 'inconveniences' due to Event parking (or whatever) at that Trump National Drive location.]

Thank you for your consideration in this very important matter!

Mike and Louise

From: Mike and Louise <MandLinRPV@msn.com>
Sent: Thursday, September 14, 2017 4:51 PM
To: Traffic@rpvca.gov; cityclerk@rpvca.gov
Cc: 'Ali Derek'; VonHagen, Peter
Subject: #2 item Aug 28, 2017 Tract 50666 – Phase II hearing Sep 25

To: Traffic@rpvca.gov cityclerk@rpvca.gov
re: #2 item Aug 28, 2017 Tract 50666 – Phase II of Trump National Los Angeles Development (Proposed Twelve Residential Units) continuation to September 25th meeting

September 14, 2017

Dear Traffic Committee Members,

Thank you for postponing any decisions during your Aug 28 meeting.

That gave us a bit more time to check out and verify our original supposition. We believe there is indeed a feasible and viable alternative/solution for the 'Driveway' location to the 12 home development and therefore no need for the T Intersection on P.V. Dr. So. with its many potential problems.

Attached is our previous letter and five more pictures (plus the original) to try and illustrate this best we can. After viewing the site we believe that the existing driveway gradient (currently used for Trump Event spill-over parking) is minimal and would provide a much safer access to the lots in question. The gradient streets/drives to the large homes at SeaCliff and directly north from this location are much steeper by comparison.

The T Intersection for the 'Driveway'/Street proposed on P.V. Dr. So. would be **problematic and unsafe** for all travelers on the busy thoroughfare (as we outlined in our first email below) as well as for all SeaView and Portuguese Bend Club residents. And of course that location would also present **a definite safety hazard to the established bike paths and the Coastal Commission approved access trails.**

It would seem, in all good conscience, that the avoidance of any possible and likely future accidents or, heaven forbid, fatalities would be a primary consideration that should outweigh any perceived 'inconveniences' due to Event parking (or whatever) at that Trump National Drive location.

In addition, it was mentioned at the first meeting that there will be another home development (in the future) that will be accessed using the existing unpaved 'driveway' (that's just a few feet south of the 'alternate solution' 'driveway' we're referring to) on Trump Nat'l Drive in this email. It would certainly make more sense to have access to both developments from that location.

Thank you again for your consideration in this very important matter!

Sincerely,

Mike and Louise Shipman
3948 Admirable Dr. RPV

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TSC Item #2 on Aug. 28 agenda to:

Traffic@rpvca.gov cityclerk@rpvca.gov

August 28, 2017

Dear Traffic Safety Committee Members,

Thank you for giving us the opportunity to address this critical issue.

As frequent trail users, we can't imagine that there is a safe way to add an intersection directly to and from PV Dr. So. at that location. The safer alternative would be that the enter/exit point be established on Trump Nat'l Dr. (see attachment).

The approval referred to by the applicant is over 20 years old! A lot has happened since then:

- Substantial growth in local population and number of residences

- A now vibrant Golden Cove which is a destination in itself
- Terranea, which we all love, now attracts world wide tourism and along with it, drivers who are unfamiliar with PV Drive South. As you may know there is a natural tendency to increase speed after driving through the slide

  area.

- And let's not forget the safety aspect of our popular bike paths and trails

We can't pretend that these things didn't happen.

Also, we respectfully request a postponement and longer notice on this issue in the future. We just found out this afternoon and we understand that, for many parents, today is the first day of school and some have parent/teacher meetings scheduled.

Sincerely,

Mike and Louise Shipman
3948 Admirable Drive, RPV

N

SAFER ALTERNATIVE
"DRIVEWAY" ENTRANCE
IN EXISTENCE FROM TRUMP NAT'L DRIVE

Not Safe
Palos Verdes Drive
Forrestal
Proposed New
T-Intersection
Proposed 12
Residential Units
Trump
National
Trump National
Only safe solution is
enter/exit from Trump Nat'l Drive
N

Nicole Jules

From: Mike Koerner <mkoerner@cox.net>
Sent: Thursday, November 02, 2017 5:24 PM
To: Traffic
Cc: Nicole Jules; So Kim; Ron Dragoo; Elias Sassoon; CC; Ara Mihranian; Zach.Rehm@coastal.ca.gov
Subject: Proposed intersection on PV drive south

RPV Traffic Safety Committee,
Creating a new intersection on PV South between Schooner and Conqueror will cause accidents and injuries and expose the city to significant financial liability.
Every new intersection brings added risks but this location seems particularly dangerous due to:

- The curved road which limits visibility ahead for drivers
- The proximity to the existing intersections at Schooner and Conqueror
- The increasingly heavy auto and truck traffic on PV south, especially in the mornings and evenings
- The heavy use of PV south by bicycles, frequently in groups, especially in the mornings and evenings
- The numerous runners along the coastal trail on the south side of PV South, especially in the mornings and evenings
- The frequent coastal fog in this area, especially in the mornings and evenings

The proposed intersection puts drivers at risk as: 1) Slow moving cars exiting the proposed access road onto east-bound PV South, distracted by east-bound bikes or costal trail runners, pull out in front of east-bound traffic; 2) East-bound cars turning right onto the new access road slow suddenly or stop in the traffic lane due to east bound bicycles blocking access to the right turn lane; 3) Cars turning left onto the new access road from the west-bound side of PV South, distracted by east-bound bikes or runners crossing the intersection in either direction on the coastal trail, turn in front of on-coming east-bound traffic; 4) Cars exiting the new access road in the west-bound direction - between bikes, trail runners and east-bound traffic – are unlikely to be able to time their departure between west-bound traffic as well. This means they will be using the proposed west-bound merging lane. The problem is that west-bound traffic doesn't know this is their intention and as a result may slow or stop for them, causing a hazard for cars behind them, or worse, swerve to the right into west-bound bike traffic.
Much worse is the added risk to east-bound bikes from cars exiting and entering the new access road. Drivers often don't see bikes and turn left into them or pull out in front of them. These are my greatest fears on my weekly rides around the peninsula, even though my speeds are much lower than those of younger riders.
There is a similar added risk for the trail runners, though significantly less than for bikes, again due to their lower speeds. Again, though these risks are present at any intersection, they are amplified here by the confluence of the curved road, existing nearby intersections, heavy traffic, the number of bikes and runners, and the unique weather.
There are two alternatives that would greatly reduce the risk associated with the added traffic from the new development. One is to align the new access road with the existing service road on the south side of PV South and bring the added cars out onto Yacht Harbor Drive and then onto PV South at the existing Schooner intersection. The other is to bring these cars out onto Trump National Drive and then onto PV South at the existing Forrestal Intersection.
Although both of these options would be safer than adding a new intersection between Schooner and Conqueror, the Trump National and Forrestal approach is the safer of the two as the Trump National and Forrestal intersection is wider and more open, and offers much better visibility, than the Yacht Harbor and Schooner intersection.
Mike Koerner
4023 Exultant Dr.
Rancho Palos Verdes, CA 90275
310-704-4332

Nicole Jules

From: STEVEN WILLIAMS <stedonwilly@cox.net>
Sent: Thursday, November 02, 2017 11:50 AM
To: Nicole Jules
Subject: Advantage of PV drive south access

Hello Nicole,

Presently, access to PV drive south from Sea View has been difficult at certain times of the day (AM / PM rush hour)

Access from proposed Trump development onto PV drive south (east of schooner) might have a traffic advantage, if there is a stop sign at the location. It might space traffic enough to allow Sea View folks to safely enter PV drive south. A study of the impact might be worth while.

Regards

Steve Williams

4005 Exultant Drive (Sea View)

From: Michael Gibson
To: Nancy Penate
Subject: FW: 2017 Traffic Safety Committee Meeting September 25, 2017
Date: Thursday, September 21, 2017 8:52:51 AM

Are you getting these e-mails too?

Mike Gibson
Senior Administrative Analyst
Public Works Department
City of Rancho Palos Verdes
Ph: (310) 544-5247
E-mail: mikeg@rpvca.gov

From: Cathee Cohen [mailto:ubarcohen@gmail.com]
Sent: Wednesday, September 20, 2017 10:20 PM
To: CityClerk <CityClerk@rpvca.gov>; Traffic <Traffic@rpvca.gov>; CC <CC@rpvca.gov>
Subject: 2017 Traffic Safety Committee Meeting September 25, 2017

Dear Traffic Safety Commission:

Re: Trump Development

We understand there is a proposed road to access 12 homes, a walking trail and a bicycle trail.

We walk our dog over there on the dirt trail next to Palos Verdes Drive South. We walk from San Pedro past the Trump National Golf Course to view the beauty of the coastline.

Sometimes the dog pulls us ahead, sometimes we are pulling the dog. Sometimes we stroll, sometimes we walk fast. We were told that there is this little road proposed that will come through the trail we walk on. The trail is next to a bicycle trail that is on the street. On the weekends there are bike clubs that come by us in vast amounts. Sometimes there are vast amounts of very SMALL children and elderly on this trail.

I can not imagine a road turn in that quickly through the bikers

and the walkers with dogs, baby carriages, etc.

Why don’t you all have the road that is already there, Trump Drive, give access to the future homes and approved trailheads for walkers and bikers? That road is already there?

We do not live here, but we really enjoy visiting. Thanks for having those trails. We love the view.

I wonder if we had a little road to worry about, would we be able to spend our time looking at the view, or watching cars turning in at the last moment?

We are concerned!
Cathee and Irv, and the dog (past and present), too!

Nicole Jules

From: BJ <bjinca66@gmail.com>
Sent: Friday, November 03, 2017 1:55 PM
To: Traffic; Nicole Jules; So Kim; Ron Dragoo; Elias Sassoon; CC; aram@rpv.gov; Zach.Rehm@coastal.ca.gov; Erika Barber; WA6hxm@gmail.com; aliderek@gmail.com; Mike and Louise
Subject: Re: Trump #50666 Nov 6 [Fw: #2 item Aug 28, 2017 Tract 50666 – Phase II hearing Sep 25] (now November 6)

November 3, 2017

To: Traffic Committee members, City Council Members, and to all it may concern:

We have been residents of Seaview since 1999, living on PVDS between Schooner and Conqueror. From our vantage point, we can see traffic patterns on PVDS firsthand and can testify to the absurdity of allowing a driveway to be placed at the proposed point. Moving forward with such an idea would put literally thousands of people PER DAY at risk of injury or death.

Traffic is already fairly heavy on this stretch of road, particularly between 6:30AM and 9AM, and between 4PM and 6PM (times are approximate). An intersection in the proposed place would provide untold opportunities for accidents, because this area is frequented by pedestrians and runners on trails, bicyclists (sometimes as many as forty to fifty in one large block), children playing in the area, residents walking their dogs, and many other forms of human interaction which would be severely impacted by such an intersection.

It is my understanding that this plan was originally proposed in the late 1990's. Having lived in our home since that approximate time, we can tell you that traffic has increased along PVDS many fold in the intervening years. To construct an intersection of this design in this area would be giving the green light to multiple tragedies in our community. The proposed plan also brings with it many other objectionable qualities, which I believe others have enumerated in their communications to you. While we agree with all of their concerns, the safety issues we have outlined in this email far surpass even those other objections. View corridors, inconvenience to residents due to lights, and noise, are all important, but the safety of residents cannot and should not be ignored. This intersection is a tragedy (or tragedies) just waiting to happen - not "if", but "when".

We implore the approving bodies to reconsider this plan, and move the intersection, if it is to be constructed at all, to a place where citizens of and visitors to our community are not put in peril on a daily basis.

Sincerely,
BJ & Bob Patterson
3951 Palos Verdes Dr. S.
Rancho Palos Verdes, CA
90275
310-544-3485
BJinca66@gmail.com

Nicole Jules

From: Kelvin Vanderlip <kelvin@vanderlip.org>
Sent: Tuesday, August 29, 2017 11:39 AM
To: Traffic
Subject: letter from Don Swanson read by Kelvin Vanderlip at the August 28th meeting for your records

From: Don Swanson <don@fivestarlegal.com>
To: Kelvin Vanderlip <kelvin@vanderlip.org>
Subject: RE: Trump new road into P.V. Dr. South - Tract 50666

Isn't it interesting that this new road "Costa de la Islas" is in fact *removing* the Islas – the island from PVDS? As they say south of the border, *no bueno*.

These median islands have a special historical significance to Palos Verdes. When Frank Vanderlip developed the peninsula, extra wide medians were installed along the arterial major roads: Palos Verdes Drive North, Palos Verdes Drive West and Palos Verdes Drive South to add aesthetics of our community.

This city was founded after a community group, Save Our Coastline (SOC), sought to preserve our public land for public use and open space. I suggest a new mission: Save Our Islands! Once they go away they will never be brought back.

There is precedence for "no island crossover" along PV Drive South\West at the following locations:

1. Marilyn Ryan Park
2. Catalina View Garden
3. Clipper Road
4. Seawolf Drive
5. Albero Ct.
6. Via Capri
7. Berry Hill
8. Calle Endratero (the major entrance for Oceanfront Estates)

One important point: There was no proper analysis presented within the traffic study of a left turn onto PVDS. Therefore, there should be no left turn onto PVDS. And, the minimal benefits of a left turn into Costa de la Islas are outweighed by safety and aesthetic concerns. Save Our Islands!

I would prefer access to Costa de la Islas from the Trump National Drive for a number of reasons:

- Safety of pedestrians and bicyclists along PVDS
- Reduce traffic of cars seeking coastal access
- From a safety, privacy and security perspective, accessing the properties from Trump National Drive is preferable

In conclusion, if you must provide direct access to PVDS, make that a right turn only access and support Save Our Islands!

Nicole Jules

From: Kelvin Vanderlip <kelvin@vanderlip.org>
Sent: Friday, November 03, 2017 3:31 PM
To: Traffic
Cc: PublicWorks; Doug Willmore; Steve Stewart; David Gakenheimer; Robert Voll
Subject: A public comment not included - Fwd: My comments at the August 28 2017 Tract 50666 Costa de las Islas hearing
Attachments: Trump PW review IMG_20170424_085602.jpg

Dear Traffic Safety Commission,

On 14 September I submitted comments regarding the proposed Costa de la Islas access road into Palos Verdes Drive South in an email addressed to your Commission . I was surprised to find that this email is not included in the public correspondence package for the November 6th Traffic Safety Commission hearing. Would you be so kind as to add the email below to the published public comments for this meeting?

Please note that there is an image attached to this email, which I hope will be reproduced as well.

Thank you,

Kelvin Vanderlip

-------- Forwarded Message --------
Subject: My comments at the August 28 2017 Tract 50666 Costa de las Islas hearing
Date: Thu, 14 Sep 2017 16:04:27 -0700
From: Kelvin Vanderlip <kelvin@vanderlip.org>
To: Traffic@rpvca.gov
CC: Doug Wilmore <dwillmore@rpvca.gov>

Dear Traffic Safety Commission,

Thank you for hosting your August 28th meeting, which included an agenda item on the proposed vested Tract 50666 access road ("Costa de la Islas") into Palos Verdes Drive South ("The Drive"). Your members listened to many public comments on the developer's Albert Gover & Associates traffic study ("The Study").

The Study discusses the impacts on automobile flow created by a new street, Costa de la Islas, which will enter the south side of The Drive between the Portuguese Bend Club and Trump National Drive. I believe The Study was requested of the developer by the City, and was then commissioned by, and submitted to, the City by the developer. The Study's cover letter is on Trump National Golf Club letterhead.

I support the Traffic Safety Committee's role of reviewing and commenting on The Study, and of reporting their findings back to City departments and Council. With the many public comments made to date (including mine below), I hope the Committee will seek a more rigorous analysis to deal with these issues left open in The Study:

1. The Study is a traffic flow analysis, not a safety analysis. The effect of new road is not just about congestion, it is about public safety.
2. The Study does not consider any alternatives, including creating an access to Tract 50666 from Trump National Drive.
3. The developer shows modifications to the median of Palos Verdes Drive South for left turns. There is no existing plan to make such a change to open up the median of The Drive, so The Study is based on a hypothetical, ambiguously defined road system.
4. The Study ignores bicycle safety.
5. The Study ignores the effects of West Bluff trail access.
6. The Study ignores pedestrians, hikers, dogs and children.
7. The Study does not consider the impact of this new street other nearby roads intersecting The Drive.
8. The Study does not realistically analyze truck and emergency vehicle traffic.

I summarize below the reasons that caused me to raise the above issues at your meeting, in the hope that these thoughts might be included in your comments forwarded to the City departments.

1. <u>The Study is a traffic flow analysis, not a safety analysis.</u>

The last City-related traffic safety study I saw concerned traffic light synchronization on Hawthorne Boulevard. It analyzed the effect of a change in roadway conditions based on actual accident statistics. That study explicitly explored the effect of the change in roadway infrastructure on accident frequency for motorists and pedestrians.

In the developer's Study, except for a discussion of sight lines, there is no safety analysis. We are simply assured that we will be at grade D or C from a traffic flow point of view. **The Study is not about traffic safety, it is about traffic flow**. The <u>narrow scope</u> of this Study makes it useless as a tool for reasonably discussing the safety aspects of the left and right lane pullouts, the removal of the central median, the crossing of bicycle lanes, and removing pedestrians walkways. The Study <u>lacks an accurate plan of changes to The Drive</u>. This omission means we really do not know what we are trying to understand or analyze.

I hope the City will request, from the developer, or from the City's own consultants, a detailed **safety analysis** of the changes proposed to streets owned by the City which are affected by Tract 50666, based on engineered plans for the intersection with The Drive.

2. <u>The Study does not consider access to Tract 50666 from Trump National Drive</u>

In April 2017 I saw a hand-written note on a Costa de la Islas plan which had been reviewed by the Public Works department. The Public Works engineer had crossed out, in red, the Costa de la Islas access road and drawn in a replacement access road off Trump National Drive. A photo of this document is attached. The note on the plan states: "To avoid conflict with arterial roadway traffic, access through Trump National Drive".

It was stated in the meeting that the developer will use Trump National Drive to access his new lots during grading and construction, but that once the tract is complete, the new homes will no longer have a road to Trump National Drive. They will only be able to use the new Costa de la Islas intersection with The Drive.

I assume that the developer wants to stick with the vested tract map for Tract 50666 because any deviation from that plan would potentially open a lengthy, risky and expensive tract plan review by the City should any agency or member of the public decided to use this change as an opportunity to try to stop the development and damage the developer's entitlements.

It is unfortunate that a simple change to the tract map, disconnecting Costa de la Islas from The Drive, and connecting it instead to Trump National Drive, might have such consequences. **If ever there was an opportunity for the City staff and Council to exhibit flexibility and creativity, this is their chance: figure out how to protect the developer's entitlements while getting a change in the end-point of the Costa de la Islas road away from The Drive.**

3. The developer shows an unplanned modification to the median of Palos Verdes Drive South for left turns.

The Study depicts a (new) left turn pullout lane cut into the north side of the central median of The Drive, and a (new) opening in the central median, allowing ingress and egress to the Costa de la Islas street from the westbound lane of The Drive.

As the median is outside of the area of Tract 50666, is seems it would be the City's, not the developer's, decision as to how and where to modify The Drive. I am curious as to why the developer’s Study showed a modified median.

I believe safety would by increased by not modifying the central median of The Drive at all. **Costa de la Islas should have right turn access only.** The median of The Drive should be left intact, except for the work to improve bicycle safety. Cutting a new westbound left turn lane, and removing the central median entirely for 115' (my best guess from measuring the plan on The Study page 2/16) to allow residents on Costa de la Islas to turn left onto The Drive will decrease safety. I do not expect anyone to take my word for this, so I hereby ask the Traffic Safety Committee to recommend to th City and Council that a specific traffic safety study be made, *by the City,* to prove that a proposed left turn access for Costa de la Islas is an acceptable risk to all of us – neighbors, drivers, pedestrians, bicyclists and hikers alike.

The City has a funded capital improvement project to narrow the central median of The Drive so as to allow wider bike lanes. I hope work on this safety project proceeds quickly, and is not delayed, nor used to create a new gap in the median of The Drive.

4. The Study ignores bicycle safety.

There is no analysis of bicycle safety in The Study. Nothing in the study considers the common scenario of drivers, waiting to pull out of Costa de la Islas, looking in both directions at cars coming at them at 40 to 50 mph on The Drive. These drivers will have to "punch out" to get into a slot in the traffic. Occasionally, this will happen when an unnoticed bicyclist happens to pass in front of them. No one should be subjected to this risk.

It will be a major project to protect drivers and bicycles from each other at the narrow, high speed, complex left and right turn intersection proposed by The Study.

Similarly, there is no analysis of the effect of the proposed eastbound right turn lane on bicycle safety. The right turn pullout will cut right across the bicycle lane. It is ambiguous whether this a new right turn lane is or not in The Study, but in any event Costa de la Islas will impact bicyclists in a major way.

5. The Study ignores the West Bluff trail access

A hiking trail head leads south off the beginning of Costa de la Islas. This will attract more drivers into the street. These visitors will be looking for parking, and if none is found they will have to merge back into The Drive. **The impact of these trail-head trips is ignored in The Study.**

6. The Study ignores pedestrians

Many residents and visitors walk on the trail by Trump National on the south side of The Drive. This trail is not paved, and once past the Trump driving range the walkway is sheltered from the sun by trees planted along the Portuguese Bend Club. In order to provide a right turn pullout lane, the width of the pedestrian trail will have to be reduced, and trees removed, to make room for the new pavement. Pedestrians will have to look both ways for cars traveling on The Drive which might be bound for Costa de la Islas. The loss of the trail along The Drive for +/- 100' is both an aesthetic loss and a safety issue. **Pedestrian safety is not considered in The Study**.

7. The Study does not consider other streets intersecting The Drive

Automobiles using Conquorer Drive, Schooner Drive, Forrestal Drive, Trump National Drive, and the Portuguese Bend Club all interfere with the flow of cars, trucks and bicycles on The Drive in a complex manner. Adding a right turn, and possibly a left turn, into Costa de la Islas will impact the safety of all these other streets by changing traffic flows. **The safety and flow side effects of Costa de la Islas on other streets in the area is not considered in The Study.** This deficiency prevents a rational discussion of the real costs of Costa de la Islas on the City's citizens.

8. The Study does not consider truck traffic in a realistic manner.

The Study analyses a 30' truck making a right turn entry and exit. No other scenarios are explored. **The Study ignores routine truck movements, including proposed left turns, emergency vehicles, moving vans, trash trucks and construction equipment**. Our fire trucks are 26' and 57' long.

Trucks will have a significantly greater impact on automobile and bicycle safety than cars. How can The Study ignore these other scenarios and be expected to produce a reliable, or even believable, result?

In conclusion, City staff and the City Council will need to decide just how much of an decrease in safety they are willing to accept by modifying their roads to accommodate the Costa de la Islas access to The Drive.

Figuring out how to connect Costa de la Islas to Trump National Drive, without damaging the developer's rights in Vested Tract 50666, is the safest way forward.

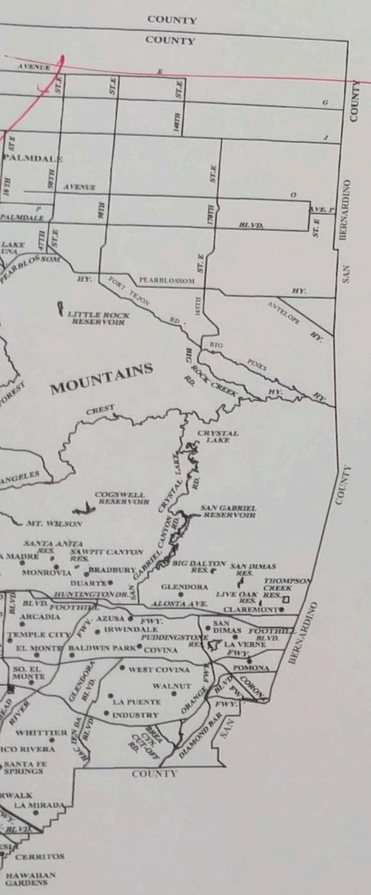
Respectfully yours,

Kelvin Vanderlip
4105 Sea Horse Lane
Rancho Palos Verdes, CA 90275

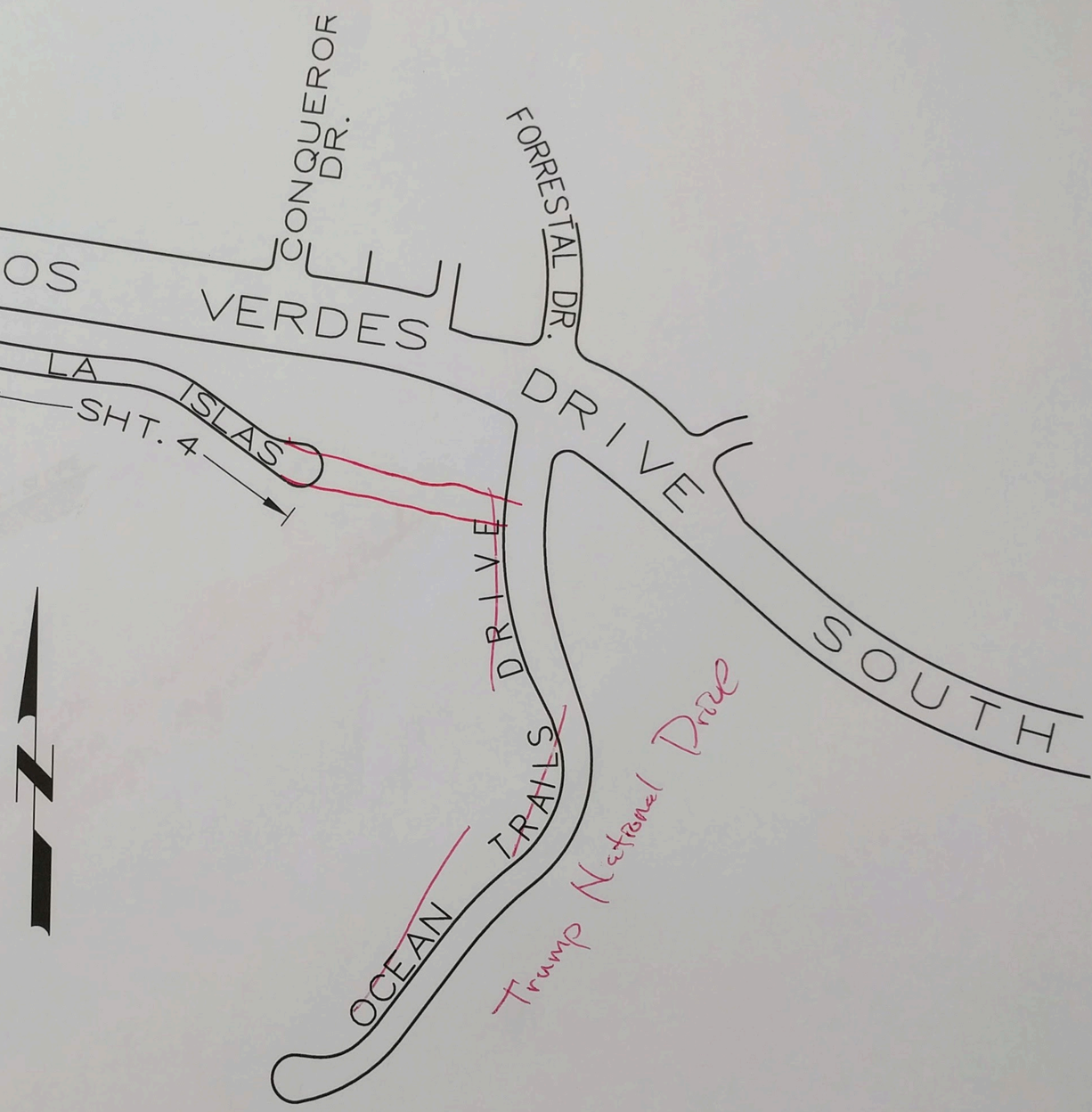
Attachment: photo of Public Works engineer's notation on map.

To avoid conflicts with Industrial Roadway traffic access through Trump National Dr.

Show P.B. CLUB Location



GENERAL MAP



KEY MAP

SCALE: 1"=200'

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NOTES

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INDEX TO PROJECT DRAWINGS

CONTRACTORS

Nicole Jules

From: James Zupke Insurance <jrzupkeins@sbcglobal.net>
Sent: Friday, November 03, 2017 9:40 AM
To: Nicole Jules
Subject: Track# 50666 Entrance Road

As a 40+ year resident of RPV (Seaview Track) I am greatly opposed to the development of this entrance/exit on to Palos Verdes Drive South. This because it would be extremely dangerous to all traffic both East & West on PVDS. This is a rural road way with several blind spots and with high speeding vehicle traffic. both west & east bound. There is heavy bicycle and hiking traffic as well which would also be in danger. This would also place the City of RPV at great liability risk. Jim Zupke 4315 Exultant Drive, RPV.

Nicole Jules

From: LDB910 <ldb910@juno.com>
Sent: Monday, August 28, 2017 4:04 PM
To: Traffic; sok@rpv.ca.gov; Ara Mihranian
Cc: CC; leneebilski@hotmail.com; CityManager
Subject: Traffic Safety Committee meeting: agenda item #2

August 28, 2017

Agenda item #2 Trump National Traffic Analysis for Tr.#50666

First, I respectfully ask that this item be continued because of the late notice and problems with the City web site. The City sent the agenda notice at 4:25pm Friday Aug. 25 for the Monday Aug. 28 meeting. I and other residents could not access the staff report on the website for part of the weekend.
Second, I ask that you do not recommend approval of this new intersection as "safe" on busy Palos Verdes Dr. South.

Question: What was the task given from the developer to Albert Grover and Assoc.(AGA) and what information was supplied to them and what were they asked to do?
Question: Why did it take from May 15, 2017 to August 4,2017 for AGA to submit a traffic study that doesn't include school traffic?
Question: Why does the analysis only study motor vehicles and not include bicycles and pedestrians along Palos Verdes Dr. So. and the proposed new intersection?
Question: Why does the study refer to a "driveway" (which is a connection from a public street to a structure) instead of what it is really: a street intersection?

There, in the proposed location to access the residential units, there are bicycle & pedestrian trails which are well used . . .but there is no mention of that in this traffic study. Dangerous plans!
This is where there's a Trail head, an off-road bicycle path and a pedestrian walking path on the property as well as the paved bike lane on PV Dr. So.. The proposed Tract was first approved back in1997. We know how much the traffic has increased since then!!! This new intersection would be an accident waiting to happen since it appears it would not provide for right turn merge lanes nor an escape lane for left turners (exiting the residential street). The developer's traffic study also does not address the people on the Trails in that location.

There would be a need for street signs placed probably in the view corridor for SeaView residents. Also, there may be an issue with vehicle headlights shining at SeaView homes at night as vehicles exit the new residential street.

The street entrance (the AGA study calls it "driveway") should be moved - access from Trump Drive would be the logical safer design. We have dangerous intersections already at Schooner and Forrestal/Trump Dr. at PVDR.So. We don't need another!

What about the public driving into the new street looking to park and access the public trails? I doubt that the new home owners would appreciate it since there is no provision for a public parking lot in this area. Better to have access from Trump Natl. Dr. where there is room to park on that street instead of on the new residential street.

The AGA Study, on pg. 10 of 16, quotes CalTrans manual Sight Distance Analysis as 495 ft. but this study does not state the distance shown in the photos on Fig. 7A 7B. What is the measurable distance to the approaching vehicle seen on the photos?

pg. 11 of 16 Is there an escape land proposed for westbound left turns from the residential "driveway"? I see no mention of 2-way traffic concerns and no escape lane - only a curb at the median. That is not safe - the intersection at Schooner is dangerous because there is no escape lane for left turners exiting the SeaView community and from the Portuguese Bend Club and the vehicles coming from west or east are speeding.

As for the truck turning in or out, only a right turn is shown for a truck to go eastbound from the residential street. What about an analysis for a 30 ft. truck that wants to turn left and go westbound? Again, dodging pedestrians, bicycles as well as other motor vehicles would make this a dangerous intersection.

The letter to Ms. Kim states "the design . . . remains appropriate under the conditions as they now exist . . ." Since the study did not consider ALL the conditions at that location, I cannot agree that the design is appropriate. A better design would be to enter from Trump Drive and have the cul de sac on the west end.

Your Committee recently studied the intersection of Seahill Dr. and PVDr.So. but the danger with this intersection as proposed would be greater than Seahill's dangers because of the trail heads, pedestrian and bicycle paths, and the paved bike lane. All of these together are not present at Seahill Dr. Unfortunately, the developer is unwilling to provide additional traffic studies requested by the City as evidenced in the letter to the City which concludes: "We do not intend to provide additional, unnecessary and impertinent studies."

Please continue this matter to a later date to allow for more public input.

Thank you for all you do for RPV!

Nicole Jules

From: Pamela (Pam) L. Gist <pgist@msmu.edu>
Sent: Friday, November 03, 2017 2:47 PM
To: Traffic; Nicole Jules; So Kim; Ron Dragoo; Elias Sassoon; aram@rpv.gov; Zach.Rehm@coastal.ca.gov; CityClerk
Subject: Re: Trump #50666 Nov 6 [Fw: #2 item Aug 28, 2017 Tract 50666 – Phase II hearing Sep 25] (now November 6)

November 3, 2017

Dear Traffic Committee members, City Council Members and to all it may concern,

I also agree fully with everything stated in the letter below from Erika Barber. I avoid leaving my Seaview neaborhood by Schooner at all costs; turning left there is suicidal and turning right is almost as dangerous.

Please help keep our neighborhood safe by disallowing the proposed T-intersection on PV Drive South.

Best regards,
Pamela L. Gist
4105 Exultant Drive
Rancho Palos Verdes (resident for 22 years)

From: Erika Barber [mailto:nbarber310@cox.net]
Sent: Friday, November 03, 2017 11:16 AM
To: traffic@rpvca.gov; nicolej@rpvca.gov; SoK@rpvca.gov; RonD@rpvca.gov; esassoon@rpvca.gov; cc@rpv.gov; aram@rpv.gov; Zach.Rehm@coastal.ca.gov
Cc: Barber, Erika; Bilski,Lenee; Shipman, Louise and Mike; Patterson, BJ
Subject: Trump Tract #50666-proposed new entrance road to 12 homes and trailhead

To whom it may concern:
We have been residents of Seaview (Schooner to Conqueror area) since 1970 and find it absolutely ridiculous to even try to envision the new entrance road to the driving range/12 new homes off PVDS. Why would you make an already very dangerous stretch of road (PVDS) even more dangerous? Have you tried turning left from Schooner onto PVDS? It is taking your life in your hands! Making a right turn is not much better. A new entrance in the middle of PVDS from Schooner to Conqueror would make this new intersection insanely dangerous.

Here are some of the reasons why the proposed new intersection on Palos Verdes Dr. So. between Schooner and Conqueror, just past the PBC, is objectionable:

- Dangerous because a coastal trail head, bike lane, pedestrian path and 3 trails that are planned for that location all meet there.
- Dangerous because traffic speeds as well as volume have increased dramatically since first approved in 1992 and even since 2005 (Driving Range approval)
- Dangerous because of the sharp 90 degree turn for the proposed intersection
- Question of sufficient room for adding deceleration and acceleration lanes
- Possible requirement for more obtrusive/ view-obstructing lead-in signs along this scenic arterial

- Neighborhood impact of headlights shining into nearby homes when vehicles enter and exit the 12 homes
- Neighborhood impact of added vehicle, motorcycle, & truck noise, and parking needs for trail users
- Possible removal of medians on PV Dr. So. and landscaping between lanes and access road to provide room for extra lanes
- -
- **There is an alternate solution to this entrance and that would be off Trump National Drive.**
-
- **Please listen to the suggestions of Seaview neighbors and others regarding this issue.**

Sincerely,
Erika and Neil Barber M.D.
4004 Stalwart Drive
Rancho Palos Verdes, CA 90275
310-377-7291
Nbarber310@cox.net

Pamela L. Gist, PhD
Dean of Associate Programs & Professor of Psychology

Mount Saint Mary's University

201* Building 2, Doheny Campus

10 Chester Place, Los Angeles, CA 90007
pgist@msmu.edu | 213-477-2545

*My apologies, but my office is accessible only by stairs. If you want to meet in person and cannot reach me, please let me know. I am happy to meet you somewhere else on campus.

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Nicole Jules

From: Pamela (Pam) L. Gist <pgist@msmu.edu>
Sent: Friday, November 03, 2017 2:42 PM
To: Traffic; Nicole Jules; So Kim; Ron Dragoo; Elias Sassoon; aram@rpv.gov; Zach.Rehm@coastal.ca.gov; CityClerk
Subject: Trump #50666 Nov 6 [Fw: #2 item Aug 28, 2017 Tract 50666 – Phase II hearing Sep 25] (now November 6)

November 3, 2017

Dear Traffic Committee members, City Council Members and to all it may concern,

I agree fully with everything stated in the letter below. Please help keep our neighborhood safe by disallowing the proposed T-intersection on PV Drive South.

Best regards,
Pamela L. Gist
4105 Rancho Palos Verdes

From: Mike and Louise [mailto:MandLinRPV@msn.com]
Sent: Friday, November 03, 2017 12:45 PM
To: Traffic@rpvca.gov; nicolej@rpvca.gov; SoK@rpvca.gov; RonD@rpvca.gov; esassoon@rpvca.gov; RPV City Council; aram@rpv.gov; Zach.Rehm@coastal.ca.gov
Cc: Erika Barber; VonHagen, Peter; 'Ali Derek'
Subject: Trump #50666 Nov 6 [Fw: #2 item Aug 28, 2017 Tract 50666 – Phase II hearing Sep 25] (now November 6)

November 3, 2017

Dear Traffic Committee members, City Council Members and to all it may concern,

We are re-submitting our earlier letter to the Traffic Committee as we were told by several in our area that "it says it all". It really doesn't, as there is much more that can be be said about this project that would be problematic to our community and surrounding neighborhood re safety issues concerning cyclists, pedestrians, trail users as well as motor vehicles. It is our, and many many other's, firm belief that this project should not be approved and that an alternate site be recommended. The logical site would be the existing driveway on Trump National Drive (see attached).

[It would seem, in all good conscience, that the avoidance of any possible and likely future accidents or, heaven forbid, fatalities would be a primary consideration that should outweigh any perceived 'inconveniences' due to Event parking (or whatever) at that Trump National Drive location.]

Thank you for your consideration in this very important matter!

Mike and Louise

From: Mike and Louise <MandLinRPV@msn.com>
Sent: Thursday, September 14, 2017 4:51 PM
To: Traffic@rpvca.gov; cityclerk@rpvca.gov
Cc: 'Ali Derek'; VonHagen, Peter
Subject: #2 item Aug 28, 2017 Tract 50666 – Phase II hearing Sep 25

To: Traffic@rpvca.gov cityclerk@rpvca.gov
re: #2 item Aug 28, 2017 Tract 50666 – Phase II of Trump National Los Angeles Development (Proposed Twelve Residential Units) continuation to September 25th meeting

September 14, 2017

Dear Traffic Committee Members,

Thank you for postponing any decisions during your Aug 28 meeting.

That gave us a bit more time to check out and verify our original supposition. We believe there is indeed a feasible and viable alternative/solution for the 'Driveway' location to the 12 home development and therefore no need for the T Intersection on P.V. Dr. So. with its many potential problems.

Attached is our previous letter and five more pictures (plus the original) to try and illustrate this best we can. After viewing the site we believe that the existing driveway gradient (currently used for Trump Event spill-over parking) is minimal and would provide a much safer access to the lots in question. The gradient streets/drives to the large homes at SeaCliff and directly north from this location are much steeper by comparison.

The T Intersection for the 'Driveway'/Street proposed on P.V. Dr. So. would be **problematic and unsafe** for all travelers on the busy thoroughfare (as we outlined in our first email below) as well as for all SeaView and Portuguese Bend Club residents. And of course that location would also present **a definite safety hazard to the established bike paths and the Coastal Commission approved access trails.**

It would seem, in all good conscience, that the avoidance of any possible and likely future accidents or, heaven forbid, fatalities would be a primary consideration that should outweigh any perceived 'inconveniences' due to Event parking (or whatever) at that Trump National Drive location.

In addition, it was mentioned at the first meeting that there will be another home development (in the future) that will be accessed using the existing unpaved 'driveway' (that's just a few feet south of the 'alternate solution' 'driveway' we're referring to) on Trump Nat'l Drive in this email. It would certainly make more sense to have access to both developments from that location.

Thank you again for your consideration in this very important matter!

Sincerely,

Mike and Louise Shipman
3948 Admirable Dr. RPV
==========
TSC Item #2 on Aug. 28 agenda to:

Traffic@rpvca.gov cityclerk@rpvca.gov

August 28, 2017

Dear Traffic Safety Committee Members,

Thank you for giving us the opportunity to address this critical issue.

As frequent trail users, we can't imagine that there is a safe way to add an intersection directly to and from PV Dr. So. at that location. The safer alternative would be that the enter/exit point be established on Trump Nat'l Dr. (see attachment).

The approval referred to by the applicant is over 20 years old! A lot has happened since then:

- Substantial growth in local population and number of residences
- A now vibrant Golden Cove which is a destination in itself
- Terranea, which we all love, now attracts world wide tourism and along with it, drivers who are unfamiliar with PV Drive South. As you may know there is a natural tendency to increase speed after driving through the slide
  area.
- And let's not forget the safety aspect of our popular bike paths and trails

We can't pretend that these things didn't happen.

Also, we respectfully request a postponement and longer notice on this issue in the future. We just found out this afternoon and we understand that, for many parents, today is the first day of school and some have parent/teacher meetings scheduled.

Sincerely,

Mike and Louise Shipman
3948 Admirable Drive, RPV

Pamela L. Gist, PhD
Dean of Associate Programs & Professor of Psychology

Mount Saint Mary's University

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Nicole Jules

From: Elizabeth Sax <saxhouse1@gmail.com>
Sent: Sunday, August 27, 2017 11:25 PM
To: Planning; PublicWorks; Susan Brooks; Brian Campbell; Jerry Duhovic; Ken Dyda; Anthony Misetich
Subject: Agenda Item #2 on Traffic Review of Trump National Tract 50666

To: Rancho Palos Verdes: Traffic Planning, Public Works and City Council

RE: Traffic Planning for Trump National Tract 50666

Palos Verdes Drive South has become a main thoroughfare for traffic headed to Redondo Beach, parts of Palos Verdes, as well as the Beach Cities. Those using the road to get to work in the morning, are usually using PV South to come home as well.

Terranea has become an attraction for tourists and residents along with tourist stops at the local beaches and Wayfarers Chapel. Needless to say, Palos Verdes Drive South has gotten a lot more use in recent years. The good thing, is that the traffic is moving and not clogging up, accept on the rare occassions we have bike races or large bike clubs.

PV South is not very wide considering you have a two way street and a bike lane on each side. When one adds fog into the mix I think we are creating greater opportunities for disaster. Having a stop sign or light at the North East end of the Trump Track 50666 creates a greater likelihood that a car turning into the 50666 development would need to make a right turn through a bike lane with the potential of causing a rear end, pile-up when the conditions are not ideal.

A multi-car collision becomes even more likely with our dark streets at night and with our heavy fog. A car driving slowly to make the right turn into 50666, could actually be extremely dangerous. Additionally, there is no place for cars to go around to avoid a collision, since it becomes a tight one lane road created by the middle island. I would not want the island removed because it helps control the speed of drivers, and it becomes a space for local resident-pedestrians to pause until it is safe to fully cross the street.

Having a light there or even a stop sign would be a mistake. If a light or stop sign must be put anywhere, the natural and best place to put it would be at Trump National Drive and PV Drive South with access to the future entrance into tract 50666, several feet from PV South on Trump National Drive.

Thank you for taking this under consideration.

Elizabeth Sax

4022 Admirable Drive

Ranch Palos Verdes, CA 90275

Nicole Jules

From: Mike and Louise <mandlinrpv@msn.com>
Sent: Monday, August 28, 2017 3:44 PM
To: Traffic; CityClerk
Subject: TSC Item #2 on Aug. 28 agenda
Attachments: Untitled-1.jpg

TSC Item #2 on Aug. 28 agenda to:

Traffic@rpvca.gov cityclerk@rpvca.gov

August 28, 2017

Dear Traffic Safety Committee Members,

Thank you for giving us the opportunity to address this critical issue.

As frequent trail users, we can't imagine that there is a safe way to add an intersection directly to and from PV Dr. So. at that location. The safer alternative would be that the enter/exit point be established on Trump Nat'l Dr. (see attachment).

The approval referred to by the applicant is over 20 years old! A lot has happened since then:

- Substantial growth in local population and number of residences
- A now vibrant Golden Cove which is a destination in itself
- Terranea, which we all love, now attracts world wide tourism and along with it, drivers who are unfamiliar with PV Drive South. As you may know there is a natural tendency to increase speed after driving through the slide

  area.

- And let's not forget the safety aspect of our popular bike paths and trails

We can't pretend that these things didn't happen.

Also, we respectfully request a postponement and longer notice on this issue in the future. We just found out this afternoon and we understand that, for many parents, today is the first day of school and some have parent/teacher meetings scheduled.

Sincerely,

Mike and Louise Shipman

3948 Admirable Drive, RPV

Nicole Jules

From: dianne hassen <dihassen@cox.net>
Sent: Monday, August 28, 2017 3:36 PM
To: Traffic
Cc: CityClerk
Subject: TSC Item # 2

In regards to the proposal to have an intersection, between Schooner Drive and Conqueror Drive, for the proposed 12 homes to be built by Trump, is a TERRIBLE idea.

No provision is made for right turn lanes nor an escape lane for left turners exiting the residential streets.

Visibility is already very bad on the corner of the 2 streets exiting Seaview resulting in frequent accidents.

Dianne and James Hassen
4230 Stalwart Drive
Seaview

Nicole Jules

From: Joanne Stasio <jstasio@cox.net>
Sent: Monday, August 28, 2017 9:38 AM
To: Traffic; CityClerk
Subject: TSC Agenda - Item #2 / August 28, 2017 Meeting

Per your agenda item #2 for discussion this evening, the entrance (driveway) per study should be moved – with access to the 12 proposed homes – via Trump Drive and not off of PV Drive South.

As a resident of SeaView and the PV Drive South area, we are already faced with dangerous, busy intersections at Conqueror Drive, Schooner, Forrestal and entrance to Portuguese Bend Beach Club. In addition to the cars, pedestrians, cyclists, hikers use this area on a regular basis and we are concerned with their safe use of the roadway, walkways, bicycle lanes. In addition - the parking lot across from the Conqueror intersection/entrance to SeaView continues to have autos making illegal turns into and out of that lot. I have personally witnessed 2 close calls of vehicles almost colliding.

We hope you will reconsider the entrance/driveway for these 12 proposed homes and move to the safer, more logical location off of Trump Drive.

Sincerely,

Joanne & Andy Stasio
3915 Exultant Drive
Rancho Palos Verdes, CA 90275

This email has been checked for viruses by AVG antivirus software.
www.avg.com

Nicole Jules

From: Minas Yerelian <yerelian@gmail.com>
Sent: Tuesday, August 29, 2017 4:32 AM
To: Nicole Jules
Subject: trump project

Hi Nicole
To divert the attention, and to have another part PVDS disturbed not a good Idea thou it has been approved last in 2005 and T organization continued to up it up, the conditions have changed in the last 12 years. using Trump driveway is the best solution even if the entrance of the drive way to those homes is from trump parking lot.
Like I said to you before, on demand traffic light at T/ Forstall Dr will solve two problems traffic flow/safety, and give T intensive to use their drive way to access the new project.
Council man Dehovic have to live with the traffic on demand.

--
Thank You Very Much.

Minas Yerelian

Realtor consultant since 1987
Nation wide referral and Relocation coordinator.

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DRE# 00969154

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Go Green! We are doing our best and hope you will too! Please consider the environment before printing this email.

Nicole Jules

From: LDB910 <ldb910@juno.com>
Sent: Monday, August 28, 2017 4:04 PM
To: Traffic; sok@rpv.ca.gov; Ara Mihranian
Cc: CC; leneebilski@hotmail.com; CityManager
Subject: Traffic Safety Committee meeting: agenda item #2

August 28, 2017

Agenda item #2 Trump National Traffic Analysis for Tr.#50666

First, I respectfully ask that this item be continued because of the late notice and problems with the City web site. The City sent the agenda notice at 4:25pm Friday Aug. 25 for the Monday Aug. 28 meeting. I and other residents could not access the staff report on the website for part of the weekend.
Second, I ask that you do not recommend approval of this new intersection as "safe" on busy Palos Verdes Dr. South.

Question: What was the task given from the developer to Albert Grover and Assoc.(AGA) and what information was supplied to them and what were they asked to do?
Question: Why did it take from May 15, 2017 to August 4,2017 for AGA to submit a traffic study that doesn't include school traffic?
Question: Why does the analysis only study motor vehicles and not include bicycles and pedestrians along Palos Verdes Dr. So. and the proposed new intersection?
Question: Why does the study refer to a "driveway" (which is a connection from a public street to a structure) instead of what it is really: a street intersection?

There, in the proposed location to access the residential units, there are bicycle & pedestrian trails which are well used . . .but there is no mention of that in this traffic study. Dangerous plans!
This is where there's a Trail head, an off-road bicycle path and a pedestrian walking path on the property as well as the paved bike lane on PV Dr. So.. The proposed Tract was first approved back in1997. We know how much the traffic has increased since then!!! This new intersection would be an accident waiting to happen since it appears it would not provide for right turn merge lanes nor an escape lane for left turners (exiting the residential street). The developer's traffic study also does not address the people on the Trails in that location.

There would be a need for street signs placed probably in the view corridor for SeaView residents. Also, there may be an issue with vehicle headlights shining at SeaView homes at night as vehicles exit the new residential street.

The street entrance (the AGA study calls it "driveway") should be moved - access from Trump Drive would be the logical safer design. We have dangerous intersections already at Schooner and Forrestal/Trump Dr. at PVDR.So. We don't need another!

What about the public driving into the new street looking to park and access the public trails? I doubt that the new home owners would appreciate it since there is no provision for a public parking lot in this area. Better to have access from Trump Natl. Dr. where there is room to park on that street instead of on the new residential street.

The AGA Study, on pg. 10 of 16, quotes CalTrans manual Sight Distance Analysis as 495 ft. but this study does not state the distance shown in the photos on Fig. 7A 7B. What is the measurable distance to the approaching vehicle seen on the photos?

pg. 11 of 16 Is there an escape land proposed for westbound left turns from the residential "driveway"? I see no mention of 2-way traffic concerns and no escape lane - only a curb at the median. That is not safe - the intersection at Schooner is dangerous because there is no escape lane for left turners exiting the SeaView community and from the Portuguese Bend Club and the vehicles coming from west or east are speeding.

As for the truck turning in or out, only a right turn is shown for a truck to go eastbound from the residential street. What about an analysis for a 30 ft. truck that wants to turn left and go westbound? Again, dodging pedestrians, bicycles as well as other motor vehicles would make this a dangerous intersection.

The letter to Ms. Kim states "the design . . . remains appropriate under the conditions as they now exist . . ." Since the study did not consider ALL the conditions at that location, I cannot agree that the design is appropriate. A better design would be to enter from Trump Drive and have the cul de sac on the west end.

Your Committee recently studied the intersection of Seahill Dr. and PVDr.So. but the danger with this intersection as proposed would be greater than Seahill's dangers because of the trail heads, pedestrian and bicycle paths, and the paved bike lane. All of these together are not present at Seahill Dr. Unfortunately, the developer is unwilling to provide additional traffic studies requested by the City as evidenced in the letter to the City which concludes: "We do not intend to provide additional, unnecessary and impertinent studies."

Please continue this matter to a later date to allow for more public input.

Thank you for all you do for RPV!

Nicole Jules

From: barbara <barlock4@cox.net>
Sent: Monday, August 28, 2017 1:41 PM
To: Traffic
Subject: Traffic meeting

I was very disturbed to learn (last minute) of the proposed meeting regarding a new intersection on PV South……I've lived in this neighborhood for 45 years and the traffic and gotten increasingly worse. It's already a death defying proposition to make a left hand turn out of the Seaview neighborhood.

I believe this meeting needs to be postponed so you can get more input from those who will be impacted!

Barbara Locke
4332 Admirable

Nicole Jules

From: Dana Moon <dm@danamoon.com>
Sent: Monday, August 28, 2017 1:33 PM
To: Traffic; CityClerk
Subject: Request to continue Traffic Safety Committee meeting agenda item #2

The agenda item #2 concerns public traffic safety in my Seaview neighborhood. We are all concerned about dangerous intersections at Schooner and Forrestal, which needs to be addressed. We certainly don't need to add to our list of dangerous intersections.

Your notice of this agenda item. however, was given last Friday at 4:25 pm. The meeting is today! This is clearly insufficient notice for the public to engage in proper discussions concerning this important issue.

I request that this item be continued to the next meeting to allow more public participation. I also request that the City considers immediate action to address the dangerous intersection at Schooner and Forrestal at the earliest opportunity.

Thank you.

Dana

Dana M. Dorsett, Esq.
MOON & DORSETT, PC
601 West 5th Street, 8th Floor
One Bunker Hill
Los Angeles, CA 90071

(213) 380-1526

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Nicole Jules

From: fjsmalling@aol.com
Sent: Monday, August 28, 2017 4:54 PM
To: Traffic; CityClerk
Subject: regarding TSC Item #2 on Aug. 28 agenda

I am a resident of Seaview neighborhood, on Exultant Drive.
I am opposed to having a new street intersect PV Dr South between Schooner & Conqueror. PV Dr. South has become very busy with traffic over the last 3 or so years. I've lived here over 20 years, but the last few have seen a huge increase in traffic. Adding a street needs to be studied thoroughly before being approved.

I am unable to attend the meeting being held tonight due to a conflicting meeting. This was very short notice.

Julie Smalling
310-541-1654
4232 Exultant Dr.
RPV, CA 90275

Nicole Jules

From: Teresa Takaoka
Sent: Monday, August 28, 2017 11:46 AM
To: legal@cyberverse.com
Cc: Nicole Jules; Terry Rodrigue
Subject: RE: Traffic Safety Committee Meeting on 8/28

Hello Mr. Bartz-

The Traffic Safety Committee agenda was posted within the required 72 hours, as per Government Code 54954.2. I am happy to provide you with a copy of the code if you wish. Regular meeting agendas fall under the 72 hour window, while special meeting agendas need to be posted within 24 hours of the meeting.
If you have any questions regarding the agenda items our Deputy Director of Public Works, Nicole Jules can be reached at 310-544-5253 or via email at nicolej@rpvca.gov.
Our Interim Public Works Director, Terry Rodrigue is out of the office this week but he can be reached at (310) 544-5335 or at trodrigue@rpvca.gov .

Thank you.
Teri Takaoka
Deputy City Clerk

-----Original Message-----
From: Bill Bartz [mailto:legal@cyberverse.com]
Sent: Monday, August 28, 2017 10:58 AM
To: CityClerk <CityClerk@rpvca.gov>
Subject: Traffic Safety Committee Meeting on 8/28

Is it true that the notices for this meeting were not sent out until Friday August 25th at 4:25 pm? If that is true, the meeting should be rescheduled so that people who want to attend can adjust their calendars to be there.

Nicole Jules

From: ezstevens@cox.net
Sent: Sunday, August 27, 2017 10:38 PM
To: Nicole Jules
Cc: CC; Julie Peterson
Subject: RE : Tract 50666 - Phase II of Trump National Los Angeles Development (Proposed Twelve Residential Units)

Subject: Tract 50666 – Phase II of Trump National Los Angeles Development (Proposed Twelve Residential Units)

Dear Nicole,
Trump has spent a lot of money on a fancy Traffic study for a possible entrance to the proposed twelve Residential units from PV DR. South.
When Trump had events going on it was dangerous to have the cars exit from the end of the Trump driving range temporary parking area onto PV DR. S. The City stopped that practice & now all the cars exit onto Trump drive to PV DR.S. This is the correct way & the proposed Cul-de-sac should be moved from the East end to the West end to direct the flow of traffic to Trump Drive a Public street. PV DR.S does not need another hidden exit like Seahill were cars have a problem exiting & entering. If the traffic commission allow this Trump proposed entrance we could be looking at a lot more accidents on PV DR. S. We already have numerous accidents at Schooner, Conqueror Dr & Forrestal. Has the Trump study taken these accidents & near accidents into consideration??
We do not want or need a Traffic light at this proposed entrance or do we need a traffic light at Trump Drive. If this is allowed I can see that the City will have to put in a future light.

Since Terranea & Trump & the traffic on Pacific Coast Highway & PV DR. North, PV DR. S has become a major Highway. The traffic just flies from Western to the slide area at 40 to 60 plus miles/hr. They do not even slow down thru the slide area & when they come out of the slide heading to Western it is like get your car out of my way because I am on my way home to drink beer. We are sort of lucky that PV DR S. from Western thru the slide is only one lane or we would really have some cars speeding & racing to pass the cars going the limit . I see very few cars traveling the speed limit along PV DR. S.
I know if you drive PV Dr S from Western every day to WORK, you know what I am talking about. It is the same with our nice Open Coastal View Corridor that is slowly disappearing along PV DR.S. with the overgrown trees & shrubs in the center divider & along the curb. **Julie Peterson has done a wonderful job in returning our Open- Coastal- View-Corridor Along PV DR S. @ Hawthorne.**
I hope you will not allow this proposed entrance.
Sincerely

Edward Stevens
32418 Conqueror Dr.

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Nicole Jules

From: Cathy French <ccf214@cox.net>
Sent: Monday, August 28, 2017 3:04 PM
To: Traffic
Subject: New intersection overs

I cannot attend meeting on such short notice but I wanted to express my extreme concern with a new intersection along PV Dr So. This a very busy area that will be further contested by plans o add an intersection. I am hoping you will consider other plans to address issue.
Thank you,
Cathy French
4235 P V Dr So

Sent from my iPad

Nicole Jules

From: Bill Bartz <legal@cyberverse.com>
Sent: Monday, August 28, 2017 1:40 PM
To: Traffic
Subject: Item #2 on tonight's agenda

It is my understanding that your committee is going to review a traffic impact study at tonight's meeting for a proposed intersection on Palos Verdes Drive South between Schooner and Conqueror. It is also my understanding that you are not receiving public input on this item at tonight's meeting. Being a former police officer and a former member of the RPV Traffic Safety Committee, I feel that this particular item is so important that your committee needs to receive public input so that the members of the committee can make an informed decision on the impact that your eventual decision will have on the residents of RPV. Please schedule a special workshop meeting where the public will be allowed to participate in this process. Even though Government Code section 54954.2 allows the City to post meetings 72 hours in advance, I am requesting your committee to use its discretion to post any future meetings on this subject at least 5 days in advance so that concerned residents can make time in their schedules to attend the meetings.

Bill Bartz

Nicole Jules

From: Peter Von Hagen <peter.vonhagen@daumcommercial.com>
Sent: Monday, August 28, 2017 6:33 AM
To: Traffic
Cc: CityClerk
Subject: Fwd: IMPORTANT: Traffic Safety Committee mtg. Mon. 7PM

Sent from my iPhone

Begin forwarded message:

> **From:** Peter Von Hagen <peter.vonhagen@daumcommercial.com>
> **Date:** August 27, 2017 at 6:36:24 PM PDT
> **To:** Lenée Bilski <leneebilski@hotmail.com>
> **Cc:** "kendyda@rpvca.gov." <kendyda@rpvca.gov.>
> **Subject: Re: IMPORTANT: Traffic Safety Committee mtg. Mon. 7PM**
>
> Hi Lenee,
> I had told you I would be at the meeting Monday, but that won't be possible . My little Bijan, Charlie, had leg surgery, and I have to pick him up from the Pet Hospital tomorrow night. You are hereby authorized to speak for me in opposition to this plan, as proposed. I served on the Planning Commission for 8 years and live directly across PVDS from the project. Not only will vehicular traffic be impeded, but also pedestrian and bicycle traffic. There are superior alternatives available.
> Peter Von Hagen
> 32426 Conqueror Drive
> SeaView
> 310-989-8572
>
> Sent from my iPad
>
> On Aug 27, 2017, at 3:47 PM, Lenée Bilski <leneebilski@hotmail.com> wrote:
>
> > Hello all -
> >
> > Since you are all interested in TRAILS and Trail SAFETY, I want to alert you to this meeting at City Hall in the Community room at 7PM Monday Aug.28. We just received Notice from the City late Friday.
> >
> > The TSC Agenda includes a proposed new intersection (item #2)on Palos Verdes Dr. South between Schooner and Conqueror Drives to access a new street

with approved 12 residential homesites next to the Trump Driving Range. THere in that location trails are well used :

This is where there's a Trail head, an offroad bicycle path and pedestrian walking path on the property as well as the paved bike lane on the street. The proposal was first approved back in the 1990's. We know how the traffic situation has increased since then!!! THis would be an accident waiting to happen.

THe plans do not show an escape land for left turners or a right turn land into or out of the new street and the plans do not address the Trails in that location. The street entrance should be moved - access from Trump Drive would be the logical safer design. We have a dangerous intersection already at Schooner and PVDR.So. We don't need another!

PLEASE send an email and/or come to the meeting to voice your comments as trail users. Please pass this on to others - including bicyclists you may know. Thanks! Questions? Best to reach me by phone.

Write regarding TSC Item #2 on Aug. 28 agenda to:

Traffic@rpvca.gov cityclerk@rpvca.gov

Lenée Bilski

310-377-2645

From: Madeline Ryan <pvpasofino@yahoo.com>
Sent: Sunday, August 27, 2017 10:13 AM
To: Peter Von Hagen; SunshineRPV@aol.com

Cc: amcdougall1@yahoo.com; beachjake@sbcglobal.net; smhvaleri@cox.net; pvpra.president@gmail.com; leneebilski@hotmail.com; george.fotion@homeispalosverdes.com; gardner4@earthlink.net; nicoleruggeri@rocketmail.com; andre@ruggerimarble.com; jeanlongacre@aol.com
Subject: Re: Upcoming RPV election

Hello All

I think a blog is an excellent idea to get information and share information/opinions and just what we need to learn about candidates, but also to learn about the goings on in City Hall. I keep seeing the buck getting passed on many of your inquiries re trails and implementations of policies, etc. Thank you for working so hard on our behalf. I support you as the blogger. "May the Trails be with you..." Madeline

---

From: Peter Von Hagen <peter.vonhagen@daumcommercial.com>
To: "SunshineRPV@aol.com" <SunshineRPV@aol.com>
Cc: "pvpasofino@yahoo.com" <pvpasofino@yahoo.com>; "amcdougall1@yahoo.com" <amcdougall1@yahoo.com>; "beachjake@sbcglobal.net" <beachjake@sbcglobal.net>; "smhvaleri@cox.net" <smhvaleri@cox.net>; "pvpra.president@gmail.com" <pvpra.president@gmail.com>; "momofyago@gmail.com" <momofyago@gmail.com>; "leneebilski@hotmail.com" <leneebilski@hotmail.com>; "george.fotion@homeispalosverdes.com" <george.fotion@homeispalosverdes.com>; "gardner4@earthlink.net" <gardner4@earthlink.net>; "nicoleruggeri@rocketmail.com" <nicoleruggeri@rocketmail.com>; "andre@ruggerimarble.com" <andre@ruggerimarble.com>; "jeanlongacre@aol.com" <jeanlongacre@aol.com>
Sent: Thursday, August 24, 2017 1:01 PM
Subject: Re: Upcoming RPV election

Hi Sunshine ,
Hope all is well!
At this juncture I am inclined to support Dave Emineiser and Krista Johnson. They will not be influenced by Susan Brooks. Always interested in your observations.
Have a great day!
Peter Von Hagen. 1:00 PM

Sent from my iPhone

On Aug 24, 2017, at 12:29 PM, "SunshineRPV@aol.com" <SunshineRPV@aol.com> wrote:

John Cruikshank is the owner of a Civil Engineering firm who gave me a quote on doing the soils tests to answer Pat's question about how deep the I beams needed to go to do the Sutter wall solution at Sunnyside. He is now the Chair of the RPV Planning Commission and is running for RPV City Council.

Jean brought his brochure to our last lunch. So far, he appears to be the best candidate for our long term interests. There is a lot of research to be done in order to choose who should fill the second open seat.

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...S 310-377-8761

In a message dated 8/23/2017 7:30:34 P.M. Pacific Daylight Time, pvpasofino@yahoo.com writes:

???? Who is John?
"May the Trails be with you..." Madeline

From: "SunshineRPV@aol.com" <SunshineRPV@aol.com>
To: john@jmc-2.com
Cc: pvpasofino@yahoo.com; jeanlongacre@aol.com
Sent: Wednesday, August 23, 2017 1:10 PM
Subject: Fwd: Miraleste Library Trail Easement old history.

Hi John,

Please let me know if I am overwhelming you with info. On the other hand, your comments in response will help me target specific voters on your behalf. ...S 310-377-8761

From: SunshineRPV@aol.com
To: bssi.campbell@gmail.com
CC: wlama@outlook.com
Sent: 8/23/2017 12:57:54 P.M. Pacific Daylight Time
Subj: Miraleste Library Trail Easement old history.

Hi Brian,

Now I remember. Here is a clue to what Bill attempted to "shepherd" through the Library District and the City of RPV. The Library District was proposing an expansion of the Miraleste Library facility. RPV Planning determined that an Institutional use next to a Residential use requires a 20 foot setback. The existing trail is probably within that 20 feet. (The conceptual library plan intruded into it.) But, the District acquired the property without buying a Title Insurance Policy. A few private parties paid Bob Herkus his retainer. He submitted a quote to RPV Public Works. The City, the Library District and the PVP Horsemens Association all declined to fund further legal descriptions of the property.

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Thanks for continuing to be more than just a good citizen. ...S 310-377-8761

Sunshine
6 Limetree Lane
Rancho Palos Verdes, CA 90275-5909
(310) 377-8761
SunshineRPV@aol.com

November 5, 2003

ROBERT HERKUS
ROBERT HERKUS AND ASSOCIATES

6716 LOS VERDES DRIVE, SUITE 7
RANCHO PALOS VERDES , CA 90275

RE: Survey for the trail easement at the Miraleste Library.

Dear Bob,

Enclosed is a copy of the document that needs to be completed for and by the Library District. As I have mentioned before, the Library Trustees want to see the two easement width options flagged on the site. Enclosed is a map which shows the locations of the nine markers that we need you to provide in order for us to do that.

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1. WORK AUTHORIZED is to provide EXHIBITS A and B of the IRREVOCABLE OFFER OF DEDICATION and place nine stakes.

2. Remove all reference to the Palos Verdes Peninsula Horsemens Association (PVPHA).

3. The Title Insurance Policy will be provided by the Library District.

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1. Describe all of the other work you intend to do and the benefits that will accrue to the Library District.

2. The referenced trail easement is for recreational trail use, not specifically for equestrians.

3. Explain why the work authorization needs to be signed by the property owner.

Thanks again for your patience.

SUNSHINE wet signature

CC:
Board of Trustees
Palos Verdes Library District
701 Silver Spur Road
Rolling Hills Estates, CA 90274
ATTN: Connie Davenport, Interim Director (310) 377-9584 x 200

Nicole Jules

From: Teresa Takaoka
Sent: Monday, August 28, 2017 11:18 AM
To: Nicole Jules; Terry Rodrigue
Subject: FW: Tsc item #2 on Aug.28agenda

Late correspondence for your TSC meeting ...
Teri

From: carla magana [mailto:mcrfhonda@hotmail.com]
Sent: Monday, August 28, 2017 11:17 AM
To: CityClerk <CityClerk@rpvca.gov>
Cc: carla magana <mcrfhonda@hotmail.com>
Subject: Tsc item #2 on Aug.28agenda

To whom it may concern, access from Trump Drive would be the safest for all of us. Terranea Resort has The Villas and West Casitas , East Casitas there entrance is off the main Entrance to Terrenea Resort. Trumps Golf Course and Homes should be off main entrance, safer for all of us,even new home owners at Trumps. Thanks for your time.

Get Outlook for iOS

Nicole Jules

From: Teresa Takaoka
Sent: Monday, August 28, 2017 4:34 PM
To: Nicole Jules
Subject: FW: TSC Item #2 on Aug. 28 agenda

-----Original Message-----
From: Jrrcarlton@aol.com [mailto:jrrcarlton@aol.com]
Sent: Monday, August 28, 2017 4:24 PM
To: CityClerk <CityClerk@rpvca.gov>
Subject: TSC Item #2 on Aug. 28 agenda

Hello,

As a RPV resident who would be adversely affected by the proposed signal between Schooner and Conqueror, I am strongly against any such proposal. Moreover, I request that I and other local residents, especially those in Seaview and PBC, should be given better advance notice should any further discussion/vote be held.

Thank you,
Jill Carlton
4265 PVDS
RPV CA 90275

Sent from my iPhone

Nicole Jules

From: Teresa Takaoka
Sent: Monday, August 28, 2017 1:34 PM
To: Nicole Jules
Subject: FW: Request to continue Traffic Safety Committee meeting agenda item #2

More late correspondence for your meeting tonight
t

From: Dana Moon [mailto:dm@danamoon.com]
Sent: Monday, August 28, 2017 1:33 PM
To: Traffic <Traffic@rpvca.gov>; CityClerk <CityClerk@rpvca.gov>
Subject: Request to continue Traffic Safety Committee meeting agenda item #2

The agenda item #2 concerns public traffic safety in my Seaview neighborhood. We are all concerned about dangerous intersections at Schooner and Forrestal, which needs to be addressed. We certainly don't need to add to our list of dangerous intersections.

Your notice of this agenda item. however, was given last Friday at 4:25 pm. The meeting is today! This is clearly insufficient notice for the public to engage in proper discussions concerning this important issue.

I request that this item be continued to the next meeting to allow more public participation. I also request that the City considers immediate action to address the dangerous intersection at Schooner and Forrestal at the earliest opportunity.

Thank you.

Dana

Dana M. Dorsett, Esq.
MOON & DORSETT, PC
601 West 5th Street, 8th Floor
One Bunker Hill
Los Angeles, CA 90071

(213) 380-1526

The contents of this e-mail message and its attachments are intended solely for the addressee(s) hereof. This e-mail transmission may be confidential and may be subject to privilege protecting communications between attorneys and their clients. If you are not the named addressee, or if this message has been addressed to you in error, you are not to read, disclose, reproduce, distribute, disseminate or otherwise use this transmission. If you have received this transmission in error, please alert the sender by reply e-mail and delete this message and its attachments, if any, from your system.

Nicole Jules

From: Teresa Takaoka
Sent: Monday, August 28, 2017 11:21 AM
To: Nicole Jules; Terry Rodrigue
Subject: FW: IMPORTANT: Traffic Safety Committee mtg. Mon. 7PM

Late corr
t

From: Peter Von Hagen [mailto:peter.vonhagen@daumcommercial.com]
Sent: Monday, August 28, 2017 6:33 AM
To: Traffic <Traffic@rpvca.gov>
Cc: CityClerk <CityClerk@rpvca.gov>
Subject: Fwd: IMPORTANT: Traffic Safety Committee mtg. Mon. 7PM

Sent from my iPhone

Begin forwarded message:

> **From:** Peter Von Hagen <peter.vonhagen@daumcommercial.com>
> **Date:** August 27, 2017 at 6:36:24 PM PDT
> **To:** Lenée Bilski <leneebilski@hotmail.com>
> **Cc:** "kendyda@rpvca.gov." <kendyda@rpvca.gov.>
> **Subject: Re: IMPORTANT: Traffic Safety Committee mtg. Mon. 7PM**
>
> Hi Lenee,
> I had told you I would be at the meeting Monday, but that won't be possible . My little Bijan, Charlie, had leg surgery, and I have to pick him up from the Pet Hospital tomorrow night. You are hereby authorized to speak for me in opposition to this plan, as proposed. I served on the Planning Commission for 8 years and live directly across PVDS from the project. Not only will vehicular traffic be impeded, but also pedestrian and bicycle traffic. There are superior alternatives available.
> Peter Von Hagen
> 32426 Conqueror Drive
> SeaView
> 310-989-8572
>
> Sent from my iPad
>
> On Aug 27, 2017, at 3:47 PM, Lenée Bilski <leneebilski@hotmail.com> wrote:
>
> > Hello all -

Since you are all interested in TRAILS and Trail SAFETY, I want to alert you to this meeting at City Hall in the Community room at 7PM Monday Aug.28. We just received Notice from the City late Friday.

The TSC Agenda includes a proposed new intersection (item #2)on Palos Verdes Dr. South between Schooner and Conqueror Drives to access a new street with approved 12 residential homesites next to the Trump Driving Range. THere in that location trails are well used :

This is where there's a Trail head, an offroad bicycle path and pedestrian walking path on the property as well as the paved bike lane on the street. The proposal was first approved back in the 1990's. We know how the traffic situation has increased since then!!! THis would be an accident waiting to happen.

THe plans do not show an escape land for left turners or a right turn land into or out of the new street and the plans do not address the Trails in that location. The street entrance should be moved - access from Trump Drive would be the logical safer design. We have a dangerous intersection already at Schooner and PVDR.So. We don't need another!

PLEASE send an email and/or come to the meeting to voice your comments as trail users. Please pass this on to others - including bicyclists you may know. Thanks! Questions? Best to reach me by phone.

Write regarding TSC Item #2 on Aug. 28 agenda to:

Traffic@rpvca.gov cityclerk@rpvca.gov

Lenée Bilski

310-377-2645

From: Madeline Ryan <pvpasofino@yahoo.com>
Sent: Sunday, August 27, 2017 10:13 AM
To: Peter Von Hagen; SunshineRPV@aol.com
Cc: amcdougall1@yahoo.com; beachjake@sbcglobal.net; smhvaleri@cox.net; pvpra.president@gmail.com; leneebilski@hotmail.com; george.fotion@homeispalosverdes.com; gardner4@earthlink.net; nicoleruggeri@rocketmail.com; andre@ruggerimarble.com; jeanlongacre@aol.com
Subject: Re: Upcoming RPV election

Hello All

I think a blog is an excellent idea to get information and share information/opinions and just what we need to learn about candidates, but also to learn about the goings on in City Hall. I keep seeing the buck getting passed on many of your inquiries re trails and implementations of policies, etc. Thank you for working so hard on our behalf. I support you as the blogger. "May the Trails be with you..." Madeline

---

From: Peter Von Hagen <peter.vonhagen@daumcommercial.com>
To: "SunshineRPV@aol.com" <SunshineRPV@aol.com>
Cc: "pvpasofino@yahoo.com" <pvpasofino@yahoo.com>; "amcdougall1@yahoo.com" <amcdougall1@yahoo.com>; "beachjake@sbcglobal.net" <beachjake@sbcglobal.net>; "smhvaleri@cox.net" <smhvaleri@cox.net>; "pvpra.president@gmail.com" <pvpra.president@gmail.com>; "momofyago@gmail.com" <momofyago@gmail.com>; "leneebilski@hotmail.com" <leneebilski@hotmail.com>; "george.fotion@homeispalosverdes.com" <george.fotion@homeispalosverdes.com>; "gardner4@earthlink.net" <gardner4@earthlink.net>; "nicoleruggeri@rocketmail.com" <nicoleruggeri@rocketmail.com>; "andre@ruggerimarble.com" <andre@ruggerimarble.com>; "jeanlongacre@aol.com" <jeanlongacre@aol.com>
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To: john@jmc-2.com
Cc: pvpasofino@yahoo.com; jeanlongacre@aol.com
Sent: Wednesday, August 23, 2017 1:10 PM
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Thanks for continuing to be more than just a good citizen. ...S 310-377-8761

Sunshine
6 Limetree Lane
Rancho Palos Verdes, CA 90275-5909
(310) 377-8761
SunshineRPV@aol.com

November 5, 2003

ROBERT HERKUS
ROBERT HERKUS AND ASSOCIATES
6716 LOS VERDES DRIVE, SUITE 7
RANCHO PALOS VERDES , CA 90275

RE: Survey for the trail easement at the Miraleste Library.

Dear Bob,

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Thanks again for your patience.

SUNSHINE wet signature

CC:
Board of Trustees
Palos Verdes Library District
701 Silver Spur Road
Rolling Hills Estates, CA 90274

ATTN: Connie Davenport, Interim Director (310) 377-9584 x 200

Nicole Jules

From: Teresa Takaoka
Sent: Monday, August 28, 2017 11:21 AM
To: Nicole Jules; Terry Rodrigue
Subject: FW: An email for TRAFFIC COMMITTEE to consider before Monday Night Meeting

More late correspondence for you meeting tonight
t

From: mjcasaburi@aol.com [mailto:mjcasaburi@aol.com]
Sent: Sunday, August 27, 2017 4:08 PM
To: Traffic <Traffic@rpvca.gov>; CityClerk <CityClerk@rpvca.gov>
Subject: An email for TRAFFIC COMMITTEE to consider before Monday Night Meeting

I am **VERY CONCERNED** about entrance and exit of vehicles for the proposed 12 homes on the west side of Trump National Rancho Palos Verdes.

1. The street lanes (one in each direction) are narrow ... even with the inclusion of a turn lane where the current median strip is.

2. Traffic is much heavier (at peak hours & before dawn*****) than it was the years ago when these homes right along PVDS were initially planned.

3. The business of **building** and **keeping up** the homes (deliveries, gardeners, etc) will require many trucks & other vehicles. There will be some tricky turns from cars & trucks while crossing the road to enter the new homes. If the turns are made in the late afternoon there will be sunsets as well as oncoming traffic to watch out for.

Years ago, when these homes were first discussed, there was talk about an **access road to this top area along** PVDS that would enter the property from the main road down into the Trump Golf Course / Club House, etc. (below the dolphin statue and the public picnic tables). This seems like a much more practical AND **SAFE** way to access the proposed new homes ... and would only add a minute or so of driving to make a safe turn.

***There is much more very early am (before daylight) traffic from East to West since Terranea opened ... some of its staff goes to work very early.**

There are also many more bicycle riders enjoying PVDS ... including some very early and rather late.

Thank you for your consideration, Mary Casaburi

Nicole Jules

From: Becky Martin
Sent: Monday, August 28, 2017 7:12 AM
To: Nicole Jules
Subject: FW: Agenda Item #2 on Traffic Review of Trump National Tract 50666

From: Elizabeth Sax [mailto:saxhouse1@gmail.com]
Sent: Sunday, August 27, 2017 11:25 PM
To: Planning <Planning@rpvca.gov>; PublicWorks <PublicWorks@rpvca.gov>; Susan Brooks <SusanB@rpvca.gov>; Brian Campbell <BrianC@rpvca.gov>; Jerry Duhovic <Jerry.Duhovic@rpvca.gov>; Ken Dyda <Ken.Dyda@rpvca.gov>; Anthony Misetich <AnthonyM@rpvca.gov>
Subject: Agenda Item #2 on Traffic Review of Trump National Tract 50666

To: Rancho Palos Verdes: Traffic Planning, Public Works and City Council

RE: Traffic Planning for Trump National Tract 50666

Palos Verdes Drive South has become a main thoroughfare for traffic headed to Redondo Beach, parts of Palos Verdes, as well as the Beach Cities. Those using the road to get to work in the morning, are usually using PV South to come home as well.

Terranea has become an attraction for tourists and residents along with tourist stops at the local beaches and Wayfarers Chapel. Needless to say, Palos Verdes Drive South has gotten a lot more use in recent years. The good thing, is that the traffic is moving and not clogging up, accept on the rare occassions we have bike races or large bike clubs.

PV South is not very wide considering you have a two way street and a bike lane on each side. When one adds fog into the mix I think we are creating greater opportunities for disaster. Having a stop sign or light at the North East end of the Trump Track 50666 creates a greater likelihood that a car turning into the 50666 development would need to make a right turn through a bike lane with the potential of causing a rear end, pile-up when the conditions are not ideal.

A multi-car collision becomes even more likely with our dark streets at night and with our heavy fog. A car driving slowly to make the right turn into 50666, could actually be extremely dangerous. Additionally, there is no place for cars to go around to avoid a collision, since it becomes a tight one lane road created by the middle

island. I would not want the island removed because it helps control the speed of drivers, and it becomes a space for local resident-pedestrians to pause until it is safe to fully cross the street.

Having a light there or even a stop sign would be a mistake. If a light or stop sign must be put anywhere, the natural and best place to put it would be at Trump National Drive and PV Drive South with access to the future entrance into tract 50666, several feet from PV South on Trump National Drive.

Thank you for taking this under consideration.

Elizabeth Sax

4022 Admirable Drive

Ranch Palos Verdes, CA 90275

Nicole Jules

From: mjcasaburi@aol.com
Sent: Sunday, August 27, 2017 4:08 PM
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From: Elizabeth Sax <saxhouse1@gmail.com>
Sent: Sunday, August 27, 2017 11:25 PM
To: Planning; PublicWorks; Susan Brooks; Brian Campbell; Jerry Duhovic; Ken Dyda; Anthony Misetich
Subject: Agenda Item #2 on Traffic Review of Trump National Tract 50666

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Thank you for taking this under consideration.

Elizabeth Sax

4022 Admirable Drive

Ranch Palos Verdes, CA 90275

Nicole Jules

From: Ali Derek <aliderek@gmail.com>
Sent: Monday, November 06, 2017 1:01 PM
To: Traffic; Nicole Jules; So Kim; Ron Dragoo; Elias Sassoon; CC; aram@rpv.gov; Zach.Rehm@coastal.ca.gov
Cc: Erika Barber; Lenée Bilski
Subject: New Tract 50666 – Phase II of Trump National Gold Club Housing Development

Dear Traffic Committee Members,

Good afternoon, I hope this email receives you all in good spirits. My name is Ali Derek, I am the President of the Seaview Residents Association (encompassing 270 homes); the neighborhood directly across from The Trump National Golf Club. In fact, Seaview will be the most affected by any unsafe conditions in the road in front of our homes, which are the main and only means of accessing our homes off of Palos Verdes Drive South.

Along with an overwhelming majority of our residents, I am opposed to the construction of a new intersection to grant access to the 12 homes which are to be developed by the Trump Organization. I am well aware that the intersection has been previously approved by the RPV City Council many many years ago; based on the preliminary traffic study that was conducted 20 years ago. However, as you are all aware, the area has changed significantly since then. The traffic patterns and volumes of the surrounding areas have greatly increased and have given way to unsafe driving conditions, as well as a grave danger to residents and bicyclists who are using the public right of way in ever increasing numbers.

I implore this Committee to do its due diligence and assess the safety of the proposed intersection, and to fully explore and and all viable alternatives before signing off on this potentially disastrous public hazard. I am certain the fine Members of the Committee do not want to be morally and potentially legally responsible for any accidents that could have been prevented. We are the community whose taxes help fund our great City, and as residents we are owed the highest level of protection from the Officials who have been bestowed the responsibility to unequivocally protect and serve us. I hope that you will not let us down.

I look forward to open, amicable discussions that will result in a safe environment, while still preserving the rights of developers. I am available for discussion anytime. I thank you in advance for your time, help, and consideration.

Respectfully Submitted,

Ali Derek, President- Seaview Residents Association
310-350-3350

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Nicole Jules

From: Jusay, Anthony <JUSAYA@metro.net>
Sent: Monday, November 06, 2017 5:54 PM
To: Nicole Jules
Cc: Salinas, Julia (Active Transp); Hull, Derek
Subject: Fwd: Resident's Concern for Bike Compatible Rdway Safety and Linkage on Palos Verdes Dr South- with Trump National Golf Course Tract Map.

Thanks for informing Derek.

Hi Nicole- Fyi on local resident concern. Please advise on status of bike project.
Thanks,
Tony Jusay

Sent from my iPhone

Begin forwarded message:

> **From:** "Hull, Derek" <HullD@metro.net>
> **Date:** November 6, 2017 at 5:19:03 PM PST
> **To:** "Jusay, Anthony" <JUSAYA@metro.net>, "Salinas, Julia (Active Transp)" <SalinasJu@metro.net>
> **Subject: Resident's Concern for Bike Compatible Rdway Safety and Linkage on Palos Verdes Dr South- with Trump National Golf Course Tract Map.**
>
> Good day, Tony and Julia. I received a call from Rancho Palos Verdes resident, Jessica Myer, (818) 399-2408, regarding the Bike Compatible Rdway. Safety and Linkage project on Palos Verdes Dr. South. This was a Call for Projects dating back to 2011 but I have learned that there were a number of extensions and scope changes to the Project. Ms. Myer wanted Metro to know that the City has an agenda item on tonight's Traffic Safety Committee that may conflict with the Project. After learning that there has been a project scope change, I am incline to believe that maybe Ms. Myer is not aware of the scope change.
>
> I informed Ms. Myer that I would reach out to the Project Manager and alert the staff member of her concerns. If you like to review the agenda item, I have included a link of the staff report and traffic study below.
> Please let me know if you have any questions.
>
> http://rpv.granicus.com/DocumentViewer.php?file=rpv_fa7491fb536e66be96776f10a568fb69.pdf&view=1
>
> Regards,
>
> DRH
>
> Derek R. Hull
> LA Metro
> Transportation Planning Manager
> Transit Oriented Communities

Joint Development Division
213-922-3051 W
HullD@metro.net

metro.net | facebook.com/losangelesmetro | @metrolosangeles
Metro provides excellence in service and support.

Nicole Jules

From: ezstevens@cox.net
Sent: Friday, November 03, 2017 6:30 PM
To: Traffic; Nicole Jules; So Kim; Ron Dragoo; Elias Sassoon; cc@rpv.gov; aram@rpv.gov; Zach.Rehm@coastal.ca.gov
Subject: RE: Trump Tract #50666-proposed new entrance road to 12 homes and trailhead

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To: traffic@rpvca.gov; nicolej@rpvca.gov; SoK@rpvca.gov; RonD@rpvca.gov; esassoon@rpvca.gov; cc@rpv.gov; aram@rpv.gov; Zach.Rehm@coastal.ca.gov

Subject: Trump Tract #50666-proposed new entrance road to 12 homes and trailhead

To whom it may concern:
We have been residents of Seaview (Schooner to Conqueror area) since 1968 and find it absolutely ridiculous to even try to envision the new entrance road to the driving range/12 new homes off PVDS. Why would you make an already very dangerous stretch of road (PVDS) even more dangerous? Have you tried turning left from Schooner onto PVDS? It is taking your life in your hands! Making a right turn is not much better. A new entrance in the middle of PVDS from Schooner to Conqueror would make this new intersection insanely dangerous.

Here are some of the reasons why the proposed new intersection on Palos Verdes Dr. So. between Schooner and Conqueror, just past the PBC, is objectionable:

- Dangerous because a coastal trail head, bike lane, pedestrian path and 3 trails that are planned for that location all meet there.
- Dangerous because traffic speeds as well as volume have increased dramatically since first approved in 1992 and even since 2005 (Driving Range approval)
- Dangerous because of the sharp 90 degree turn for the proposed intersection
- Question of sufficient room for adding deceleration and acceleration lanes
- Possible requirement for more obtrusive/ view-obstructing lead-in signs along this scenic arterial
- Neighborhood impact of headlights shining into nearby homes when vehicles enter and exit the 12 homes
- Neighborhood impact of added vehicle, motorcycle, & truck noise, and parking needs for trail users
- Possible removal of medians on PV Dr. So. and landscaping between lanes and access road to provide room for extra lanes
-
- **There is an alternate solution to this entrance and that would be off Trump National Drive.**
-
- **Please listen to the suggestions of Seaview neighbors and others regarding this issue.**

Sincerely,

Edward Stevens
32418 Conqueror Dr
Rancho Palos Verdes, CA 90275

.

Nicole Jules

From: dianne hassen <dihassen@cox.net>
Sent: Sunday, November 05, 2017 9:03 AM
To: Traffic; So Kim; Ron Dragoo; Nicole Jules; CC; Elias Sassoon; Ara Mihranian
Subject: NO Public Right of Way,Palos Verdes Drive South

We are opposed to the City even considering the possibility of these Plans for a new intersection which show removal of parts of the median and major reconstruction of the Public Right of Way, Palos Verdes Drive South, in the location between Schooner and Conqueror, to accommodate a private development, Tract #50666.

Dianne and James Hassen
4230 Stalwart Drive
RPV

Nicole Jules

From: d2skorka@cox.net
Sent: Sunday, November 05, 2017 7:51 AM
To: Traffic
Cc: nicole@rpvca.gov; So Kim; Ron Dragoo; Elias Sassoon; LDB910@juno.com; Ara Mihranian; CC
Subject: Re:Trump #50666 Nov 6 Traffic Safety Comittee Nov 6 Agenda

To Whom It May Concern:

I have been a resident of Seaview since 1979 and I am vehemently opposed to the proposal being discussed which would create another intersection on our only arterial road in and out of RPV. Traffic is already heavy on this stretch of road as well as being frequented with pedestrians, runners on trails, bicyclists, residents walking their dogs, children playing in the area and many other forms of human interaction which would be severely impacted by such an intersection.

Traffic is always heavy on PV Drive South and attempting to turn left from Schooner is very dangerous as one can not see a car approaching. Turning right is only slightly less dangerous. Having to use Conqueror with the proposed additional intersection would exacerbate the congestion and would be dangerous.

I am urging you to reconsider this dangerous proposal.

Darlene Skorka

32203 Schooner Dr

Rancho Palos Verdes, Ca 90275

310-541-2158

Darlene Skorka

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Nicole Jules

From: DAN DE BORBA <deborba@cox.net>
Sent: Monday, November 06, 2017 9:55 AM
To: Traffic
Cc: Nicole Jules; So Kim; CC
Subject: Traffic Safety Committee Nov. 6 Agenda - Tract #50666

Please be advised we are STRONGLY opposed to this proposed intersection for a multitude of reasons, the predominate ones being the following:

1) Our family has been this residence for over 50 years. This proposed road would lead to disruptions, such as the obvious increase in traffic, headlights going into our living room areas at night,and other likely constant disturbances.

2) Since this proposal was written, traffic on Palos Verdes Drive South has increased tenfold, in particular in the morning and evening rush hours. Any kind of intersection put in the proposed area would lead to a likely increase in accidents, slamming of brakes, car horns, not to mention dangers to bicycle riders and whoever else is in the area.

3) in addition to the increased traffic, there is a considerable increase in SPEEDING vehicles, who are endangering bicycle riders and hikers in this singular area.

4) This is plainly a bad idea and fundamentally unworkable.

Sincerely,

Daniel and Dominique DeBorba

4047 Palos Verdes Drive South

Rancho Palos Verdes, Ca 90275

310-544-0392

Nicole Jules

From: Colleen Stanovich <colleenmatty@cox.net>
Sent: Monday, November 06, 2017 2:22 PM
To: Traffic; Nicole Jules; So Kim; Ron Dragoo; Elias Sassoon; CC; Zach.Rehm@coastal.ca.gov; Erika Barber; WA6hxm@gmail.com; aliderek@gmail.com; mandlinrpv@msn.com
Subject: Re: Trump #50666 Nov 6 (FW: #2 item Aug 28, 2017 Tract 50666-Phase !! hearing Sept 25) (now November 6

November 6, 2017

To: Traffic Committee Members, City Council Members, and to All It May Concern:

We have been residents of Seaview since 1996, live on Admirable Drive, which is the street above Palos Verdes Drive South, and we are objecting to the Trump #50666 proposal to add a road/driveway for a new housing
development proposed at Trump National Golf Club.

There are two entrances/exits from our neighborhood--Schooner and Conqueror. There is already a considerable amount of traffic on PVDS in both directions, and to add another road/driveway in between the above mentioned streets would be a traffic nightmare. When I leave my house, I always use the Conqueror exit even if I am traveling north on to PVDS (as opposed to using Schooner) since the road curves and it becomes a blind intersection. To add an additional road/driveway on PVDS would be "an accident waiting to happen". The safety of all motorists, bicyclists, runners, walkers
would be put in jeopardy.

Safety is the main reason that a road/driveway should not be put in at the spot. The solution to the problem is already in place--use the existing road off Trump Drive to access these proposed homes.

Thank you for considering our objections.

Sincerely,

Colleen & Matt Stanovich
3949 Admirable Drive
Rancho Palos Verdes, CA 90275
310-541-3246

Virus-free. www.avast.com

Nicole Jules

From: septover@yahoo.com
Sent: Saturday, November 04, 2017 9:21 PM
To: Nicole Jules
Subject: I oppose a new intersection on PVDS between Schooner snd Conqueror

he developer has filed an application to complete the area north of the Driving Range from PBC to Trump Nat'l. Dr. and south of Palos Verdes Dr. South, known as TRACT # 50666, to include a new intersection. Please keep in mind that this intersection as proposed was planned & approved 20+ years ago! What about safety now? The Public Works Dept. and the City Council need to be lobbied to find that this previously approved plan is long overdue for a thorough exam regarding safety of bicyclists and pedestrians as well as motor vehicles. Under current conditions would it now be safe?? The City could be liable for damages if there were an accident and someone was injured or killed.

The developer's Vesting Tentative Tract Rights end at the developer's property line. This previously approved (1992) intersection would now need realignment of the Public's Right of Way (PVDr. So.) to provide entry & exit to and from the new proposed street for the 12 homes.

City owned property, P V Dr. So., which is outside of the Trump property would have to be reconstructed to accommodate extra lanes for entry and exit to access the 12 home sites. The City would need to permit the developer to make any such changes in Palos Verdes Dr. South. Do we want these changes? Is there even enough room for extra lanes? What about the California Coastal Trail in this area? Is any of this safe? These are questions you should ask the City.

The Traffic Safety Committee (TSC) reviews the application and can only make recommendations to the City Council whether or not to approve changes to the public roadway to accommodate the developer's plans for the 12 homes in Trump Tract #50666. Maybe the entrance for these 12 homes should come in off of Trump Nat'l. Drive.

The traffic situation now is very different from what it was in 1992 and even in 2005 when the Tract was redesigned to allow for the Driving Range. Now, as you all well know, there is much more traffic on PV Dr. South since many more homes have been built and Terranea Resort has opened.

Plus, there are new State requirements for the size of bike lanes on PVDr. So. The federally funded "Palos Verdes Dr. So. Compatible Bike Lane Safety Project" of the Los Angeles County Metro Transportation Authority CML-5413 (012) approved in August 2017 is to expand the existing 3 ft. bike lanes to 6 feet total on each side of the street (in each direction); that is, a 4ft. bike lane and 2 ft. buffer. Is there enough room on PVDr. So., in that location for widened bike lanes AND added turn lanes? This is another reason why the access to the 12 home sites should not be from PV Dr. South, but off of Trump Nat'l. Drive. Is it Safe? Is it necessary? Is there room? Is there an alternative?

Chonita Holmes

Sent from Yahoo Mail on Android

Nicole Jules

From: Charlotte Wiederholt <cwiederholt@tangramstudio.com>
Sent: Sunday, November 05, 2017 5:47 PM
To: Traffic
Subject: Intersection_trump

Hi

I am writing as a residence of the PBC to protest the proposed intersection into the trump development planned between Schooner and Conquer road.

- Dangerous because a coastal trail head, bike lane, pedestrian path and 3 trails that are planned for that location all meet there
- Dangerous because traffic speeds as well as volume have increased dramatically since first approved in 1992 and even since 2005 (Driving Range approval)
- Dangerous because of the sharp 90 degree turn for the proposed intersection
- Lack of sufficient room for adding deceleration and acceleration lanes
- Obtrusive/ view-obstructing lead-in signs along this scenic arterial
- Neighborhood impact of added vehicle, motorcycle, & truck noise, and parking needs for trail users
- Possible removal of medians on PV Dr. So. and landscaping between lanes and access road to provide room for extra lanes

This will negatively affect the neighborhood and the safety on PV Drive.

Thank you,

Charlotte Wiederholt

4161 Maritime Road
Rancho Palos Verdes, CA
562-201-4419

Nicole Jules

From: Cathy French <ccf214@cox.net>
Sent: Saturday, November 04, 2017 8:35 PM
To: Traffic; Nicole Jules; So Kim; RonD@rpvca.ca; Elias Sassoon; CC; Ara Mihranian
Subject: Trump access intersection

Dear community leaders,
I am writing concerning the proposal for a new intersection along PV Drive South. As a homeowner living on PV Dr So. for more than 35 years, I feel I have a unique perspective on traffic issues along this particular street. The most evident chance has certainly been the increase in traffic which in the last 5 years has more than tripled. If it weren't for the medians, homeowners along this street homeowners could not enter or exit safely and noise would truly be unbearable. However, specific to the trump proposal my objections include: 1) the safety of all people and vehicles using the road (hikers, joggers/ walkers, bicyclists, cars, large trucks, and buses) 2) difficulty seeing oncoming traffic from various points when making a left turn onto PV Dr So 3) volume of traffic especially on weekends, 4) limited availability for emergency & no room to slow down safely 5) current evidence of traffic accidents along this portion of the street.
I realize that there were some agreements pertaining to the establishment of intersections or exits from the Trump property but I would argue that no can predict the effects of development perfectly. There is a true safety issue at hand and I believe there are available alternatives to the present proposal.
Thank you for your time and consideration concerning this matter.
Cathy French
4235 Palos Verdes Dr So
Rancho Palos Verdes

Sent from my iPad

Nicole Jules

From: Bill Bartz <legal@cyberverse.com>
Sent: Monday, November 06, 2017 1:32 PM
To: Traffic
Subject: Traffic Safety Committee Nov. 6 Agenda - Tract #50666

I will make this email short and simple. Being a former member of the RPV Traffic Committee, I had to review traffic studies submitted by private developers many times. My colleagues and I on the Traffic Committee came to the conclusion that traffic studies submitted by developers have no credibility because developers hire a consulting firm to get a study that gives them a certain conclusion and that is exactly what happened in this case. You should completely disregard the traffic study submitted by the developer in this case due to inherent bias and lack of objectivity .

Bill Bartz

Nicole Jules

From: Elizabeth Beazley <beazley7e@gmail.com>
Sent: Monday, November 06, 2017 11:07 AM
To: Traffic; Nicole Jules; So Kim; Ron Dragoo; Elias Sassoon; CC; Ara Mihranian
Subject: NO to proposed new intersection - Traffic Safety Committee Nov. 6 Agenda - Tract # 50666

Dear Traffic Safety Committee,

Please do not allow the proposed new intersection on PV Drive South between Schooner and Conqueror. This proposed intersection is highly unsafe. Please consider the obvious choice of locating a new street off Trump National Drive to provide access for the private housing development. The amount of traffic, including bicycles, on PV Drive South has increased significantly since 25 years ago when the original project was proposed. Creating a new intersection in this section of PV Drive South will put everyone traveling the road at risk. I urge the committee to not approve this proposed intersection and instead institute a safe alternative on Trump National Drive.

Thank you.

Sincerely,
--Elizabeth Beazley, resident of Seaview Neighborhood

Nicole Jules

From: Lynn Doran <lynnsky@earthlink.net>
Sent: Monday, November 06, 2017 7:40 AM
To: Traffic; Nicole Jules; So Kim; Ron Dragoo; esassoon@rpva.gov; CC; Ara Mihranian; zach.rehm@coatal.ca.gov
Subject: Traffic Safety Committee Nov 6 Agenda - Tract #50666

To All concerned,

I object to this proposed T intersection on this main artery because it would be unsafe because it is dangerously overloaded and there is a safer alternative to access the 12 home sites.

Please do not do this to our community.

Lynn Doran
4110 Maritime Road
Rancho Palos Verdes

Nicole Jules

From: Lori Givens <cdoogirl@cox.net>
Sent: Sunday, November 05, 2017 8:44 PM
To: Traffic; Nicole Jules; So Kim; Ron Dragoo; Elias Sassoon; CC; aram@rpva.gov
Subject: Traffic Safety Committee Nov. 6 Agenda - Tract #50666

Importance: High

To: Traffic Committee members, City Council Members, and to all it may concern:

I echo the thoughts of my numerous neighbors who have written you regarding this proposal, expressing my deepest conviction that any attempt to move forward with this intersection would be a BIG mistake resulting in the likelihood of very unfortunate circumstances.

The traffic conditions on this main arterial road into and out of RPV have exploded since 25 years ago when the original project was proposed but not built.
Now we have two new large developments in the area, their workers coming and going 24 hours a day, delivery trucks, and more residents, more tourists, more cyclists, more hikers, more visitors which all together make it more crowded and more dangerous and unsafe for everyone. The developer's Traffic Study is incomplete.
What about room for emergency vehicles and vehicle break-down???
What about an emergency evacuation?

Terranea Resort, with albeit a larger number of residences, moved forward without an add'l intersection beyond their main entrance even though they had the benefit of not one but two lanes on PV Drive South. If this approach can work for Terranea, it can work for Trump!

I moved to Seaview 11 years ago because of the natural beauty, serenity and quality of life this area has to offer. Please, please, please don't desecrate it by allowing this intersection to be created.

I look forward to hearing more productive discussion on this topic at Monday night's Committee meeting.

Kind regards,
Lori

Sent from Mail for Windows 10

Nicole Jules

From: LINDA CLASSEN <lindabclassen@gmail.com>
Sent: Saturday, November 04, 2017 11:08 PM
To: Ara Mihranian; CC; Elias Sassoon; Nicole Jules; Ron Dragoo; So Kim; Traffic
Subject: New Intersection between Trump Range and PBC

Thank you for your dedication to the city of RPV. As a resident who lives in Seaview, I am extremely concerned about the possibility of a new intersection right below my house. It seems much safer and less intrusive to use the current one that goes into Trump Golf Course rather than creating a potentially hazardous new intersection. The new intersection would be detrimental to the our views, would increase the amount of traffic/drive time for people traveling both directions on PV South, and would be likely to result in more accidents. Please consider routing access into the neighborhood by using the current intersection instead. Thank you very much.

Linda Classen
4120 Admirable Drive
310-569-1350

Nicole Jules

From: lillitom <lillitom@cox.net>
Sent: Sunday, November 05, 2017 9:51 AM
To: Traffic
Subject: Traffic Safety at Seaview community

Subject: Traffic Safety Committee Nov. 6 Agenda

We object to this proposed T intersection on this main artery because it would be unsafe because it is dangerously overloaded and there is an safer alternative to access the 12 home sites.

Please do not do this to our community.

Lilli

Concerns & comments to:

the Traffic Safety Committee at Traffic@rpvca.gov and to

Public Works Deputy Director Nicole Jules <nicolej@rpvca.gov >

Planning Manager So Kim <SoK@rpvca.gov>

Principal Engineer Ron Dragoo <RonD@rpvca.gov>

the new Director of Public Works Elias Sassoon<esassoon@rpvca.gov>

RPV City Council members <CC@rpvca.gov>

RPV Community Development Director Ara Mihranian <aram@rpvca.gov>

Zach.Rehm@coastal.ca.gov

LDB910@juno.com

Nicole Jules

From: Kathy <kathyrippo@yahoo.com>
Sent: Sunday, November 05, 2017 11:59 AM
To: Traffic; Nicole Jules; So Kim; Ron Dragoo; esasson@rpvca.gov; cc@rpv.gov; aram@rpv.gov
Subject: Trump Tract #50666-proposed new entrance road to 12 homes and trailhead

To whom it may concern,

We have been residents of Seaview since 1985 and agree with our fellow Seaview residents, the Barbers, below.

Sincerely,

Leo and Kathy Rippo

Sent from my iPad

Begin forwarded message:

From: Erika Barber [mailto:nbarber310@cox.net]
Sent: Friday, November 03, 2017 11:16 AM
To: traffic@rpvca.gov; nicolej@rpvca.gov; SoK@rpvca.gov; RonD@rpvca.gov; esassoon@rpvca.gov; cc@rpv.gov; aram@rpv.gov; Zach.Rehm@coastal.ca.gov
Cc: Barber, Erika; Bilski,Lenee; Shipman, Louise and Mike; Patterson, BJ
Subject: Trump Tract #50666-proposed new entrance road to 12 homes and trailhead

To whom it may concern:

We have been residents of Seaview (Schooner to Conqueror area) since 1970 and find it absolutely ridiculous to even try to envision the new entrance road to the driving range/12 new homes off PVDS. Why would you make an already very dangerous stretch of road (PVDS) even more dangerous? Have you tried turning left from Schooner onto PVDS? It is taking your life in your hands! Making a right turn is not much better. A new entrance in the middle of PVDS from Schooner to Conqueror would make this new intersection insanely dangerous.

Here are some of the reasons why the proposed new intersection on Palos Verdes Dr. So. between Schooner and Conqueror, just past the PBC, is objectionable:

- Dangerous because a coastal trail head, bike lane, pedestrian path and 3 trails that are planned for that location all meet there.
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- Possible requirement for more obtrusive/ view-obstructing lead-in signs along this scenic arterial
- Neighborhood impact of headlights shining into nearby homes when vehicles enter and exit the 12 homes
- Neighborhood impact of added vehicle, motorcycle, & truck noise, and parking needs for trail users
- Possible removal of medians on PV Dr. So. and landscaping between lanes and access road to provide room for extra lanes
-
- **There is an alternate solution to this entrance and that would be off Trump National Drive.**
-
- **Please listen to the suggestions of Seaview neighbors and others regarding this issue.**

Sincerely,

Erika and Neil Barber M.D.

4004 Stalwart Drive

Rancho Palos Verdes, CA 90275

310-377-7291

Nbarber310@cox.net

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Nicole Jules

From: So Kim
Sent: Thursday, November 09, 2017 5:46 PM
To: Lenée Bilski; Nicole Jules; Ara Mihranian
Subject: RE: TSC Trump Track 50666 item

Hi Lenee,
Please see my responses to your questions below.

Sincerely,
So Kim, AICP
Deputy Director/Planning Manager
Community Development Department
City of Rancho Palos Verdes
www.rpvca.gov
(310) 544-5222

From: Lenée Bilski [mailto:leneebilski@hotmail.com]
Sent: Thursday, November 09, 2017 2:27 PM
To: Nicole Jules <NicoleJ@rpvca.gov>; So Kim <SoK@rpvca.gov>; Ara Mihranian <AraM@rpvca.gov>
Cc: Lenée Bilski <leneebilski@hotmail.com>
Subject: TSC Trump Track 50666 item
Importance: High

Hello Staff members Nicole, So, Ara -

Questions about Tract 50666:

How many homes are planned for the new street C. de la Islas? 12

How many other homes are planned on Tract 50666 and where will they be? 11 above the Trump club house, accessed via Trump Nat'l

Why is there not a consideration to access the home sites on C. de la Islas from Trump National Drive? The City Council granted approval that allows access to the new cul de sac from PVDS. The original approval and subsequent amendments were approved via a public hearing process.

Why is a bike Path planned on the developer's property parallel to Palos Verdes Dr. So. next to the already existing Bike Lane on the street? Seems redundant. Yes, it does appear to be redundant. However, the design will be the same as what exists east of Trump Nat'l Drive.

Thank you in advance to the answers.

Lenée

Nicole Jules

From: Lenée Bilski <leneebilski@hotmail.com>
Sent: Monday, November 06, 2017 1:47 PM
To: Traffic; Nicole Jules; So Kim; Ron Dragoo; Elias Sassoon; CC; Zach.Rehm@coastal.ca.gov; Ara Mihranian
Subject: Traffic Safety Committee Agenda Tract @ 50666 Nov. 6, 2017

To RPV Traffic Safety Committee"

I ask that you do not recommend approval of this new intersection as "safe" on busy Palos Verdes Dr. South.

Question: What was the task given from the developer to Albert Grover and Assoc.(AGA) and
what information was supplied to them and
what were they asked to do?

Question: Why does the analysis only study motor vehicles and not include bicycles and pedestrians along Palos Verdes Dr. So. and the proposed new intersection?
The narrow scope of the Traffic Study to only quantity of motor vehicles makes it INCOMPLETE.

This is where there's a Trail head, an off-road bicycle path and a pedestrian walking path on the property as well as the paved bike lane on PV Dr. So.. The proposed Tract was first approved back in 1997. We know how much the traffic has increased since then!!! This new intersection would be an accident waiting to happen.

The Study ignores visitors driving here to use the trails. Where are those statistics? Only vehicles to and from the 12 homes are analyzed in the Study. **So much for "trip generation" statistics! Again, INCOMPLETE.**

The original (1997) Ocean Trails Approval has a plan for a road to be built off PVDr.South opposite SeaView without any turning lanes in or out. The developers rights end at the property line. They do not extend to the Public Right of Way.
I am absolutely opposed to breaking up the median and re-constructing public's Drive to accommodate a private development.
Your Committee recently studied the intersection of Seahill Dr. and PVDr.So. but the danger with this tract 50666 intersection as proposed would be greater than Seahill's dangers because of the trail heads, pedestrian and bicycle paths, and the paved bike lane. All of these together are not present at Seahill Dr.

There are many intersections along PV DR. So. without a cut through the median, as one of my neighbors pointed out previously. There are NONE that have 3 trails and a Trail Head as this location does! **I do not support cutting and reducing the median.**

The developer's traffic study also does not address the people on the Trails in that location.
An new intersection between Schooner & Conqueror would be UNSAFE for ALL!

No parking is allowed here along Palos Verdes Dr. So.
What about the public driving into the new street looking to park and access the public trails? I doubt that the new home owners would appreciate it since there is no provision for a public parking lot in this area. Better to

have access from Trump Natl. Dr. where there is room to park on Trump Drive instead of on the new residential street.

As for the truck turning in or out, it is unbelieveable that a permit for larger trucks would be required! (PG. 21 and 30 0f 82)

The traffic conditions on this main arterial road into and out of RPV have exploded since 25 years ago when the original project was proposed but not built.
Now we have two new large developments in the area, their workers coming and going 24 hours a day, delivery trucks, and more residents, more tourists, more cyclists, more hikers, more visitors which all together make it more crowded and more dangerous and unsafe for everyone.

Since the study did not consider ALL the conditions at that location, I cannot agree that the design is appropriate. The developer's Traffic Study is INCOMPLETE. A better design would be to enter from Trump Drive and have the cul de sac on the west end.
So, in summary, the Study is incomplete, the applicant does Not have rights to reconstruct the public street and median and as clearly stated on the approved VTTMap for #50666 <u>the tract can be amended by the City for safety considerations.</u>

Please, you are member of a SAFETY Committee so stand up for our City and do Not recommend this proposed intersection FOR SAFETY reasons.

Thank you.
Lenée Bilski

Nicole Jules

From: Lee Williams <LawrenceLeeWilliams@hotmail.com>
Sent: Saturday, November 04, 2017 9:17 PM
To: Traffic; Nicole Jules; So Kim; Ron Dragoo; Elias Sassoon; CC; Ara Mihranian; Zach.Rehm@coastal.ca.gov; LDB910@juno.com
Cc: Christine Williams
Subject: Traffic Safety Committee Nov. 6 Agenda - Tract #50666

We are opposed to the proposed intersection on our arterial road for the 12 new "Trump" homes because it would be unsafe and severely clog up an already very busy thoroughfare. The obvious solution is to enter at the Trump property entrance, which has a big/safe entryway.
This would allow the 12 new home to have a private entrance gate on the right after entering Trump. I shared this "gated entry" advantage to Trump's Head Council at the last meeting and she liked the idea. She said she would go back to the engineers.
Let's do it the right way for once!

Lee & Christine Williams
SeaView property owners

Nicole Jules

From: LDB910 <ldb910@juno.com>
Sent: Monday, November 06, 2017 5:39 PM
To: Traffic; Nicole Jules; So Kim; Zach.Rehm@coastal.ca.gov; Elias Sassoon; Ron Dragoo
Cc: Ara Mihranian
Subject: Traffic Safety Agenda Nov. 6 Tract 50666

To: Traffic Safety Committee
Re: Trump Tract # 50666

NO to the proposed new intersection! It would be unsafe!!!
The developer claims to have rights to their proposed plan. However,
The developer's Vesting Tentative Tract Rights end at the private property line. This previously approved intersection would now need realignment of the Public's Right of Way (PVDr. So.) to provide safe entry & exit to and from the new street in the tract.
That is, Palos Verdes Dr. So., City property outside of their Trump Tract, would have to be reconstructed to accommodate extra lanes for safe entry and exit in order to access the 12 home sites. The City would need to permit the developer to make any changes in Palos Verdes Dr. South. Do we want changes? Are they necessary? No, because there is a safer alternative around the corner at the opposite end of the to the new street - Trump Nat'l. Drive.
The Traffic Study provided to the City is totally inadequate for it does not take into consider or even mention the vehicles coming the Trail Head at West Portal, nor the cyclists, nor the pedestrians using the trails.

Please do not recommend approval as presented, but encourage an alternate route. for the safety of all.

A concerned RPV resident

Nicole Jules

From: jhswoboda@aol.com
Sent: Sunday, November 05, 2017 2:32 PM
To: Traffic
Subject: Proposed intersection on PV Drive South

I am a homeowner in Rancho Palos Verdes. I strongly object to the proposed new intersection on P V Drive South. It is not safe and access from Trump Drive is the better alternative. Juliet Swoboda Sent from AOL Mobile Mail

Nicole Jules

From: Jrrcarlton@aol.com
Sent: Monday, November 06, 2017 4:42 PM
To: Zach.Rehm@coastal.ca.gov; Traffic; Nicole Jules; So Kim; Elias Sassoon; Ron Dragoo; CC; Ara Mihranian
Cc: Erika Barber
Subject: Proposed New Intersection on PVDS New Tract 50666 —Phase II of Trump National Golf Club Housing Development

Dear Traffic Committee Members,

First of all, thank you for your contributions to our city to ensure that RPV citizens and visitors alike are provided the safest environment in which to travel through our city.

On that note, we would like to add our voices to that of the many RPV citizens who are concerned about the safety of the proposed new intersection on PVDS between Schooner and Conqueror. As with all of the neighbors with whom we have discussed this matter, we are vehemently opposed to this proposed intersection and have no doubt that it will negatively impact the safety and enjoyment of the adjacent neighborhoods of Seaview and PBC, as well as all travelers along that route. We believe there are many valid points that have been already been made in the objections to this intersection with which we wholeheartedly agree, especially on these points:

1) ADVERSE EFFECT ON SEAVIEW: Seaview has only two points of entrance/exit, both of which will be severely impacted by the addition of a third intersection between the two and within yards of Schooner, an intersection from where we must accelerate out quickly in either direction due to limited visibility. the speed of the cross traffic and the absence of a merge lane like at Conqueror. This is especially true of eastbound travel, as we must navigate westbound cars, even bicycles, that are moving at a fast rate of speed, as well as those headed eastbound. Making a left turn from Schooner is already challenging enough; adding an intersection within yards of that will create a serious scenario which will undoubtedly result in accidents that would not occur without this intersection. For example, we already must accelerate out onto PVDS in order to not impede oncoming traffic, and now we may be suddenly confronted with a car exiting this proposed intersection from a complete stop. I can only imagine how many rear end collisions will occur if this intersection is allowed. Even worse, what if there is a bicyclist or hiker nearby and a chain reaction occurs? The only solution to avoiding such a situation is for Seaview residents to only exit at Conqueror which at least has a merge lane. However, this will negatively impact those neighbors as traffic will increase between the two cross streets. And we will still be faced with the difficulty of navigating extra traffic coming out of this new intersection.

2) SIGNIFICANT INCREASE IN TRAFFIC: An approval granted so many years ago should not be grandfathered in without careful consideration of the many changes that have taken place since that initial study. Besides the normal increases in traffic patterns along our coast, there are two significant changes that have dramatically increased traffic on PVDS in just the last five years that deserve more careful review and consideration: Terranea and social media impact. These significant factors in increased traffic and safety concerns were not a consideration when the original approval was granted.

a. TERRANEA: The volume of traffic associated with Terranea has increased dramatically, especially since the upturn in the economy. When Terranea was being approved, we were assured that the bulk of the increased traffic, especially that of suppliers and employees, would be encouraged to use Hawthorne. Obviously, that was not enforceable nor practical to the many employees, guests and suppliers who would be coming from the 110 freeway. We have seen a significant increase of large delivery trucks at all hours. Moreover, I have counted up to 100 cars streaming westbound from Western, the majority of which must be Terranea employees reporting to their first shift. Sometimes the cars are lined up down Western to Morse/19th Street, waiting to turn right on 25th street. After they turn right and past the signal at Anchovy, this becomes a steady stream of dozens of cars with no break to allow us to exit our neighborhood in a timely manner, regardless of which street we use.
b. SOCIAL MEDIA'S IMPACT: The impact of social media's spotlight on our beautiful area cannot be discounted. It has even made the news as increased rescues have occurred along the coast as adventurous sightseers discover our area through social media. Consequently, from our vantage point of living directly on PVDS for over 21 years, we have observed a huge increase in car, motorcycle, bicycle and foot traffic from Trump to Terranea. Of course, we have always had sightseeing and residential traffic; however, this has demonstratively increased with the explosion of social media's influence on recreational options. People from all over are increasing posting photos and hashtags identify our area as a desirable destination for a variety of adventures. Most of these tourists are unfamiliar with our area as is; adding yet another intersection to a busy PVDS will only cause more problems than solutions.

3) FURTHER STUDY IS NECESSARY: To completely reconfigure PVDS for a private development of a mere 12 homes at the expense of the quality of life and safety of the RPV citizens in the 300+ homes nearby, as well as that of all travelers along this treasured drive, should not be allowed without further consideration of the adverse impact on our community. Any consideration of this proposal should be postponed until complete and detailed studies are conducted of current and forecasted traffic patterns of all manner, including hikers and bicyclists, to ensure the safety of our roads and neighborhoods.

4) EXISTING SOLUTION: Otherwise, the solution is simple and already in existence. Trump Drive should be used for all developments within this property.

Regards,

Jill and Steve Carlton

4265 Palos Verdes Drive South

Rancho Palos Verdes, CA 90275

Nicole Jules

From: Joyce Nelson <nelson.joyce@gmail.com>
Sent: Monday, November 06, 2017 1:05 PM
To: Traffic
Subject: New intersection between Conqueror and Schooner on PV Dr. So.

I live on Schooner Dr. and strongly oppose the proposed new intersection. It would be very dangerous and I implore you to re-think this issue for the safety of me and my neighbors. It is already difficult to safely access PV So., and this would make it even worse. Accessing the new homes from Trump Dr. would make much more sense.

Sincerely, Joyce Nelson

Nicole Jules

From: Bacon Family <j.bacon@cox.net>
Sent: Monday, November 06, 2017 1:01 PM
To: Traffic
Subject: Fwd: Pv drive south.

John V. Bacon | BFI Station Owner
BAcon Freight | San Pedro | RR DONNELLEY | DLS WORLDWIDE
JBacon@DLS-WW.com
(424) 488-4050

Sent from iPhone

Begin forwarded message:

> **From:** Bacon Family <j.bacon@cox.net>
> **Date:** November 6, 2017 at 12:59:11 PM PST
> **To:** traffic@rpv.gov
> **Subject: Pv drive south.**
>
> Dear RPV TRAFFIC DEPT;
>
>> NO to the proposed new intersection! The traffic conditions on this main arterial road into and out of RPV have exploded since 25 years ago when the original project was proposed but not built.
>>
>> Now we have two new large developments in the area, their workers coming and going 24 hours a day, delivery trucks, and more residents, more tourists, more cyclists, more hikers, more visitors which all together make it more crowded and more dangerous and unsafe for everyone. The developer's Traffic Study is incomplete.
>> What about room for emergency vehicles and vehicle break-down???
>> What about an emergency evacuation?
>
> Thank you for your consideration.
>
>> John V. Bacon | BFI Station Owner
>> BAcon Freight | San Pedro | RR DONNELLEY | DLS WORLDWIDE
>> JBacon@DLS-WW.com
>> (424) 488-4050
>>
>> Sent from iPhone

Nicole Jules

From: Jane Payne <jane1128@sbcglobal.net>
Sent: Saturday, November 04, 2017 9:03 PM
To: Nicole Jules
Subject: new traffic light on pvdr south

Dear Nicole,
I am writing to you because I have met you. You came to my home in Seaview when city improvements were being done 2 years ago. We live in a sleepy area by the ocean and that is why we bought here. We are actually happy few events are being held at Trump Golf Course because it brought traffic, noise and pollution to our area.

I ask that traffic lights be omitted from plans to PV DR. South near my home in Seaview. You see, I feel the traffic will back up and we won't be able to get out freely like we can now. Also if there is congestion at the lights, the idling cars is pure pollution. We don't want to see traffic lights like in South Shores. We love the dark quiet peaceful feel. Please don't allow it to become city like here in this rural part of RPV.

Jane Dunn
3924 Exultant Drive

Nicole Jules

From: gtaccini@cox.net
Sent: Monday, November 06, 2017 9:06 PM
To: Elias Sassoon; Traffic; Nicole Jules; SoK@rpvca.com; Ron Dragoo; CC; Ara Mihranian
Subject: Re: PVD S Traffic Concerns

Thank you for your reply. As I sit in the meeting and hear that the alternative road on Trump is not feasible, I wonder how the cars attending an event at Trump are able to magically park on the very lots that need access a new road on PV Dr S. I think they are blowing smoke.

Thanks,

Gerry

Sent from my BlackBerry 10 smartphone.

From: Elias Sassoon
Sent: Monday, November 6, 2017 7:23 AM
To: Gerard Taccini; Traffic; Nicole Jules; SoK@rpvca.com; Ron Dragoo; CC; Ara Mihranian
Subject: RE: PVD S Traffic Concerns

Good Morning:

Thank you for your comments regarding the proposed intersection on Palos Verdes Drive South associated with the development of Tract 50666.
Your comments will be included as part of the public record and included as correspondence for this item.
Thanks:

Elias K. Sassoon, Director
Department of Public Works
City of Rancho Palos Verdes
30940 Hawthorne Blvd.
Rancho Palos Verdes, CA 90275
Tel: 310-544-5335
Fax: 310-544-5292

From: Gerard Taccini [mailto:gtaccini@cox.net]
Sent: Sunday, November 05, 2017 6:54 PM
To: Traffic <Traffic@rpvca.gov>; Nicole Jules <NicoleJ@rpvca.gov>; SoK@rpvca.com; Ron Dragoo <RonD@rpvca.gov>; Elias Sassoon <esassoon@rpvca.gov>; CC <CC@rpvca.gov>; Ara Mihranian <AraM@rpvca.gov>
Subject: PVD S Traffic Concerns

Dear PV Traffic Council;

We have been blessed to have lived on PV Dr. South since 1997 and have experienced many changes. However, the proposed change to the median strip to allow a turn-out into the currently open area north of the Trump Driving range raises many concerns as a neighbor and an avid cyclist.

The turnout will cause traffic safety concerns, leading to possible accidents. As accidents occur additional stop signs and traffic lights will be erected (Think of the annoying continuous red light at Anchovy on 25th street). As a cyclist I have personally experienced cars trying to beat on-coming traffic to the peril of cyclists.

The solution is so obvious. Put the entrance off current access road to Trump.

We apprciated the opportunity to voice our concerns.

Sincerely

Gerard Taccini and Deborah Huff
4245 PV Dr S

Nicole Jules

From: Gerard Taccini <gtaccini@cox.net>
Sent: Sunday, November 05, 2017 6:54 PM
To: Traffic; Nicole Jules; SoK@rpvca.com; Ron Dragoo; Elias Sassoon; CC; Ara Mihranian
Subject: PVD S Traffic Concerns

Dear PV Traffic Council;

We have been blessed to have lived on PV Dr. South since 1997 and have experienced many changes. However, the proposed change to the median strip to allow a turn-out into the currently open area north of the Trump Driving range raises many concerns as a neighbor and an avid cyclist.

The turnout will cause traffic safety concerns, leading to possible accidents. As accidents occur additional stop signs and traffic lights will be erected (Think of the annoying continuous red light at Anchovy on 25th street). As a cyclist I have personally experienced cars trying to beat on-coming traffic to the peril of cyclists.

The solution is so obvious. Put the entrance off current access road to Trump.

We apprciated the opportunity to voice our concerns.

Sincerely

Gerard Taccini and Deborah Huff
4245 PV Dr S

Nicole Jules

From: Gail A Emery <gail@detailedmtgs.com>
Sent: Monday, November 06, 2017 3:31 PM
To: traffice@rpvca.gov; Nicole Jules; So Kim; Ron Dragoo; Elias Sassoon; CC; Ara Mihranian; zach.rehm@coastal.ca.gov
Subject: Traffic Safety Committee - Nov 6 Agenda - Tract #50666

To whom it may concern:

We have been residents of the Seaview Community since March 2000, just after the Traffic Study was completed on this proposed tract #50666 issue that is before your Committee this evening. We have witnessed first hand the changes on this section of our local roads and are concerned about the proposal. Since this Traffic Study was completed, Terrenea was built and has increased our traffic significantly. Additionally, weekends find our roads clogged with bikers and runners, which contribute to the challenge of our roads.

To enter/exit the Seaview Community, there are currently two access points. As a parent, with two teenage sons that have recently taken to the roads, I can share concerns over the traffic flow, speed and visibility challenges that come in this section of the road. If you were to permit an additional access point on the other side of Palos Verdes Drive South, I fail to see how this could provide any type of improvement. Additionally, the section where this proposed intersection has been the site of numerous accidents in recent years. What you are proposing does not help the situation but rather hinder it further.

Currently, the median on this section of Palos Verdes Drive South provides a small amount of separation on this busy stretch and to remove it would only encourage more drivers to increase speed and illegally pass other motorists. Additionally, should you decide to proceed, I oppose the expenditure of public funds to accommodate a private development access point, this should be paid for from Trump National and not our City's stretched resources.

Please either decline to pursue this matter or call for a current Traffic Study given the changes on our community in the past two decades.

Gail Emery, CMP
Charles E. Emery
Charles J. Emery

3964 Dauntless Drive
Rancho Palos Verdes, CA 90275-6007

Office: 310.750.6015
Mobile: 310.345.0548
gail@detailedmtgs.com

Gail Emery, CMP
DETAILED MEETINGS, INC
Office: 310.750.6015
Mobile: 310.345.0548
gail@detailedmtgs.com

Nicole Jules

From: Lynn Doran <lynnsky@earthlink.net>
Sent: Friday, November 10, 2017 4:02 PM
To: Traffic; Nicole Jules; So Kim; Ron Dragoo; Elias Sassoon; CC; Ara Mihranian; zach.rehm@coatal.ca.gov; TSC@rpv.com; CC
Subject: Tract 50666

Monday night I attended the Tract 50666 meeting. The second meeting I have attended on this matter.

At the opening of the meeting the City staff and Committee gave the distinct impression that this is a done deal, why fight it. This was very disappointing! Disappointing to think that our City is not supporting us. Why should we, the residents who will be affected by these changes, have to fight so hard for our own safety and the safety of our neighborhood?

In 1997 and 2005, when these plans were approved, there were no commercial enterprises on PV Dr. South. Marineland closed in1986. In June of 2009 Terranea opened with the help of the City of RPV. Now Terranea is one of the biggest commercial ventures in RPV; 360 room hotel, 222 casitas, bungaloes and villas, 2 bars, 4 restaurants, 4 small dining options, 25,000 sq. ft. spa, 135,000 sq. ft. indoor and outdoor wedding and event space, and 1,000 to 1,200 employees. Traffic generated from Terrane alone has escalated traffic congestion on PV DR S, not to mention the Trump National Golf Course. How can the plans approved in 1997 and 2005 have any bearing on what the traffic safety situation is today? PV Dr S is not the sleepy little area of Portuguese Bend it once was. It is now home to two destination resorts: Terrane, billed as “The Only Luxury Destination Resort on the Los Angeles Coast”, and Trump National Golf Course or it’s own fame and magnitude.

Our City, which in the past has supported open space, bike lanes, hiking trials, now intends to put all this at risk for 10 homes?
Trump contends that it’s only 10 homes, it is not that much impact. Then why are we moving roads, changing mediums, changing biking lanes, changing hiking trails and putting the safety of our neighborhood at risk? A lot of changes for only 10 homes.

Are there 10 or 12 homes in this project? At the very end of the meeting it was realized that there are actually 12 homes and 2 of them are located off Trump National Drive. If 2 homes are accessed off of Trump National, they all should, and could, all be accessed off Trump National Drive.

I submit this with the sincere hope that the City of RPV will do the right thing by it’s residents and not big business.

Lynn Doran

Resident & Home Owner - Portuguese Bend Beach Club since 2000

Nicole Jules

From: Paul M <pmayhew1@cox.net>
Sent: Friday, November 03, 2017 6:11 PM
To: Traffic; Nicole Jules; So Kim; Ron Dragoo; Elias Sassoon; cc@rpv.gov; aram@rpv.gov; Zach.Rehm@coastal.ca.gov
Cc: Erika
Subject: Trump Tract #50666-proposed new entrance road to 12 homes and trailhead

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Subject: Trump Tract #50666-proposed new entrance road to 12 homes and trailhead

To whom it may concern:
We have been residents of Seaview (Schooner to Conqueror area) since 1962 and find it absolutely ridiculous to even try to envision the new entrance road to the driving range/12 new homes off PVDS. Why would you make an already very dangerous stretch of road (PVDS) even more dangerous? Have you tried turning left from Schooner onto PVDS? It is taking your life in your hands! Making a right turn is not much better. A new entrance in the middle of PVDS from Schooner to Conqueror would make this new intersection insanely dangerous. Making a left turn from this new exit will be extremely dangerous. If the Trump plan is approved and if this new entry way results in any accident I would hold I would hold those who approved the plan responsible. Furthermore, it is a significant cost to us tax payers. A safer and no cost to taxpayers alternative method is available – Just use the existing entry.
Paul Mayhew

Nicole Jules

From: Pam Branam <pbranam@visionairelighting.com>
Sent: Monday, November 06, 2017 1:16 PM
To: Traffic; Nicole Jules; So Kim; Ron Dragoo; Elias Sassoon; CC; Ara Mihranian; 'zach.rehm@coastal.ca.gov'
Subject: Traffic Safety Committee Nov. 6th Agenda - Tract #50666 - URGENT

Importance: High

Hello,

I live on Exultant Drive in the Seaview neighborhood, and moved to this area specifically for its beauty and as much as possible, its tranquility.

Given the possibility of a new intersection across from where I have to drive in and out of our subdivision every day is just *not something that should EVER happen*. I already see near-misses regularly, as people attempt to drive out of Conqueror and Schooner before the next onslaught of cars come at them. I was almost hit recently, and 3 days later, a car was T-boned at the same intersection trying to drive out of our subdivision. To contemplate a new intersection at this junction of our road is madness. I am completely, adamantly opposed to a new intersection at the proposed location for Tract #50666.

The traffic conditions on this road into and out of RPV are heavy, and dangerous, as referenced above. We cannot afford the addition of workers and their vehicles, delivery trucks, more residents, more tourists, cyclists, hikers, golfers and gazers, making it even more difficult and dangerous to get into and out of the Seaview subdivision SAFELY. Let's also keep in mind the people living in this tract will ALSO have to get out of their subdivision onto PV Drive, which will be dangerous for them as well. Let's also take into consideration the ability for fire trucks, ambulance, rescue vehicles – where are they going to go?

There is a better way to have these home owners drive into this tract/subdivision, which has already been presented. Let's keep the peacefulness, tranquility and beauty of this property and area for ALL.

Thank you,

Pam Branam

Nicole Jules

From: Megan Hoffman <winepair66@gmail.com>
Sent: Monday, November 06, 2017 8:55 AM
To: Traffic; Nicole Jules; So Kim; Ron Dragoo; Elias Sassoon; CC; Ara Mihranian; Zach.Rehm@coastal.ca.gov; LDB910@juno.com
Subject: Traffic Safety Committee Nov. 6 Agenda - Tract #50666

NO to the proposed new intersection! The traffic conditions on this main arterial road into and out of RPV have exploded since 25 years ago when the original project was proposed but not built.

Now we have two new large developments in the area, their workers coming and going 24 hours a day, delivery trucks, and more residents, more tourists, more cyclists, more hikers, more visitors which all together make it more crowded and more dangerous and unsafe for everyone. The developer's Traffic Study is incomplete.
What about room for emergency vehicles and vehicle break-down???
What about an emergency evacuation?

Rich and
Megan Hoffman
4125 Palos Verdes Dr S.

RPV

310.809.0298 (cell)

Nicole Jules

From: Peter Von Hagen <peter.vonhagen@daumcommercial.com>
Sent: Saturday, November 04, 2017 12:54 PM
To: Traffic; nicolej@rpvca.gov sok@rpvca.gov rond@rpvca.gov.
Cc: leneebilski@hotmail.com; CC
Subject: Re: Trump Tract 50666

Ladies and Gentlemen,
I have lived on Conqueror Drive for more than 25 years, and have an unobstructed view of the intersection of Conqueror and PVDS. in addition, I drive on PVDS every day to work and/or Wilmington to Cabrillo Marina, and the Battleship Iowa, where I am a Volunteer Member of the crew.
As both a resident in the immediate area, and a former member of the RPV Planning Commission , I have serious concerns about the plan as proposed.
1. TRAFFIC : At times, traffic is extremely heavy on the Drive between Trump National Drive and the "slide area." At all times, traffic exceeds the speed limit by a substantial margin. Already it is virtually impossible to safely make a turn onto the Drive from Schooner in either direction. It is also dangerous to exit Conqueror in either direction. The proposed exit will not only add to the traffic congestion, but also distract drivers traveling East on the Drive as they approach Conqueror. To me, it is obvious that traffic from the new homes should exit onto Trump National Drive.
2. TRAILS: As Ken Duda and Susan Brooks will tell you, the Planning Commission , during the eight years I served, was heavily involved with the preservation of the Trails System, both equestrian and pedestrian , as well as establishing new ones. It appears to me that the proponents of this plan have not given adequate concern to the trails in the immediate area. The State of California wants to establish a minimum width of six feet for Bicycles on the Drive, which will further impact congestion and safety concerns. As my neighbor Jerry Duhovic will tell you, he witnessed my good friend Joe Sojka's accident when Joe, who was riding his bicycle in the Westerly direction, was hit, and injured, by a vehicle exiting Conqueror Drive. With extremely heavy bicycle traffic on weekends, that stretch of PVDS, from the San Pedro line to the slide area is already the most dangerous stretch of roadway in the City. You have the responsibility of not making conditions worse by approving this Proposal.
Respectfully submitted,
Peter Von Hagen
32426 Conqueror Drive
SeaView
Sent: 12:53 PM 4 Nov 17

Sent from my iPhone

Nicole Jules

From:	SunshineRPV@aol.com
Sent:	Saturday, November 04, 2017 10:45 AM
To:	Traffic; CC; PC; Doug Willmore; Irving Anaya; Elias Sassoon; Ara Mihranian; Cory Linder; So Kim
Cc:	EZStevens@cox.net; ldb910@intergate.com; smhvaleri@cox.net; jessboop@cox.net; direne1@aol.com; peter.vonhagen@daumcommercial.com; gardner4@earthlink.net; gregoryroyston@gmail.com
Subject:	Pending projects and the Trails Network Plan

MEMO from SUNSHINE
TO: RPV City Council, City Manager, Planning Commission, Public Works, Community Development, Rec & Parks, Traffic Safety Committee
RE: Current activities which impact the Trails Network Plan Update

RPV Management appears to have a "Chicken v. Egg" problem. Should the following project reviews include extra analysis of the effectiveness of the spirit of the Trails Network Plan (TNP) or should projects ignore the TNP while the update is being drafted? The Traffic Safety Committee needs to know, tonight. …S 310-377-8761

1. Tract 50666 – Phase II of Trump National Los Angeles Development – Review of the Traffic Study and Geometric Layout for the Proposed Twelve Residential Units

The criteria for the pedestrian and bicycle corridors of the California Coastal Trail were legislated subsequent to the approval of the 1993 partial update of the TNP. Their continuity and access to the Club House as a trailhead could be considered in with the proposed changes to the tract map and included in the inventory in Draft TNP Update.

Point View Agriculture, Golf Course, & Event Garden Master Plan Project

Why Staff was ineffective at negotiating the preservation of the existing trails across this site could be analyzed. CTP Section 3 trails A9 and J2 are still viable links between trailheads so they should remain in the TNP as Category II. Or, is Staff so committed to the U.N. Agenda 21 that they will only propose trails which are small loops, ADA compliant and between "velvet ropes" like a Disneyland exhibit? That is a policy which the City Council and the public should have the opportunity to discuss.

The same can be said about the PVP Land Conservancy's reversal of the City Policy that trails should be maintained to the edge of the City's jurisdiction so that use of a historic trail connection could be restored immediately upon access being granted by a Homeowners' Association or other private property owner.

About the Water Company's new pipeline…

The 1993 partial update of the TNP happened before RPV and RHE discovered that the Crenshaw ROW between Silver Spur and Indian Peak is RPV's nor RHE's. The Water Co's pipeline work could

enhance the existing roadside trail. Particular attention should be given to the trail crossing on Indian Peak.

There are more. Should I provide a list of the additional ones I am aware of?

Nicole Jules

From: Heidi Fessler <heidimfessler@gmail.com>
Sent: Monday, November 06, 2017 4:12 PM
To: Nicole Jules
Subject: Arterial road for Tract #50666

Dear Ms. Jules,

Please accept this letter as an indication of my family's concern for the proposed intersection at PV Drive South. The only outlets from our neighborhood are directly onto PV Drive South, adjacent to the proposed intersection. We must make this turn many times a day and traffic coming around the bend is often over the speed limit and at times recklessly so. We feel that we take our lives into our hands with each right and left hand turn. As a community we must make every effort possible to provide for a minimum level of safety and we believe that adding a new intersection at the proposed location will increase the risk of accident. In order to provide for a safe and secure neighborhood, we propose restricting all new intersections, lowering the speed limit and installing a traffic signal at Schooner and PV Drive. Thank you for your time and understanding.

Kind regards,

Steve and Heidi Fessler

Nicole Jules

From: R. Lauck <rlauck@cox.net>
Sent: Saturday, November 04, 2017 3:58 PM
To: Traffic; Nicole Jules; So Kim; Ron Dragoo; Elias Sassoon; CC; aram@rpv.gov; Zach.Rehm@coastal.ca.gov
Cc: Erika Barber
Subject: TSC Agenda Item #2-Trump #50666-Phase II hearing Sep 25 (now November 6)

Dear Traffic Safety Committee Members, City Council Members and to all it may concern,

We support and endorse all of the emails that have been submitted by Seaview Resident's Association (SRA) Board members and residents arguing against the subject proposed new intersection on PV Drive South. We believe that it cannot be stressed enough that adding this intersection between Schooner and Conqueror will greatly increase the probability of accidents at each of these existing intersections. This is especially true for the Schooner intersection. It already is quite difficult to safely egress Schooner, either right or left, with the limited visibility to see oncoming traffic from both the east and west.
And traffic has increased exponentially since the original proposal was considered by RPV. Adding additional complexity and difficulty with another source of west moving traffic coming from the proposed westbound acceleration lane that ends fairly close to the Schooner intersection will make it more confusing and difficult to judge whether it is safe to turn either left or right from Schooner onto PVDS. It would also be a distraction for westbound through traffic as they approach Schooner.

Recent historical statistics gathered by the TSC for the PVDS Improvements Study showed that the Schooner/PVDS intersection had a high number of accidents for this area of PVDS. And traffic has increased considerably since those numbers were collected. The proposed new intersection on PVDS for Trump tract #50666 will in all likelihood increase those numbers. Surely, there is a much safer alternative for the tract connecting via Trump National Dr. We urge you to disapprove the direct PVDS intersection and look for an alternative that isn't so dangerous.

Sincerely,

Robert and Donna Lauck
4122 Dauntless Dr.
310-541-4416

Nicole Jules

From: RNoa7981@aol.com
Sent: Friday, November 03, 2017 6:51 PM
To: Traffic; Nicole Jules; So Kim; Ron Dragoo; Elias Sassoon; Ara Mihranian; Zach.Rehm@coastal.ca.gov
Subject: Trump #50666 - #2 Item Aug 28, 2017 Phase II hearing

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To whom it may concern:

We have been residents of Seaview (Schooner to Conqueror area) since 1993 and find it absolutely ridiculous to even try to envision the new entrance road to the driving range/12 new homes off PVDS. Why would you make an already very dangerous stretch of road (PVDS) even more dangerous? Have you tried turning left from Schooner onto PVDS? It is taking your life in your hands! Making a right turn is not much better. A new entrance in the middle of PVDS from Schooner to Conqueror would make this new intersection insanely dangerous.

Here are some of the reasons why the proposed new intersection on Palos Verdes Dr. So. between Schooner and Conqueror, just past the PBC, is objectionable:

- Dangerous because a coastal trail head, bike lane, pedestrian path and 3 trails that are planned for that location all meet there.
- Dangerous because traffic speeds as well as volume have increased dramatically since first approved in 1992 and even since 2005 (Driving Range approval)
- Dangerous because of the sharp 90 degree turn for the proposed intersection
- Question of sufficient room for adding deceleration and acceleration lanes
- Possible requirement for more obtrusive/ view-obstructing lead-in signs along this scenic arterial
- Neighborhood impact of headlights shining into nearby homes when vehicles enter and exit the 12 homes
- Neighborhood impact of added vehicle, motorcycle, & truck noise, and parking needs for trail users
- Possible removal of medians on PV Dr. So. and landscaping between lanes and access road to provide room for extra lanes
-
- **There is an alternate solution to this entrance and that would be off Trump National Drive.**
-
- **Please listen to the suggestions of Seaview neighbors and others regarding this issue.**

Thank you for your consideration.

Rich Noah/Mollye Noah
4332 Dauntless Drive

Nicole Jules

From: Heidi Fessler <heidimfessler@gmail.com>
Sent: Monday, November 06, 2017 4:12 PM
To: Nicole Jules
Subject: Arterial road for Tract #50666

Dear Ms. Jules,

Please accept this letter as an indication of my family's concern for the proposed intersection at PV Drive South. The only outlets from our neighborhood are directly onto PV Drive South, adjacent to the proposed intersection. We must make this turn many times a day and traffic coming around the bend is often over the speed limit and at times recklessly so. We feel that we take our lives into our hands with each right and left hand turn. As a community we must make every effort possible to provide for a minimum level of safety and we believe that adding a new intersection at the proposed location will increase the risk of accident. In order to provide for a safe and secure neighborhood, we propose restricting all new intersections, lowering the speed limit and installing a traffic signal at Schooner and PV Drive. Thank you for your time and understanding.

Kind regards,

Steve and Heidi Fessler

Nicole Jules

From: R. Lauck <rlauck@cox.net>
Sent: Saturday, November 04, 2017 3:58 PM
To: Traffic; Nicole Jules; So Kim; Ron Dragoo; Elias Sassoon; CC; aram@rpv.gov; Zach.Rehm@coastal.ca.gov
Cc: Erika Barber
Subject: TSC Agenda Item #2-Trump #50666-Phase II hearing Sep 25 (now November 6)

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We support and endorse all of the emails that have been submitted by Seaview Resident's Association (SRA) Board members and residents arguing against the subject proposed new intersection on PV Drive South. We believe that it cannot be stressed enough that adding this intersection between Schooner and Conqueror will greatly increase the probability of accidents at each of these existing intersections. This is especially true for the Schooner intersection. It already is quite difficult to safely egress Schooner, either right or left, with the limited visibility to see oncoming traffic from both the east and west.
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Sincerely,

Robert and Donna Lauck
4122 Dauntless Dr.
310-541-4416

Nicole Jules

From:	SunshineRPV@aol.com
Sent:	Saturday, November 04, 2017 10:45 AM
To:	Traffic; CC; PC; Doug Willmore; Irving Anaya; Elias Sassoon; Ara Mihranian; Cory Linder; So Kim
Cc:	EZStevens@cox.net; ldb910@intergate.com; smhvaleri@cox.net; jessboop@cox.net; direne1@aol.com; peter.vonhagen@daumcommercial.com; gardner4@earthlink.net; gregoryroyston@gmail.com
Subject:	Pending projects and the Trails Network Plan

MEMO from SUNSHINE
TO: RPV City Council, City Manager, Planning Commission, Public Works, Community Development, Rec & Parks, Traffic Safety Committee
RE: Current activities which impact the Trails Network Plan Update

RPV Management appears to have a "Chicken v. Egg" problem. Should the following project reviews include extra analysis of the effectiveness of the spirit of the Trails Network Plan (TNP) or should projects ignore the TNP while the update is being drafted? The Traffic Safety Committee needs to know, tonight. …S 310-377-8761

1. Tract 50666 – Phase II of Trump National Los Angeles Development – Review of the Traffic Study and Geometric Layout for the Proposed Twelve Residential Units

The criteria for the pedestrian and bicycle corridors of the California Coastal Trail were legislated subsequent to the approval of the 1993 partial update of the TNP. Their continuity and access to the Club House as a trailhead could be considered in with the proposed changes to the tract map and included in the inventory in Draft TNP Update.

Point View Agriculture, Golf Course, & Event Garden Master Plan Project

Why Staff was ineffective at negotiating the preservation of the existing trails across this site could be analyzed. CTP Section 3 trails A9 and J2 are still viable links between trailheads so they should remain in the TNP as Category II. Or, is Staff so committed to the U.N. Agenda 21 that they will only propose trails which are small loops, ADA compliant and between "velvet ropes" like a Disneyland exhibit? That is a policy which the City Council and the public should have the opportunity to discuss.

The same can be said about the PVP Land Conservancy's reversal of the City Policy that trails should be maintained to the edge of the City's jurisdiction so that use of a historic trail connection could be restored immediately upon access being granted by a Homeowners' Association or other private property owner.

About the Water Company's new pipeline…

The 1993 partial update of the TNP happened before RPV and RHE discovered that the Crenshaw ROW between Silver Spur and Indian Peak is RPV's nor RHE's. The Water Co's pipeline work could

enhance the existing roadside trail. Particular attention should be given to the trail crossing on Indian Peak.

There are more. Should I provide a list of the additional ones I am aware of?

Nicole Jules

From: SunshineRPV@aol.com
Sent: Sunday, November 05, 2017 12:09 PM
To: Zach.Rehm@coastal.ca.gov; So Kim; Traffic; Irving Anaya
Cc: ldb910@juno.com; smhvaleri@cox.net; j1000@cox.net; Mickey Rodich <mickeyrodich@gmail.com>; momofyago@gmail.com; pvpasofino@yahoo.com
Subject: First up. Trump. Fwd: Pending projects and the Trails Network Plan

This is from the City of Rancho Palos Verdes Traffic Safety Committee's Agenda for November 6, 2017. What can the CA Coastal Commission do to make lemonade out of this lemon?

1. Tract 50666 – Phase II of Trump National Los Angeles Development – Review of the Traffic Study and Geometric Layout for the Proposed Twelve Residential Units

In addition to the inadvisability of the location of this proposed motor vehicle traffic intersection because of motor vehicle traffic,this intersection would also impact both the pedestrian and bicycle corridors of the California Coastal Trail. Because the tract immediately to the east (Portuguese Bend Beach Club) was developed prior to the City's incorporation, it extends to the mean high tide line. Both the pedestrian and bicycle corridors of the California Coastal Trail are improved in the narrow space on the seaward side of Palos Verdes Drive South Right Of Way. In order to transition to the seaward side of the golf course, both trail corridors need to be along the west side of Tract 50666.

An application to make a change to a vesting Tract Map should be an opportunity to bring the whole area up tocurrent development "wants" and "needs". The Club House is a "trailhead" and a pitstop" on the CCT. There is public parking. There are restrooms and a snack bar on the seaward side of the building. There are picnic tables on the bluff top.

There is a TYPE 5 trailon the bluff top which connects the Club House with the bluff top trail which continues to the east in Los Angeles (San Pedro). The pedestrian corridor from the seaward side of the Club House to the northwest corner of the site is not clearly marked and is barely a TYPE 6 from the Club House to the bridge to the driving range.

There is a Class 1 bikepath which connects the seaward side of the Club House, along the bluff top and then up to the trailhead facilities at the south end of La Rotunda Drive. What appears to be totally missing is a Class I bikepath between the northwest corner of the site and the seaward side of the Club House.

From a bicycle, familyrecreation point of view, there is the potential for a lovely loop. Park and then start on the seaward side of the Club House. It is not a difficult elevation change to the northwest corner of the site. The Class I bikepath parallel with PV Dr. South should be completed with as much separation as possible from the motor vehicle traffic all along this project's frontage. It is an easy, downhill, ride on La Rotunda and on across the golf course to the bluff top and back to the Club House.

Point of history. The PV Dr. South Class I bikepath was originally designed to be an equestrian connection to Shoreline Park. Despite Staff's evidence that there was equestrian use on the site, the Coastal Commission voted not to require any equestrian accommodating amenities even on just the

perimeter of this residential and golf course development. So much for the legislated "three strings of yarn" concept in the Coastal Zone.

An observation. Where the unpaved bluff top trail and the paved, bluff top Class I bikepath are immediately adjacent to each other, trail users of both persuasions are able to choose to use the high impact surface or the low impact surface at random, without any "user conflicts". Where space for the trail's prisms is limited, landscaping or a fence in between is unnecessary. Hint, hint, the west and south sides of Tract 50666.

SUNSHINE 310-377-8761

From: SunshineRPV@aol.com
To: kjohnsonrpv@gmail.com, smhvaleri@cox.net, pvpasofino@yahoo.com, j1000@cox.net
Sent: 11/4/2017 11:30:12 A.M. Pacific Standard Time
Subj: Fwd: Pending projects and the Trails Network Plan

This is a problem for anyone who would like to have the trails in RPV maintained, preserved, enhanced etc. RPV no longer has a Trails Manager. So, it is up to all of us to pay attention to public notices which might not otherwise look like a trails opportunity and track down the Staff Member who needs to be reminded of the opportunity.

From: SunshineRPV@aol.com
To: Traffic@rpvca.gov, cc@rpvca.gov, pc@rpvca.gov, dwillmore@rpvca.gov, ianaya@rpvca.gov, esassoon@rpvca.gov, aram@rpvca.gov, coryl@rpvca.gov, sok@rpvca.gov
CC: EZStevens@cox.net, ldb910@intergate.com, smhvaleri@cox.net, jessboop@cox.net, direne1@aol.com, peter.vonhagen@daumcommercial.com, gardner4@earthlink.net, gregoryroyston@gmail.com
Sent: 11/4/2017 10:45:05 A.M. Pacific Daylight Time
Subj: Pending projects and the Trails Network Plan

MEMO from SUNSHINE
TO: RPV City Council, City Manager, Planning Commission, Public Works, Community Development, Rec & Parks, Traffic Safety Committee
RE: Current activities which impact the Trails Network Plan Update

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There are more. Should I provide a list of the additional ones I am aware of?

Nicole Jules

From: Uday Patil <globus@pacbell.net>
Sent: Monday, November 06, 2017 4:10 PM
To: Traffic; Nicole Jules; So Kim; Ron Dragoo; Elias Sassoon; aram@rpv.gov; Zach.Rehm@coastal.ca.gov; CC
Cc: Erika Barber; Ali Derek; Lenée Bilski; Peter VonHagen
Subject: Trump #50666 Nov 6 [Fw: #2 item Aug 28, 2017 Tract 50666 – Phase II hearing Sep 25] (now November 6)

Dear Traffic Committee Members:

I have been a resident of the Seaview Community for the past 30 years, and I am also a practicing civil engineer. My house is located on PV Drive South, a few hundred feet from the proposed intersection.

The very idea of this intersection has caused a lot of turmoil in our neighborhood. None of us are traffic engineers, but when you've lived here for some time and experienced the traffic on a daily basis, you know this proposed intersection is just wrong, and highly unsafe. We all know that the Schooner and PV Drive intersection is on a curve and it is unsafe to begin with. This is why most of us avoid going that way as much as possible. And to add another intersection just 500 feet from it, that is adding fuel to the fire. It's like someone proposing another intersection in the middle of a block, simply because he doesn't want to drive a little further. This is why we have service roads and feeder roads on both sides of PV Drive.

So why is this idea of an intersection still alive? Why is this developer not creating his own service roads to send the traffic to the intersections that are already there? They are pointing to a tract map approved some 20 years ago, and claiming that they are entitled to an intersection at this location no matter how unsafe it is, and no matter how much the traffic has changed in 20 years. I was involved in the City council hearings at that time and **I have not seen any map or drawing or any traffic study from those days that shows that the median will be breached into.** Please see a portion of the approved tract map, below.

So I looked through the new report from the developer, which by its title implies that it is an "Update" to the old traffic impact report that was the basis of the claimed approval of this intersection. But that report did not answer any of the following questions:

- **Why is it that this update report does not even refer to the original 1997 traffic report that was supposedly the basis of the claimed approval of this intersection?**
- **What exactly was approved in 1997? And what was the basis of that approval?**
- **What did the old report show for traffic in 1997, and what traffic was projected for 2017 and beyond?**
- **How do the old traffic projections compare with what is the actual case right now?**
- **On what basis is the developer deciding that he is entitled to demolish the existing 20-foot median and reduce it to 4 feet width over a length of more than 700 feet?**
- **Does the Coastal Commission have any jurisdiction over the issues involved?**

I believe we need all these questions thoroughly answered to decide if there is any basis whatsoever for even the concept of this proposal. **If the previous report or any related approval was based on faulty data or inaccurate projections, then any previous approval is void. Since the previous approval did not include any breach into the median, the breach is out of the question.** On that basis alone, this proposal should be dismissed and this meeting should be over right now.

There is one other question that has been nagging many of my neighbors. If you just walk to the west of the proposed intersection, even a layperson can tell that there is not much room there. So how can the developer claim that there is enough space to squeeze in a driving lane, a bike lane, a merge lane, the curb and gutter, a pedestrian trail, and the existing big trees and the buffer zone? So I went there with a tape measure and took some measurements to compare them with what the developer is planning. And I found out that our eyes are not lying to us, but the developer is trying to take what does not belong to them.

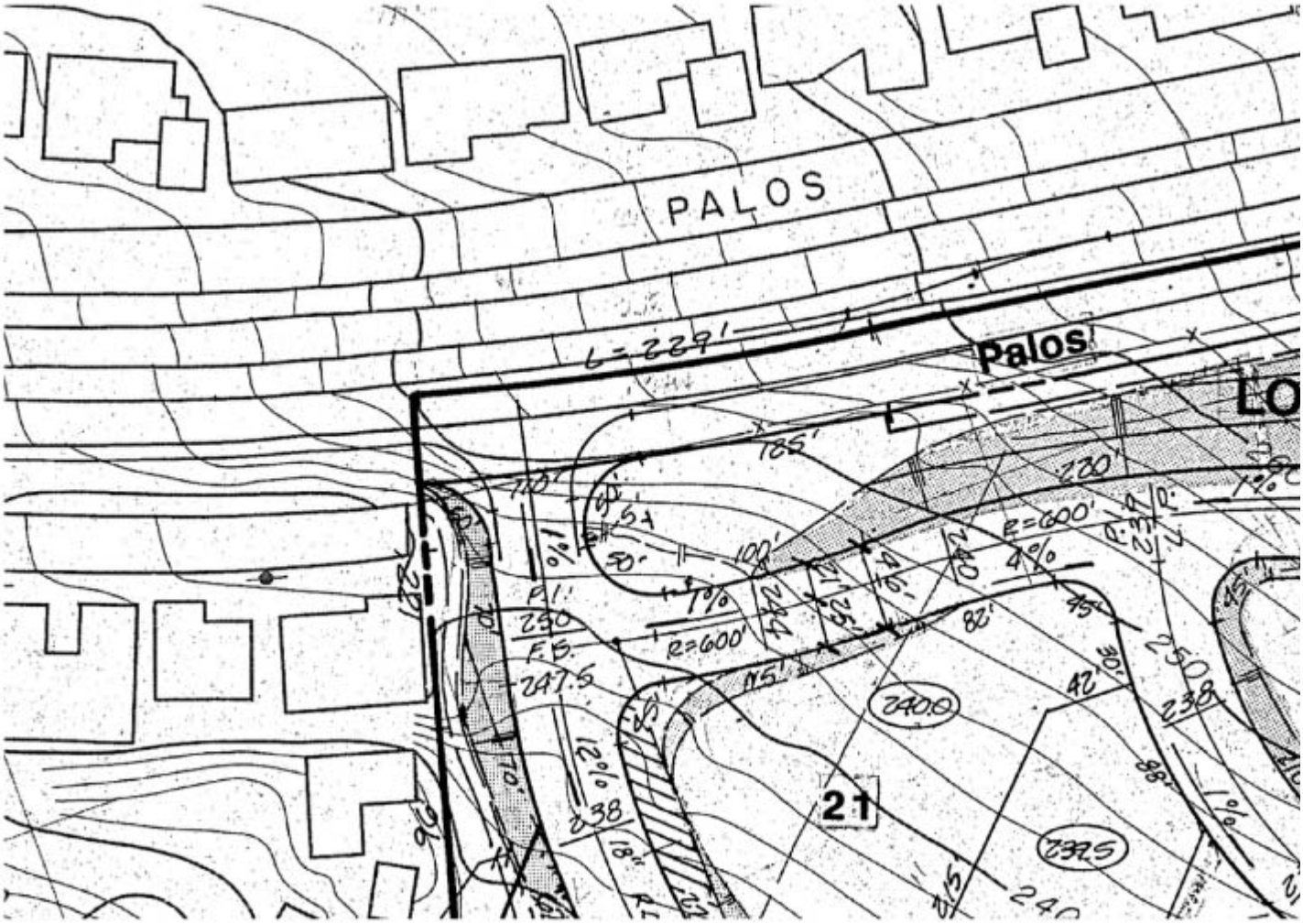
The City is undertaking a project to improve the bike lane safety by widening it to 6 feet along PV Drive. This additional width is to be obtained by reducing the median by three feet. The developer thinks that the City is doing this for his benefit, so he uses those three feet for his merge lane, **reducing the bike lane to 4 feet**. So the biker gets squeezed between cars on either side in a 4-foot lane, thereby throwing the bike safety project out of the window. The pedestrian trail also gets pushed right up to the tree trunks in the area, removing the root crowns, so the trees won't survive much longer. And the buffer zone will not exist in this area for all practical purposes.

I therefore urge you to continue this hearing and have the developer address these and other questions and issues. We cannot repeat or compound any mistakes that may have been made in the past.

Thank you.

Sincerely,

Uday K. Patil
4011 P.V. Drive South
RPV, CA 90275



Nicole Jules

From: VIELKA SCHMID ORTEGA <veortega@hotmail.com>
Sent: Monday, November 06, 2017 7:03 AM
To: Traffic; So Kim; Ron Dragoo; Nicole Jules; CC; Ara Mihranian; Elias Sassoon; Zach.Rehm@coastal.ca.gov; ldb910@juno.com
Subject: Traffic Safety Committee Nov. 6 Agenda - Tract #50666

To whom this may concern:

NO to the proposed new intersection! The traffic conditions on this main arterial road into and out of RPV have exploded since 25 years ago when the original project was proposed but not built.
Now we have two new large developments in the area, their workers coming and going 24 hours a day, delivery trucks, and more residents, more tourists, more cyclists, more hikers, more visitors which all together make it more crowded and more dangerous and unsafe for everyone. The developer's Traffic Study is incomplete.
What about room for emergency vehicles and vehicle break-down???
What about an emergency evacuation?

Please listen to us residents who live right here where the proposed intersection may get built.

Regards,

Vielka Schmid
4361 Dauntless Dr