

DEPARTMENT OF TRANSPORTATION

DISTRICT 7, REGIONAL PLANNING
IGR/CEQA BRANCH
120 SO. SPRING ST.
LOS ANGELES, CA 90012
PHONE: (213) 897-4429
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*Flex your power!
Be energy efficient!*

IGR/CEQA No. 030159AL, Draft EIR
Referenced to IGR/CEQA No 020558AL
Palisades Landmark Condominium Project
Vic. LA-01 / PM 39.33
SCH # 2002051086

February 28, 2003

Ms. Maya Zaitzevsky
City of Los Angeles
200 North Spring Street, Room 763
Los Angeles, CA 90012

RECEIVED
CITY OF LOS ANGELES

MAR 04 2003

ENVIRONMENTAL
UNIT

Dear Ms. Zaitzevsky,

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The project is to demolish 20 existing apartment units and to construct 82 new condo units.

To assist us in our efforts to evaluate the impacts of this project on State Transportation Facilities, please forward a copy of a Traffic Report for our review per Appendix D.

Caltrans recommends that the City require the applicant to pay applicable cumulative traffic impact fees at the time of permit issuance. Please see our formula in Appendix B of our traffic study guideline website at

<http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf>

We request that a portion of this revenue be saved for improvements to the Congestion Management Program (CMP) road network when the need arises.

Storm water run-off is a sensitive issue for Los Angeles and Ventura counties. Please be mindful of your need to discharge clean run-off water.

Any transportation of heavy construction equipment and/or materials which requires the use of oversized-transport vehicles on State highways will require a Caltrans transportation permit. We recommend that large size truck trips be limited to off-peak commute periods.

We noted on page 38 of the Draft Environmental Impact Report that mitigation measures are required to further reduce road maintenance impacts. The applicant would be responsible for the repair of any damage to State Right-of-Way resulting from the delivery of heavy machinery, equipment, and building materials to or from the project site, as well as the import and export of soil to and from the project site.

If you have any questions, please feel free to contact me at (213) 897-4429 or Alan Lin the project coordinator at (213) 897-8391 and refer to IGR/CEQA No. 030159AL.

Sincerely,

A handwritten signature in black ink, appearing to read "Stephen J. Buswell", written over a horizontal line.

STEPHEN J. BUSWELL
IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse

Steve Buswell/AL

March 1, 2003

Maya Zaitzevsky, Project Coordinator
200 North Spring Street, Room 763
Los Angeles, CA 90012-3244

RECEIVED
CITY OF LOS ANGELES

MAR 04 2003

Re: Proposed 82-Unit Condominium Project
17331-17333 Tramonto Drive
Pacific Palisades, CA 90272

Project ENV-2000-2696-EIR
Palisades Landmark Condominium Project ENVIRONMENTAL
Reference Nos. SCH #2002051086 UNIT

Dear Maya Zaitzevsky:

As residents of Castellammare Mesa, we are strongly opposed to the proposed subject project for the following reasons.

1. Land slides

An earlier slide occurred in the immediate vicinity of the proposed subject property which resulted in the destruction of one of three apartment buildings as well as raised a concern for the instability of Castellammare Mesa as a whole. How is the city of Los Angeles going to assure the stability of the land if a massive 100,000 cubic yards of dirt is removed?

We have been informed by Councilwoman Cindy Miscikowski that the nearby Revello Drive slide is active.

We have been informed through our local newspaper that cracks are occurring near a proposed project at 17633 Castellammare Drive.

From the Pacific Coast Highway, it can be seen that new re-enforcement of the Porto Marina Way hillside has taken place.

In light of the foregoing, What is the city of Los Angeles going to do to protect Castellammare Mesa and the proposed project from slides and potential drastic drops in property values?

2. Egress to and from Castellammare Mesa

Currently, only two roads provide egress to and from Castellammare Mesa:

- a. Tramonto Drive - to Los Liones Drive and to Sunset Blvd
- b. Porto Marina Way - to Pacific Coast Highway

Should Tramonto Drive at the project access road be closed due to slide activity or to truck overloads, we would be left high and dry with only one road (Porto Marino Way) remaining to provide egress to and from Castellammare Mesa. Since the hillside below Porto Marina Way has been reenforced near the Pacific Coast Highway, thus indicating slide activity, what happens if this last remaining road is also closed? What is the city of Los Angeles going to do to assure the availability of an egress road at all times?

3. Dangerous access road to project from Tramonto Drive

For the project trucks going up the narrow Tramonto Drive, the access road to the project occurs in the middle of a sharp and blind hairpin turn. This location could easily be the scene of numerous truck-car collisions.

After the project is completed, for cars going up hill this location still represents a dangerous situation for cars making a left turn onto the access road. Especially so for senior citizens with slower reflexes who might be leery of making a left turn across the narrow Tramonto Drive in the midst of a sharp and blind hairpin turn. With an increase of about 164 residents (2 per condo), two cars per condo, and 1-2 departures and returns per condo per day there is a potential 328 to 656 daily trip increases in traffic. This increases the odds for more accidents.

It seems that the access road should be relocated to a safer site.

What is the city of Los Angeles going to do to assure a safe access road during the proposed construction and after its completion?

4. Truck traffic congestion

Enormous trucking activity from the combined Getty development and the 82-unit condo project resulting in daily traffic congestion affecting both trucks and cars on Los Liones Drive, Sunset Blvd, and Pacific Coast Highway. Is the city of Los Angeles planning to install traffic lights to alleviate this congestion?

Michael Spak
Sincerely,
Norma Spak

Michael & Norma Spak
214 Quadro Vecchio Drive
Pacific Palisades, CA 90272-3112

Cc: Cindy Miscikowski

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LUNA & GLUSHON

ATTORNEYS

1801 CENTURY PARK EAST, SUITE 2400
LOS ANGELES, CALIFORNIA 90067-2326
TEL: 310-556-1444
FAX: 310-556-0444

ROBERT L. GLUSHON

rglushon@lunaglushon.com

March 3, 2003

RECEIVED
CITY OF LOS ANGELES
MAR 03 2003
CITY PLANNING
DIVISION OF LAND

Maya E. Zaitzevsky, Project Coordinator
Department of City Planning
200 North Spring Street, Room 763
Los Angeles, CA 90012

Re: EIR Case No. ENV-2000-2696-EIR
Palisades Landmark Condominium Project
17331-17333 Tramanto Drive

Dear Ms. Zaitzevsky:

Our firm represents the Ocean Woods Terrace Condominium Association which is comprised of the owners of 36 condominium units who reside immediately adjacent to the proposed project. Based on our review of the Draft Environmental Impact Report ("DEIR"), including the appendices thereto, information provided by our clients and other residents, and applicable law including but not limited to the California Environmental Quality Act ("CEQA"), our response to the DEIR is as follows:

1. Summary of Significant Unavoidable Impacts

The DEIR concedes that the proposed project would result in significant unavoidable impacts including "loss of private views, short-term grading, construction and soil truck noise levels and operational traffic on residential streets." However, the DEIR erroneously states that the proposed project would not result in any significant unavoidable impacts which relate to public services [DEIR, page 267]. For example, the Los Angeles Police Department states that "a project of this size would have a significant impact on police services in West Los Angeles Area." The DEIR does not provide for any real mitigation measures to address this impact. Simply stated, so long as police resources are understaffed, the impact on police services will be significant as a result of the proposed project.

2. Visual Resources

The DEIR also erroneously states that the proposed project would not result in any significant visual impacts even while conceding that there would be significant unavoidable visual impacts on surrounding properties. As an informational document, the Final EIR cannot be inconsistent and contradictory. The decision-maker(s) on the proposed project must be clearly

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Maya E. Zaitzevsky, Project Coordinator
Department of City Planning
Page Two
March 3, 2003

informed that the proposed project will result in significant unavoidable visual impacts which are identified in the DEIR and further supported by the comments of adjacent residents.

In addition, it appears that the proposed project will be prominently visible from the coastline in a manner that is inconsistent with Public Resources Code § 30251. The fact that there are other structures in the area that were built not subject to CEQA and/or the California Coastal Act does not support the conclusory "no significant impact" statement in the DEIR.

The proposed project would result in a building massing and height that, while allowable under the zoning regulations, would be inconsistent with the character of other residential structures including adjacent apartments and single-family homes.

3. Lighting

The DEIR correctly states that there would be an increased amount of nighttime lighting and daytime glare due to the much larger density as compared with the existing apartments. The two proposed mitigation measures (paragraphs 6 and 7 on page 100 of the DEIR) do not minimize this impact to a level of insignificance.

4. Air Quality

Although the DEIR purports to provide calculations on emissions that would not exceed the thresholds of the Southern California Air Quality Management District ("SCAQMD"), the applicant has failed to provide adequate information with respect to the proposed project. For example, what hazardous materials are contemplated to be on the project site during construction? Will there be a need to dispose of any hazardous waste? What materials will be used that have the potential to emit carcinogenic air contaminants that could pose a cancer risk? Our client has been informed that the apartments to be demolished currently have a significant amount of asbestos. What does the applicant plan to do about this issue?

Even if the impacts as calculated fall below the thresholds of significance by the SCAQMD, the DEIR fails to adequately consider the serious impacts on adjacent residents particularly during construction. Emissions from construction-related traffic will be especially significant. The proposed mitigation condition to "Encourage car-pooling for construction workers" is an unenforceable, meaningless mitigation measure. To truly attempt to mitigate such impacts, there should be a requirement for car-pooling, use of mass transit or other traffic management plan. Similarly, the proposed mitigation condition that "General contractors shall maintain and operate construction equipment so as to minimize exhaust emission" lacks any specificity or objective standards. How will this condition be monitored and enforced for the protection of adjacent residents?

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Maya E. Zaitzevsky, Project Coordinator
Department of City Planning
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5. Geology and Soils

Perhaps the most significant impact and issue posed by the proposed project relates to geologic stability. The DEIR notes that the Revello Drive Landslide is located on the western portion of the project site. Although the proposed project purports to stabilize the site in accordance with soils and geology reports submitted to the Los Angeles City Department of Building and Safety ("LADBS") additional review is clearly necessary based on even a cursory review of the DEIR and as further indicated by the letter from C.Y. Geotech which is attached hereto as Exhibit "1". Even if the proposed project was approved by LADBS, how can adjacent residents be assured that it would not adversely impact surrounding properties? In other words, assuming for arguments sake that the project site can be made stable for the proposed development, how will that impact other properties affected by the unrepaired portion of the Revello Landslide?

By way of this letter, and based on the observations of C.Y. Geotech, we request a further review by LADBS and the Bureau of Engineering (with respect to public right-of-way stability issues) relative to the geology and soils problems which impact not just the proposed development site but the immediate area affected by the Revello Landslide.

6. Water Quality

The DEIR again fails to suggest specific and objective standards for mitigation. Information is lacking from the applicant such as: What waste will be generated? How will it be disposed? What procedures are proposed to ensure the methods suggested for cleanup and maintenance during construction?

7. Land Use

The DEIR states that the proposed project is consistent with underlying zoning, the Brentwood-Pacific Palisades Community Plan ("Community Plan") and the California Coastal Act of 1976 ("Coastal Act"). The proposed project is, in fact, inconsistent with several provisions of the Community Plan including:

- a. Need to restrict building on geologically sensitive areas [I-2];
- b. New hillside building may block view or present an unsightly view from below [I-3];
- c. Permitted development shall be sited and designed to protect views to the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and

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Maya E. Zaitzevsky, Project Coordinator
Department of City Planning
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where feasible to restore and enhance visual quality in the visually degraded areas [III-15];

- d. Grading, cutting and filling in canyons and arroyos on hillsides should be minimized, where such operations significantly alter the appearance of natural landforms [III-15];
- e. The City should establish residential neighborhood traffic and parking management plans as appropriate [III-27].

The Community Plan also seeks to limit development according to the adequacy of the existing street circulation system [Policy 1-6.1]. The proposed project conflicts with this important policy and the DEIR tries to mask such conflict by stating that the density is allowed by the zoning. The proposed project exceeds the residential street threshold which is totally contrary to this policy.

The proposed project is also in conflict with the Coastal Act (Public Resources Code § 30251) in that there would be an alteration of landforms and impact views from and to the coastline.

8. Noise

There will be significant and unavoidable noise impacts resulting from construction of the proposed project. The DEIR concedes that the use of heavy construction equipment will result in noise levels that are indeed **clearly unacceptable** and that justifies no construction or development according to the Office of Noise Control, California Department of Health Services. If the hauling of soil exceeds 70 loads per day, there would also be a significant noise impact from trucks on both Tramonto Drive and Los Lions Drive. The proposed mitigation conditions are inadequate and will not protect adjacent residents during an anticipated three-year period of construction activity.

9. Public Services

a. Police Protection

As set forth above, the Los Angeles Police Department states that "a project of this size would have a significant impact on police services in West Los Angeles Area." The well-intentioned proposed mitigation does not change this impact given the fact the police resources and staff are inadequate at the present time. The cumulative impacts with other related projects in the area would further increase demands for police services resulting in increased response times and

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other detrimental impacts.

b. Fire Protection

The proposed project would similarly increase demand for fire protection and emergency medical response services. Construction employee vehicles and heavy equipment trucks would interfere with response times for emergency calls particularly on Tramonto Drive. Again, the cumulative impacts from other related projects would result in the need for additional fire protection staff and equipment. Who will pay for these costs?

c. Recreation and Parks

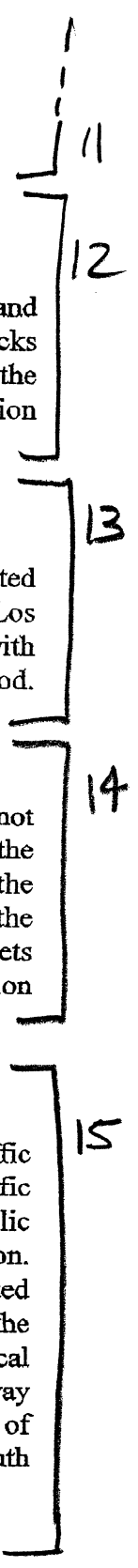
As noted by the DEIR, the proposed project together with other related projects would "further exacerbate" the need for parks and recreational services. The City of Los Angeles's existing parkland to population ratio is already below the preferred standard and even with the payment of Quimby fees, there will be no additional parkland or services in this neighborhood.

d. Road Maintenance

The proposed mitigation measures are weak and of the kind typically not enforced by the City. Once again, how can the adjacent residents and public be assured that the developer will pay for repairs to damage of the public streets? How will the City ensure that the streets are repaired correctly and not substandard leaving the neighborhood residents to suffer the consequences? A bond equal to two times the estimate for repaving the entirety of the public streets to be used by construction vehicles on local residential streets should be required as a mitigation measure.

10. Traffic

Despite proposed mitigation measures, there would be significant unavoidable traffic impacts if the project, as proposed, were built. The intersection of Sunset Boulevard and Pacific Coast Highway is already at an "F" level of service in peak A.M. hours. It would be bad public policy that maximize development which will further add to congestion at that intersection. Although Table IV.J-8 on page 234 of the DEIR provides trip generation information for related projects, there is no analysis of the cumulative traffic impacts of such related projects on the intersection of Sunset Boulevard and Pacific Coast Highway. The DEIR also fails to include critical information regarding the impacts of lane closures which frequently occur on Pacific Coast Highway during periods of heavy rainfall and/or mudslides. Nor does the DEIR consider the problems of inadequate access from Sunset Boulevard east to the 405 Freeway and Pacific Coast Highway south to the 10 Freeway, especially where it connects with the 405 Freeway.



Maya E. Zaitzevsky, Project Coordinator
Department of City Planning
Page Six
March 3, 2003

The Los Angeles Department of Transportation has concluded that the proposed project would cause significant traffic impacts on Tramonto Drive and Los Lions Drive. As supported by evidence in the form of letters from affected area residents, these narrow residential streets already are overburdened and cannot safely handle the existing traffic flow.

Traffic impacts during construction would be significant and unavoidable despite proposed mitigation measures as discussed above. In particular, the narrow residential streets cannot handle heavy trucks and equipment which would be required for a project of this magnitude.

Of the mitigation measures proposed, a proposed condition requiring the removal of vegetation to improve line of sight (mitigation condition no. 1 on page 245 of the DEIR) must be further reviewed with input from local residents and appropriate City departments including Building and Safety's Grading Division and the Bureau of Engineering if any public right-of-way is involved. The removal of vegetation from slopes can lead to mudslides and other movement of soil. It is also not clear which property, including ownership thereof, is referenced by this proposed condition in the DEIR.

Finally, as noted by the DEIR, even with the proposed mitigation measures (primarily for construction), the significant impacts on the two subject residential streets would be unavoidable. Such result warrants scaling back the intensity of the proposed project including consideration of the identified alternatives B and C among others.

11. Alternatives to the Proposed Project

As noted in the DEIR, the Section 15126.6 of the CEQA Guidelines require that the most "environmentally superior" alternative be selected by the decisionmaker in order to have the least amount of adverse impacts. Although the Alternative C (50-unit PUD) would generate the least impacts as compared with the other alternatives, the project objectives could still be achieved with a reduced density below 50 units and yet still more than the existing number of apartments at the site.

Thank you for the opportunity to provide our comments and to participate in the environmental review of this proposed project which would significantly impact this local neighborhood and the community of Pacific Palisades.

Yours very truly,

LUNA & GLUSHON



ROBERT L. GLUSHON

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cc: Kristin Montet, Deputy to Councilwoman Cindy Miscikowski
Pacific Palisades Residents Association
Pacific Palisades Community Council

*Mr. & Mrs. G. W. Goubran
17337 Tramonto Drive, Unit 111
Pacific Palisades, CA 90272*

March 3, 2003

Ms. Maya Zaitzevsky, Project Coordinator
Department of city Planning
Environmental Review Section
City of Los Angeles
200 North Spring Street, Room 763
Los Angeles, CA 90012

RECEIVED
CITY OF LOS ANGELES
MAR 05 2003
ENVIRONMENTAL
UNIT

Reference: Palisades Landmark Condominium Project; ENV-2000-2696-EIR

Dear Ms. Zaitzevsky:

As an owner of a condominium directly above this project, I am deeply concerned about the impact to my home. This project, tentatively scheduled for a long three-year period of construction will impact my family and me greatly. Notwithstanding the noise during construction, the traffic noise and congestion afterward will be monumental. *What particularly worries us is the possibility of hillside weakening. Those of us living in the Castellmare area have all witnessed first-hand, collapses and landslides. We do not wish to witness this again - especially when it could be our condominium sliding down the hill.*

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In addition, beside the environmental effects and the loss of aesthetics, we fear that should the building exceed the height of the existing structure, our unit will lose the ocean view we selfishly want to protect. Should the new structure block our view we will lose immediate value to our property. **AND AS AN OWNER AND TAX PAYER WE FIND THIS ABHORRENT!** We have owned our condominium since 1978 and have enjoyed looking out to the Santa Monica Bay, and because large developers have clout and a large pocketbook, it seems they can control government policies.

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We urge the City of Los Angeles to rethink this project and protect the rights of persons who have lived in this quiet setting for many years.

Sincerely yours,

Mr. & Mrs. Gaby W. Goubran
Mr. & Mrs. Gaby W. Goubran

Laurie Rosenthal
 224 Quadro Vecchio Dr.
 Pacific Palisades, CA 90272
 310.454.6905

Maya E. Zaitzevsky, Project Coordinator
 Department of City Planning
 200 North Spring Street, Room 763
 Los Angeles, CA 90012

RECEIVED
 CITY OF LOS ANGELES

MAR 04 2003

ENVIRONMENTAL
 UNIT

Re: Project ENV-2000-2696-EIR
 Palisades Landmark Condominium Project
 Reference Nos: SCH # 2002051086
 Location: 17331-17333 Tramonto Drive

Hello:

I am writing to you in regards to the above project. The scope of the construction will greatly and adversely affect all residents of the Castellammare Mesa area of Pacific Palisades. I'd like to take a moment to describe this area.

Castellammare is home to several hundred residents who all enjoy the natural beauty and peaceful nature of the area. The residents range from people who built their own homes over 50 years ago to people who just moved in last week. My son, at 16 1/2 months, is one of the youngest residents, while we're friends with many of our neighbors who are well over 80-years-old.

Castellammare is a place where both hard-working people and retired people pass each other during their evening walks, winding down before darkness. My husband works two jobs and I work one job so we can live here. Tramonto is the only street that gets residents to Sunset Boulevard, and it's used extensively all day long. In the early morning, people go to work and moms and/or dads drop the kids off at school (no public school buses come to the area). During the rest of the day, moms take their young kids to various classes, doctors' appointments, grocery shopping, etc. The elderly inhabitants of the community, many already timid behind the wheel because of the multitude of construction trucks carelessly driving on Tramonto, also are in their cars, up and down the hill, throughout the day.

To force all these people to take the rarely used Porto Marina is cruel, as the road is very narrow with huge dips and severe blind spots and is, quite frankly, a bit scary to drive. My sister-in-law once got in an accident on Porto Marina because there just wasn't enough room for the one car coming downhill and the other car going uphill. Also, by using Porto Marina, people will be forced to use Pacific Coast Highway, which is often gridlocked. [And that's on a sunny day - PCH on a rainy day, oh, it's dreadful.] Personally, I avoid PCH whenever possible and take longer and less crowded routes, and I know many of my neighbors do the same. Without the use of Tramonto, this becomes impossible. My neighborhood is filled with hard-working people, already stressed to the max as are many big-city dwellers. To add time to already long commutes, and force people to sit in extra traffic everyday, is unfair. And to have screaming kids in the back seats due to the increased time in the car - well, there just isn't enough Tylenol in the world for that.

Our neighborhood was just dealt the last blow in our struggle against the major expansion of the Getty Villa. This will mean major truck traffic as well as increased noise and diesel fuel pollution for years on Los Liones, the street residents must turn onto from Tramonto to get to Sunset. Already, our neighbors who live above the Getty deal with construction noise all day long. To add a huge condominium construction project on Tramonto, on a landslide area to boot, will simply make living in Castellammare a nightmare.

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Please help us to preserve the beauty and integrity of our neighborhood by not allowing such an enormous project to proceed. There are other local areas that can tolerate such an ambitious and long development much better than our little part of the world.

} 3

Thank you for your time.

Sincerely,

Laurie Rosenthal :)

Laurie Rosenthal



Gray Davis
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse



Tal Finney
Interim Director

March 5, 2003

RECEIVED
CITY OF LOS ANGELES

MAR 07 2003

**ENVIRONMENTAL
UNIT**

Maya Zaitzevsky
City of Los Angeles
200 North Spring Street, Room 763
Los Angeles, CA 90012

Subject: Palisades Landmark Condominium Project
SCH#: 2002051086

Dear Maya Zaitzevsky:

The enclosed comment (s) on your Draft EIR was (were) received by the State Clearinghouse after the end of the state review period, which closed on March 3, 2003. We are forwarding these comments to you because they provide information or raise issues that should be addressed in your final environmental document.

The California Environmental Quality Act does not require Lead Agencies to respond to late comments. However, we encourage you to incorporate these additional comments into your final environmental document and to consider them prior to taking final action on the proposed project.

Please contact the State Clearinghouse at (916) 445-0613 if you have any questions concerning the environmental review process. If you have a question regarding the above-named project, please refer to the ten-digit State Clearinghouse number (2002051086) when contacting this office.

Sincerely,

Terry Roberts
Senior Planner, State Clearinghouse

Enclosures
cc: Resources Agency

234 Notteargenta Road
Pacific Palisades CA 90272
March 21, 2003

Maya E Zaitzevsky, Project Coordinator
Department of City Planning
200 North Spring Street
Los Angeles CA 90012

RECEIVED
CITY OF LOS ANGELES
MAR 24 2003
ENVIRONMENTAL
UNIT

Re: Project ENV-2000-2696-EIR
Palisades Landmark Condominium Project
Reference Nos: SCH#2002051086
Location: 17331-17333 Tramonto Drive

Gentlemen:

We have lived in Castellamare since 1957 and have had Tramonto Drive rendered impassable on several occasions. This has devastating effects on us homeowners.

In the 1960's the developer of the condominiums there now caused a massive landslide that wiped out one of his own buildings. Tramonto Drive was closed to all traffic for a year and a half.

That land that is to be used for 82 condominiums has a miserable geological history. We ask you to remember its unstable nature in considering the request for this project.

In addition, the proposed development would cause heavy traffic congestion on an already inadequate road. / The massive design would be an architectural blight.

We urge you to rule against this development.

Sincerely,
Irvin Spielberg
Mr. & Mrs. Irvin Spielberg

Copy to Cindy Miscikowski

Mrs. Robert Beagles
17446 Revello Drive
Pacific Palisades, California 90272

March 24, 2003

REPLY TO DRAFT ENVIRONMENTAL IMPACT REPORT NO. ENV 2000-2696-EIR

HEIGHT

An examination of the cross sections A Figure III 4, B Figure III 5, C Figure III 6 shows a complex of 3 buildings, each 7 stories high, far exceeding the height limit for this property. Each cross section shows a 7 story building with a covered garage at level 4, and automobile access at level 5 over the roof of the garage. Although the text talks of many separate buildings, this garage has a common wall with the apartment section which it is to serve, and part of its roof provides a floor for the townhouse parking. This proposal is not for independent buildings on 2 sides of a street, but for 7 story buildings.

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An examination of the Site Plan Figure II, and the Vesting Tentative Map Figure III 1 shows how the proposed buildings, containing both the flats and the townhouses, tilt and turn together around the curve of the slope, indicating again that this proposal is for 3 buildings, each 7 stories high.

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DENSITY

The Draft EIR is for a proposal for 82 large, 3 bedroom units on just less than 4 acres. This far exceeds the average density of the Brentwood Pacific Palisades Plan, which is for 8 or 9 units per acre, 32 or 36 for even an undamaged site this size.

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The Post Project View of the Project Site From the Pacific Coast Highway Figure IV B 18, the Aerial Photo Figure II 3 present the density in the favorable way possible. The reality will far less attractive. The view of the 82 units from below shows mostly green from trees and shrubs on other properties. The areial view also indicates that almost every bit of the property will be built upon. There are no front or side set backs for the buildings except on the edges of the site. Unlike the nearest condo building, which has gardens and a pool, and the Edgewater Towers, which has pools, tennis courts, gardens and a jogging track, 82 units will occupy almost every bit of the ground. Certainly, the Landmark Corporation is entitled to replace the 20 existing units, and the 12 that were destroyed in the landslide. The Draft EIR says that 50 units would have the least environmental impact, but some impacts would be significant, and unable to be mitigated. Fewer units than 50 would have even less of an impact, and should be considered for this fragile, damaged slope. 32 seems like a good number.

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GEOLOGY

The extensive geology section of this Draft EIR indicates that there has been much geologic investigation of the slope in the past, but only 3 core holes have been dug recently. I have included a plan of my small lot showing that we had 3 core holes dug in the 1960's before we bought our lot. When I spoke to a geologist about this report, he said that more timely information would be needed for new construction. Much of the information in the section on geology is obsolete and not reliable for moving earth or designing foundations. Much more information should be required about the sub-soils.

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Like my neighbors, I am very concerned about the geological impact of this project. We fear that the proposal to dig out the old landslide material and replace it with newly compacted soil may cause a huge slope failure like ones we have read about in Laguna Beach and Palos Verdes, and involve many more homes than the few on Revello Drive. We can not buy landslide insurance, and we realize that suing the developer for damages may be an expensive, lengthy undertaking. WE WANT A BOND TO PROTECT US FROM DAMAGE TO OUR HOMES DURING THE GRADING AND CONSTRUCTION, AND AFTERWARDS BECAUSE THE MAINTENAINCE OF THE DRAINAGE SYSTEM BY THE NEW CONDOMINIUM OWNERS MAY NOT BE EFFECTIVE.

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SAFETY

Whether this narrow, quarter mile long access to 3 buildings on a curving, slide damaged slope is legally safe is a question for the experts. The real safety appears marginal. A second access could be obtained by connecting the project to Positano. I once saw such a road on an old map. The Northridge earthquake showed how vulnerable garages are to seismic damage, and the only exit from this project is planned over the roof of a long garage.

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CONFUSION

Although there is no roof height for the top of the far western building on several of the plans, and the Figure III 6 shows a roof height of 215 feet, I was told by Mr. Reilly of Christopher A. Joseph Associates, that no construction would be more than 201 feet above sea level. When I inquired about chimneys, air condition units, and antennas, I was told these were probably not included in this height limit. The lower the roof tops, the less impact the buildings, and their construction, will have. Any height limit decided upon should not have exceptions.

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There are no doubt other inconsistencies in the mass of data in this Draft EIR, but this was most noticeable. If such simple calculation as the height of buildings is inconsistent, onme wonders about the calculations involving such items as caissons and strength of concrete.

SUMMARY

The lower the roofs, the less impact. The fewer the units, the less impact. The lower the access, the less impact. /As proposed, this project will threaten the safety of surrounding homes, and the stability of the whole slope. Like other overly ambitious projects in the area, it may be abandoned or, more likely, end in bankruptcy. /Even with a good final result, nearby homes will not be comfortable to live in during daytime hours for years because of the noise and dirt of the grading and construction. This is a clear case of less is more for nearby residents. /If permitted at all, this plan should be limited to 32 units.

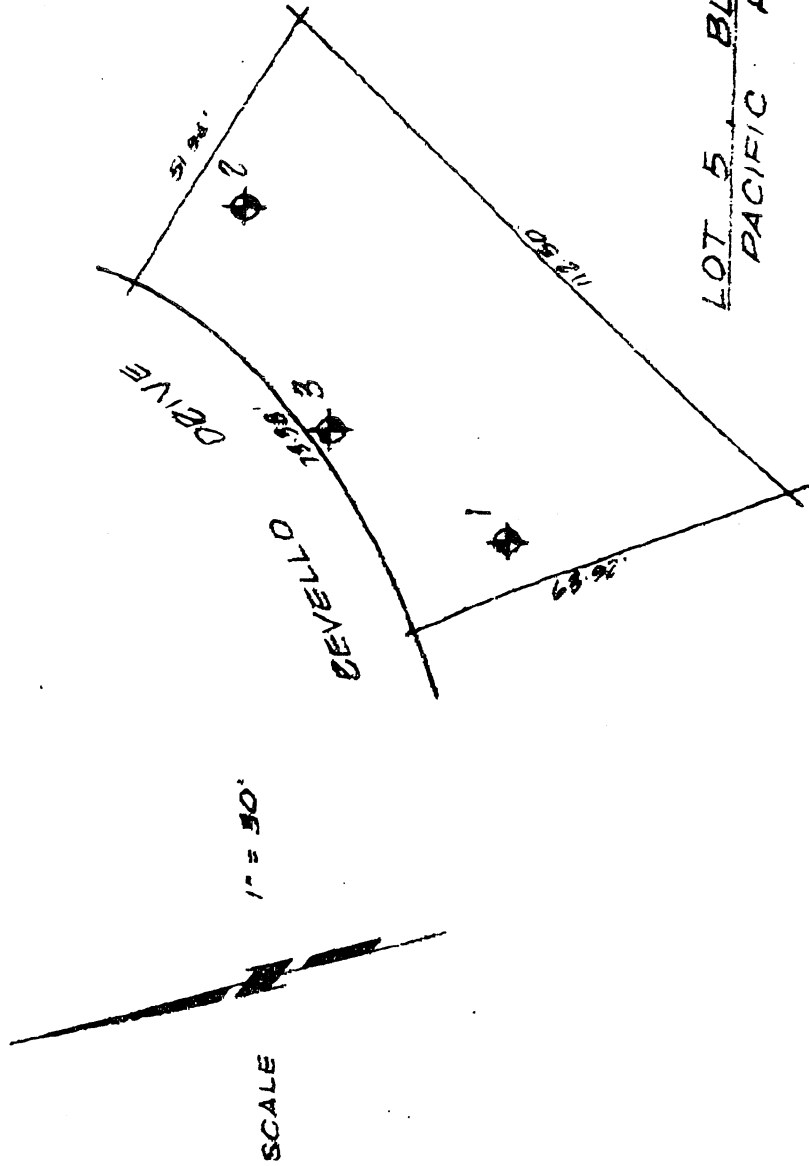
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To permit the trade of the certain loss of the workday use of nearby homes for several years, and the possible loss of the stability of the whole slope, for a questionable fix of a landslide that has not troubled everyone, and the certain impacts of a large condominium complex with no redeeming values, will place much reliability on the city if no bond is required of the developer to protect the homes and roads in the area.

13

Rice Sanchez
310-454-2101

FIELD SKETCH SHOWING BORING LOCATIONS
17446 BEVELLO DR., PACIFIC PALISADES



LOT 5, BLOCK 18, TR. 8923
PACIFIC PALISADES, CALIF.

◆ BORING

W.O. 9672

Mrs. Robert Beagles
17446 Bevello Drive
Pacific Palisades, CA 90272-4159

PACIFIC SOILS ENGINEERING, INC.

Mrs. Robert Beagles
17446 Revello Drive
Pacific Palisades, California 90272

February 25, 2003

REPLY TO DRAFT EIR NO. 2000-2696-EIR

Attached is an aerial photo of the site of the proposed Landmark development. I have keyed in some of the nearby properties, and problems.

1. Revello Drive was cut and paved in 1922.
2. This retaining wall and sidewalk, both in good condition, were installed when the apartments were built in the 1960's.
3. 17455 Revello Drive has had 2 slope failures in the last few years. One was due to a broken pipe.
4. 17461 Revello is owned by Rudy and Sirilak Hershmann.
5. The BIG GREEN PIPE was installed after the landslide of 1965 to take storm water over the slide. Beneath it runs an above ground sewer line.
6. 17475 Revello Drive. Dr. and Mrs. Francis Knotz added a well engineered addition about 10 years ago. They had to go through Coastal Commission
7. 17438 Revello Drive experienced a slope failure 8 or 10 years ago when a previous owner tried to terrace the back garden.
8. There are several owners in this corner of the condo building whose address is 17337 Tramonto Drive. The first floor is a parking garage level, and exit from this garage slopes down and out.
9. 17440 Revello Drive is owned by William and Sylvia Grieb.
10. My house, 17446 Revello Drive, was built on a well engineered foundation in 1963.
11. 17452 Revello Drive, owned by Jon Congdon, has had 2 caissons added at different times to the southwest corner.
12. This is the edge of Vaun Krumley's property. He successfully sued the city a few years ago.
13. This old Spanish house and its guest house lost some ground in the landslide in the 1960's. but have been beautifully remodeled. They are located on Positano Drive. Dr. Todd Sadow is the owner, and has a long time tenant. He, too, participated in the suit against the city.
14. This is the private driveway to Dr. Sadow's property.
15. This small apartment house on Castellemmare is owned by Beverly and Oz Fedel.
16. This is the site on Castellemmare Drive of the 20 unit Coler/Novak/Palmer proposed project.
17. These 2 buildings hold the 20 units of apartments owned by Landmark.

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18. This private driveway to the apartments was put in in the 1960's when they were built.

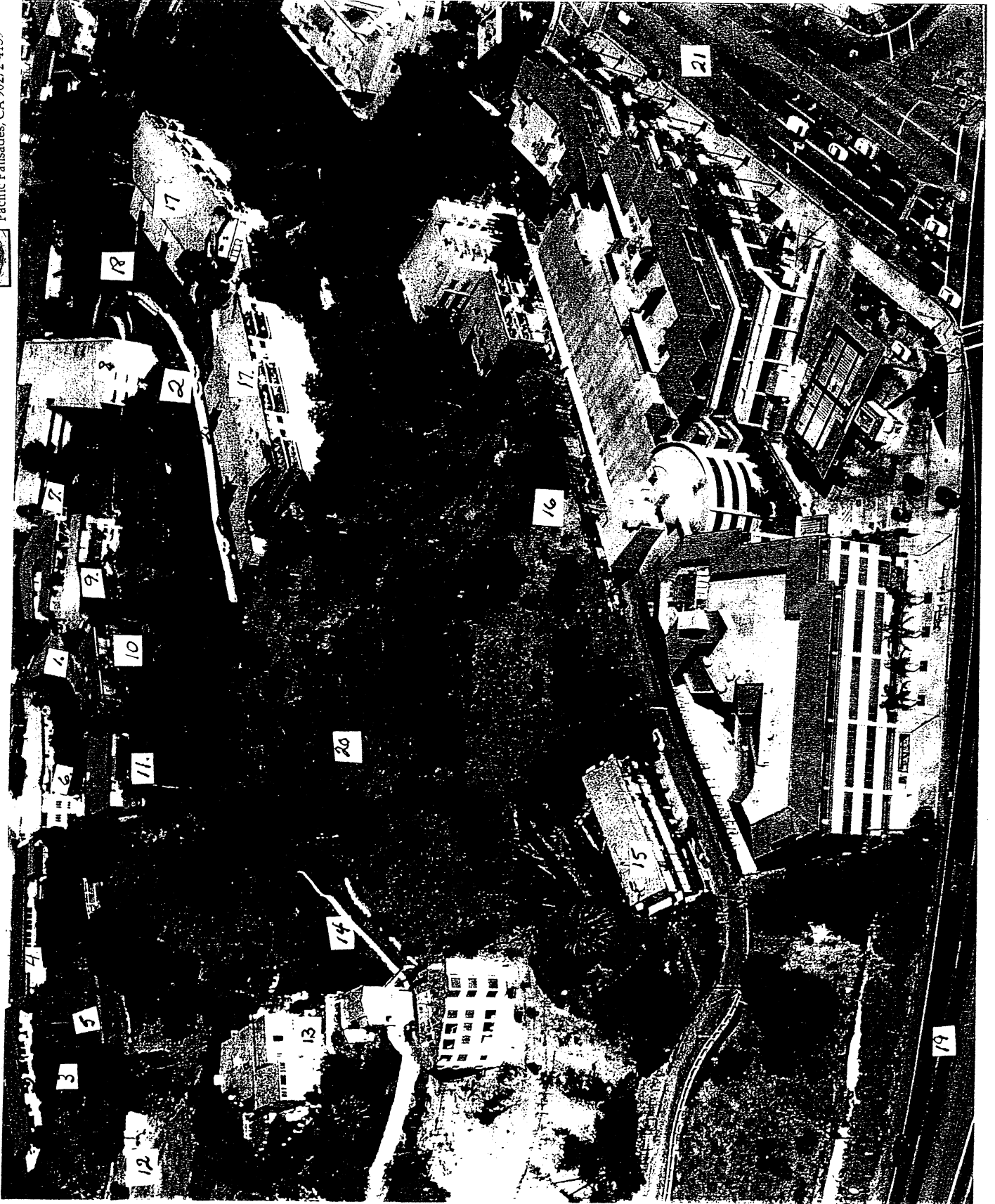
19. Pacific Coast Highway

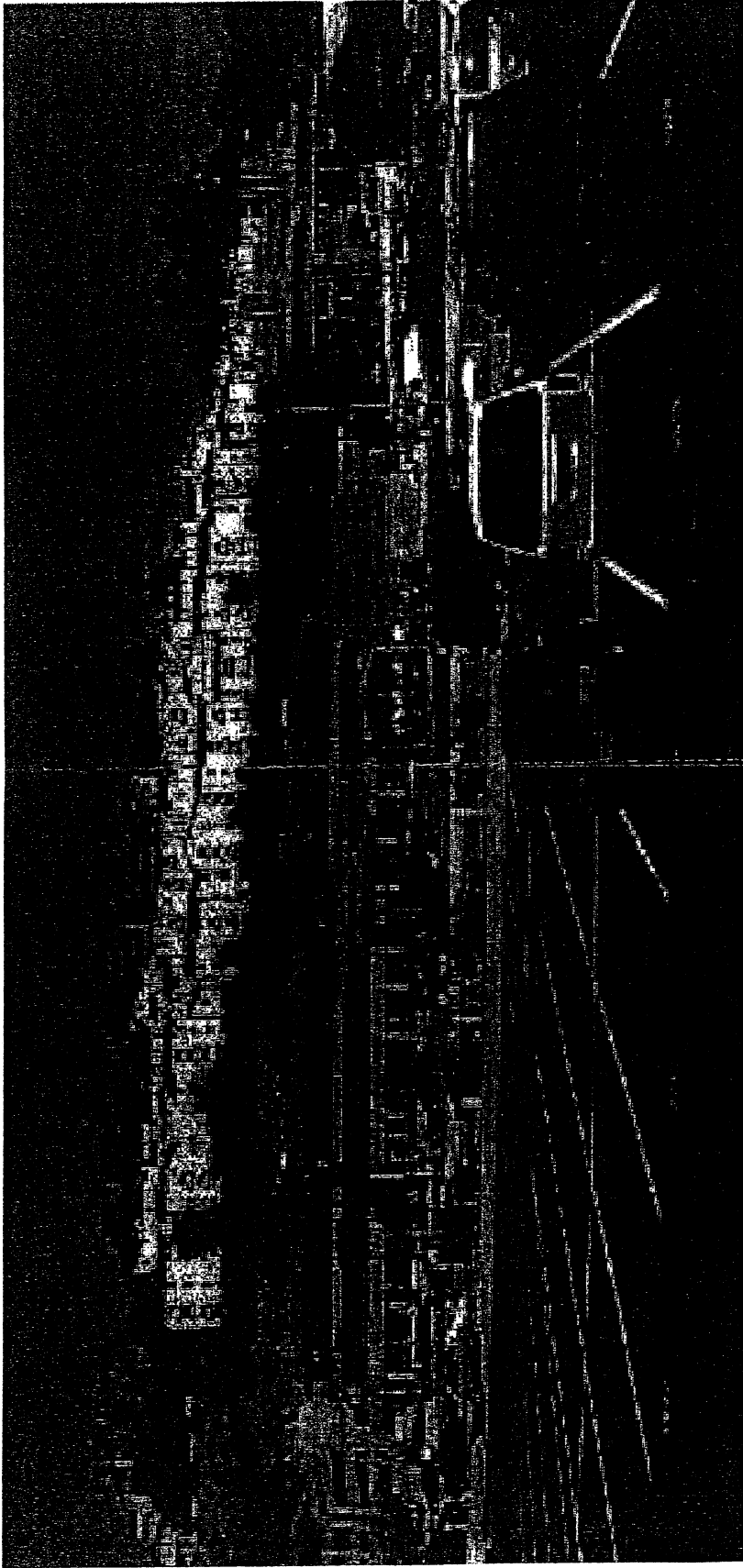
20. Site of 1965 Revello Drive landslide. Three homes on Revello were destroyed, 12 units of the apartment complex collapsed, and the roadbed of Revello Drive and all the utilities were destroyed. Mr. and Mrs. Clay, whose home was isolated, sued for the restoration of access to their house, and eventually the trail they had been using was widened and paved beside the Big Green Pipe.

21. Sunset Boulevard

14

Mrs. Robert Beagles
17446 Revello Drive
Pacific Palisades, CA 90272-4159





FNV 2000 2876 EIR



Mrs. Robert Beagles
17446 Revello Drive
Pacific Palisades, CA 90272-4159

**Coquillard
243 Bellino Drive
Pacific Palisades, Calif. 90272**

RECEIVED
CITY OF LOS ANGELES

MAR 27 2003

ENVIRONMENTAL
UNIT

March 24, 2003

Maya E. Zaitzevsky, Project Coordinator
Department of City Planning
200 North Spring Street, Room 763
Los Angeles, Ca. 90012

Re: Project ENV-2000 - 2696 - EIR
Palisades Landmark Condominium Project
Reference Nos: SCH # 2002051086
Location: 17331-17333 Tramonto Drive

Dear Ms. Zaitzevsky,

I am a concerned homeowner in the Castellammare Mesa, and a member of the Mesa's Home Owners Board of Directors. It is in both capacities that I am writing this letter to express my husband's and my sincere opposition to the Palisades Landmark Condominium Project in its current form. The Project would have a severely negative impact on this neighborhood and on each individual resident.

Primarily, the traffic congestion that would result from three years of construction and from an addition of more than 3X the current traffic load upon completion would devastate current homeowners. There are only two outlets from the Mesa: Tramonto and Porto Marino. Porto Marino is in such bad condition that it is truly not a road but a road hazard. The light at PCH is interminable, making Porto Marino an unfeasible alternate for the stream of cars needing to exit the Mesa. As a mother of two small children, who drives up and down Tramonto at least six times a day, having Tramonto off-limits due to congestion would create untold stress to me and mothers like me, as well as to our children (who inevitably would be left waiting while we battled construction vehicles and exhausting delays). Please be aware that ours is a neighborhood sincerely in transition: the longtime residents of the neighborhood are giving way to many new families with small children looking for a safe and healthy place to raise those children. We can't be backed up for hours waiting for trucks to load and unload.

If you must approve a version of this Project, let the developer grade the hillside between Tramonto and Los Liones. There is a slight grade and then a flat pad immediately below Tramonto running parallel to it. That area could be graded and built out as a "work road" for the express use of construction vehicles. Further down the PCH towards Santa Monica this is being done; construction roads have been cut into the hillside. Additionally, "rules of the road" need to be determined for the duration of the construction period (three years is an extremely long time). Work trucks must allow Mesa vehicles the right of way for ingress and egress onto Sunset...perhaps even a new lane needs to be constructed for heavy trucks. The developer needs to work with the Planning Department and the Mesa homeowners on these two issues until satisfactory resolutions have been determined.

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In regards to the question of safety, it seems a great risk to grant a construction permit to a project whose buildings (1-and-2), upon completion, "will be bordered by an active landslide on three sides..." Should any horrific slide occur due to the allowance of the construction of this Project, who will take responsibility? If one of our children is killed during a landslide because of reckless construction, who will be held accountable? If one of the older residents' homes (whose home will be 200 feet from the proposed site) slides, who will help that older couple regain their lives and their sanity? I know, I have read portions of the EIR and realize that the developer must adhere to the mandates of the Planning Department and provide adequate drainage, etc... But think in human terms: what if a construction worker makes a mistake. Who will live with the pain and consequences of that mistake? Not the developer. Not anyone in the Planning Department. Only we in the Mesa. And you need to protect us from potential devastation. There is no question that there is a viable condo alternative to what currently exists at the proposed building site. But 82 units? Let's take greed out of the equation and put responsibility at the forefront.

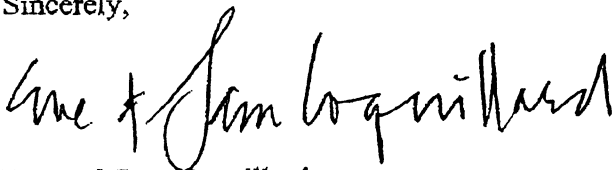
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Having this Project constructed as proposed would eliminate the stress-free lives we intended to provide for our children by moving to an "out of the way" enclave with no "through traffic." People who currently drive up Tramonto do so because they live in the Mesa. Save at least one part of our city from over-development. There is no need to build 82 units on an unstable hillside. Why impose untold hardship on residents who love where they live? Listen to our cry and please, modify or deny this Palisades Landmark Condominium Project. Another project will come along, from someone who cares about the coastline, who cares about quality-of-life, who cares about safety. That will be the project to approve.

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Sincerely,



Eve and Sam Coquillard



FIRST FINANCIAL
A Mortgage Corporation

March 25, 2003

RECEIVED
CITY OF LOS ANGELES

MAR 27 2003

ENVIRONMENTAL
UNIT

Maya E. Zaitzevsky, Project Coordinator
Department of City Planning
200 North Spring Street, Room 763
Los Angeles, CA 90012

Re: Project ENV-2000-2696-EIR
Palisades Landmark Condominium Project
Reference Nos: SCH # 2002051086
Location: 17331-17333 Tramonto Drive

To Whom It May Concern:

Please be advised that I am highly opposed to the development of this incredibly intrusive undertaking.

I, for three years now, have been living with a number of residential homes being built on Tramonto Drive, the street on which I live, and it has been an unbearable imposition.

Traffic, dirt, noise, all of which have increased dramatically because of these smaller homes being built, and the inability of your office to monitor and maintain their progress. It is unrealistic, from these examples, which you and your colleagues will be able to manage to enormous amount of issues involved with building such a large project in our quaint little neighborhood. This is a seaside Mesa of smaller homes, a strict Homeowners Association that limits our building, and we are supposed to tolerate this massive commercial imposition, I guarantee this will not happen without a fight, legally and otherwise.

It is proven that our area is Geologically unstable, we already have a number of law suits pending due to developers who are trying to build massive residences on our hill sides, do you really need to expose yourself to more of these? The area is unstable, this is proven through many surveys, how can you expect 18 months of excavation and earth moving will not result in further erosion, damage and movement, especially since no one involved in this project is insuring or bonding the adequate drainage and run off.

I realize that some developers are seeing the huge potential profit windfall through this project, but I am quite sure that this project will be stalled for years and held up due to mine, and many other law suits and that upon further consideration could be seen as UN profitable by the time it is finished.

It is my understanding that Tramonto Drive will be the predominate thoroughfare during this construction, a street which has been neglected by the city for many years, is extremely narrow and rough and already has many traffic problems due to the extensive building of residences on this street. This is a nightmare waiting to happen, I welcome it, as you guys will be buying my house from me when I am unable to sell due to your negligence and respect of our community, it's neighbors and the homeowners.

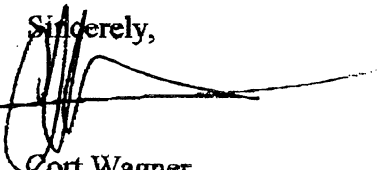
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I have already suffered enough through the building which has been ongoing since I moved in 3 years ago, Cindy Miscikowski has been incredibly lax in her ability to enforce the completion of two homes which have taken 4 plus years to complete, and are far from finished on Tramonto alone. This is obviously a sign of things to come, and it is extremel disturbing.

5

Please feel free to contact me at any time for further specifics.

Sincerely,



Cort Wagner
Managing Partner

CC: Cindy Miscikowski

Deborah Hydon DDS & Derek Hydon
17751 Sabbiadoro Way
Pacific Palisades, CA 90272
Phone (310) 600-0707
Fax (310) 230-1546

RECEIVED
CITY OF LOS ANGELES
MAR 27 2003
ENVIRONMENTAL
UNIT

March 25, 2003

Maya E Zaitzevsky, Project Coordinator
Department of City Planning
200 North Spring Street, Room 763
Los Angeles, Ca 90012

Re: Project ENV-2000-2696- EIR
Palisades Landmark Condominium Project
Reference Nos: SCH # 2002051086
Location: 17331-17333 Tramonto Drive

To Whom It May Concern:

As local Castellammare Mesa residents, we are deeply disturbed to learn about the plans to build this huge condominium complex on Tramonto. I will list the reasons below, with details to follow:

- 1) Geological concerns
- 2) Traffic Congestion concerns
- 3) Traffic Light concerns- both on Tramonto and Porto Marina
- 4) Road maintenance concerns
- 5) Time to build the condos

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Details:

- 1) **GEOLOGICAL CONCERNS:** Everyone knows that the area known as "South of Tramonto" is essentially an active landslide. Who in their right mind would build an entire condominium complex surrounded on three sides by an active slide?! And who will pay the residents below when their properties are negatively affected by all the grading and building just above them? There will be numerous and very costly lawsuits to the city and the builders- that will be for certain.
- 2) **TRAFFIC CONGESTION CONCERNS: TRAFFIC LIGHT CONCERNS:** The area cannot sustain large numbers of people on these very narrow and few roads- no more than 50 units should be built (even that is too many).


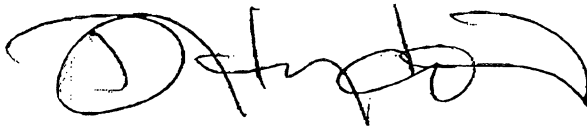
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- 3) **TRAFFIC LIGHT CONCERNS:** A) Los Liones: With all the building trucks and subsequently, residents driving around the area, it would be absolutely **IMPERATIVE** that a traffic light be installed on Sunset and Los Liones. Remember that the Getty will be up and running by then. B) In addition, there is an extremely dangerous traffic hazard at the base of Porto Marina (which might be the only way for residents to enter and exit while construction is underway). Northbound cars on PCH use Porto Marina to make U-turns in order to turn around and go South on PCH. There is a sign indicating that U-turns are illegal, but it does not stop people from doing it. Instead, they block Porto Marina by standing sideways, and can cause a very serious accident there, and on northbound PCH. A series of bollards should be installed to physically prevent these people from blocking the road- this is **IMPERATIVE**. Also, the lights there take an eternity to change- this is unacceptable- they need to be "on demand".
- 4) **ROAD MAINTANENCE CONCERNS:** Everyone here knows how the construction trucks chew up the roads and create huge potholes. Remember, this is an active slide area as well. We need to be assured that the roads will be maintained **CONSTANTLY**. How can we be assured of this?
- 5) **TIME TO BUILD THE CONDOS:** If these buildings are to be built, how can we be assured of a swift timeline- can there be fines imposed for lack of adherence?

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I certainly hope that you take the above concerns into consideration as I feel that they are just.

Respectfully yours,



Debbie Hydon DDS

CC Councilwoman Miscikowski

CMHO