

SUPPLEMENTAL REPORT TO THE REGIONAL PLANNING COMMISSION

DATE ISSUED:	September 4, 2025	
HEARING DATE:	September 10, 2025	AGENDA ITEM: 7
PROJECT NUMBER:	2015-01232	
PERMIT NUMBERS:	Vesting Tentative Tract Map No. 073082 Conditional Use Permit No. 201500052 Environmental Assessment No. 201500089 (Referred to collectively as the "Project")	
SUPERVISORIAL DISTRICT:	2	
PROJECT LOCATION:	5101 Overhill Drive	
OWNER:	Peak Capital Investments, LLC c/o Scott Tran	
APPLICANT:	The Bedford Group	
PUBLIC MEETINGS HELD:	3 of 5	
INCLUSIONARY HOUSING ORDINANCE ("IHO"):	The Project is not subject to the IHO because it was deemed complete prior to the effective date of the IHO.	
CASE PLANNER:	Erica G. Aguirre, AICP, Principal Planner eaguirre@planning.lacounty.gov	

PURPOSE

The purpose of this supplemental memo is for LA County Planning staff ("Staff") to provide the Regional Planning Commission with several additional materials, including the following:

Exhibit A - Memorandum from Dudek, dated September 3, 2025

1. A memorandum from Dudek, the County's environmental consultant for the Project, addressing recent comments raised by Tom Brohard, P.E., in his letter dated August 19, 2025, on behalf of United Homeowners' Association II (UHA), which pertain to the transportation analyses previously conducted by Dudek and presented within the Project's Draft Environmental Impact Report (EIR) and Final EIR.

Exhibit B - Additional Public Correspondence, dated September 3 and 4, 2025

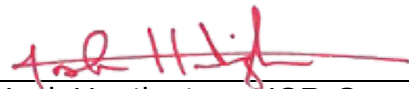
2. An additional comment letter received from the applicant's counsel, Veneble, LLP, dated September 4, 2025, responding to the letter provided by Strumwasser & Woocher, LLP, on behalf of UHA, dated August 26, 2025; and
3. An email inquiring about the number of hearing dates and public comments received for the Project, including Staff's response.

PROJECT NO. 2015-01232
VESTING TENTATIVE TRACT MAP NO. 073082
CONDITIONAL USE PERMIT NO. 201500052
ENVIRONMENTAL ASSESSMENT NO. 201500089

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Report

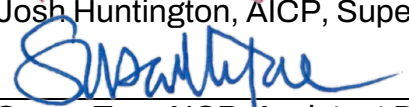
Reviewed By:



Josh Huntington, AICP, Supervising Regional Planner

Report

Approved By:



Susan Tae, AICP, Assistant Deputy Director

LIST OF ATTACHED EXHIBITS	
EXHIBIT A	Memorandum from Dudek, dated September 3, 2025
EXHIBIT B	Additional Public Correspondence, dated September 3 and 4, 2025

MEMORANDUM

To: Joshua Huntington, AICP, Supervising Planner, County of Los Angeles Department of Regional Planning
Erica G. Aguirre, AICP, Principal Planner, County of Los Angeles Department of Regional Planning

From: Michele Finneyfrock, Project Manager, Dudek
Dennis Pascua, Transportation Services Manager, Dudek
Amanda Meroux, TE, Traffic Engineer, Dudek

Subject: Response to Transportation-Related Comments from the “September 10 RPC Hearing: The View Project at 5101 Overhill Drive” Comment Letter dated August 26, 2025

Date: September 3, 2025

Introduction

This memorandum transmits a response to comments provided by Strumwasser & Woocher LLP, dated August 26, 2025, and additional traffic review by Tom Brohard, P.E., dated August 19, 2025, on behalf of United Homeowners’ Association II (UHA) for The View Residential Project (Project). The focus of this memorandum is to address the comments specifically raised by Tom Brohard, as they pertain to transportation analyses previously conducted by Dudek and presented within the Project’s Draft Environmental Impact Report (EIR) and Final EIR. This memorandum supplements and references previous environmental documentation for the Project, as listed below:

- The View Residential Project Draft EIR (November 2022)
- The View Residential Project Final EIR (April 2025)
- The View Residential Project Final EIR – Supplemental Errata (August 2025)

None of the comments raised by Tom Brohard identify deficiencies in the Draft or Final EIR analyses that would require recirculation of the EIR pursuant to the California Environmental Quality Act (CEQA) Guidelines Section 15088.5, as further demonstrated in the responses below.

Comment 1: “Proposed Project Driveways Require Further Study”

Comment: Mr. Brohard states that as the project is proposing two new access driveways only 135 feet apart on Overhill Drive, this is contrary to the County of Los Angeles (County) General Plan Mobility Element to limit access to Major Highways, and it will be difficult to discourage guests and visitors from trying to enter The View Project at the northern driveway, which is planned to be restricted to residents only. He further states that if others do enter, no turnaround has been planned or provided outside the security gate.

Response: Major Highways are defined in Table 7.1 of the County’s Mobility Element, which states that “These roads generally require four or more lanes of moving traffic, channelized medians and, to the extent

possible, access control and limits on intersection streets.”¹ As it would not be feasible for the Project site to provide access via northern, southern, or western points, access is only possible along Overhill Drive. Specific operations of a gate for the northern driveway are unknown at this time, and it is speculative to assume that drivers would accidentally or unintentionally turn into this driveway. Nevertheless, typical gate-controlled driveways include elements such as an attendant or an electronic call/help button, which would ensure that the gate may be opened if accidental ingress were to occur. Additionally, the project is expected to include on-site signage to direct vehicles on Overhill Drive to the proper locations. These standard site access practices would improve the ease of ingress at the northern project driveway but are not necessary to mitigate or reduce a significant transportation impact pursuant to CEQA, as none have been identified.

Comment: *Mr. Brohard states that the Final EIR now proposes to restrict vehicles to right turns only at the northern Project driveway, but the design of these restrictions can be easily circumnavigated. He also expresses concern that no signs are proposed for restricting northbound left turns into the northern driveway. He further states that stacking outside of the security gate at this driveway would be only 85 feet in length whereas the typical minimum vehicle stacking for driveways on a Major Highway, like Overhill Drive, should be a minimum of 100 feet in length.*

Response: The Project’s Signing and Striping Plan has been reviewed and approved by Los Angeles County Public Works and identifies numerous interventions and devices to assist with operations at the northern driveway. Specifically, the Project’s Signing and Striping Plan identifies right-turn-only signage and no-left-turn signage at the northern project driveway exit. Contrary to the assertions made in the comment letter, no-left-turn signage for vehicles traveling northbound to the northern project driveway has been identified in the Signing and Striping Plan. Additionally, flexible post delineators within the striped median are proposed. Section 3H.01 (Channelizing Devices) of the California Manual on Uniform Traffic Control Devices (MUTCD)² are defined as “flexible retroreflective devices for installation within the roadway to discourage road users from crossing a line or area of the roadway... channelizers are intended to provide additional guidance and/or restriction to traffic by supplementing pavement markings and delineation.” Additionally, per Section 3H.01(12) “If the channelizers are to remain in place as a permanent roadway feature, the post shall be white and the color of the reflector shall conform to that of the pavement markings it supplements.” As such, the proposed flexible post delineators (referred to as “channelizers” in the MUTCD), are traffic interventions that have been documented by the California Department of Transportation as devices that strengthen adherence to pavement markings. It is speculative to assume that drivers would run over or bypass the flexible post delineators.

Based on Dudek’s transportation analysis, it is anticipated that no more than 4 vehicles per hour would enter the northern driveway during peak conditions.³ As such, it is not anticipated that more than 4 vehicles would be queued simultaneously, which is expected to be accommodated by the 85-foot driveway length. Additionally, the 1972 Crommelin Entrance-Exit Design and Control for Major Parking Facilities report⁴ details typical capacity values of various gate controls. Per Table 4 of the Crommelin report, a coded-card operated gate would have an average headway of 8.9 seconds per vehicle with design hourly capacities of 340 vehicles per hour. This results in a traffic intensity of 0.01 (4 vehicles per hour/340 vehicles per hour),

¹ Los Angeles County General Plan 2035. Chapter 7, Mobility Element. Adopted October 6, 2015.

² California Department of Transportation, California Manual on Uniform Traffic Control Devices (Rev. 9 ed., 2025).

³ The View Residential Project Final EIR, Chapter 3.0, Errata, Figure 4. April 2025.

⁴ Crommelin, R. W., 1972. “Entrance-Exit Design and Control for Major Parking Facilities.” Paper presented to Los Angeles Parking Association (October), in Los Angeles.

which correlates to less than one vehicle length needed within the reservoir behind the service position (gate). As such, inbound volumes of 4 vehicles per hour would be comfortably accommodated within the proposed 85-foot driveway length. In the unlikely event that a queue were to stretch within the driveway out to Overhill Drive, vehicles would be able to continue on to the southern driveway to enter the site. For these reasons, the driveway length, as proposed, is considered adequate.

Comment: *Mr. Brohard discusses California Government Code Section 65302(g)(5), which requires the identification of residential developments within hazard areas that lack at least two evacuation routes, in the context of this project. He states that while the code does not explicitly specify the required distance between evacuation routes, the intention behind this requirement would be to ensure that if one route is compromised, an alternate route is still available, and suggests that the routes should be geographically separate enough to minimize the risk of both routes being simultaneously affected by a hazard. He also discusses California Government Code Section 65302.15, which requires updates to general plan safety elements to identify evacuation routes and evaluate their capacity, safety, and viability, and mentions OSHA regulations for proper separation between workplace exit routes.*

Response: The codes referenced by the commenter related to evacuation and exit routes do not directly pertain to the Project driveways. As described in the County's Supplemental Report to the Regional Planning Commission, dated August 27, 2025, the County has determined that the project includes two points of ingress/egress for the Project site, to the northeast and southeast along Overhill Drive, and consistent with applicable County Code and access requirements for new residential developments. As further stated in the Supplemental Report to the Regional Planning Commission, the Los Angeles County Fire Department has reviewed and cleared the Project, and the Project would be required to incorporate all conditions of approval from the Los Angeles County Fire Department.

Comment 2: "Proposed Northern Driveway Will Be Unsafe Even With Right Turns Only"

Comment: *Mr. Brohard indicates that there are various objects within the clear sight triangle for horizontal sight distance just north of the northern driveway including three signposts, a utility pole, and two trees together with a bus shelter with an advertising panel at the back of the sidewalk just to the north. He further states that the clear zones within the necessary sight triangles are not clear of sight distance obstructions as required to create a "clear" zone.*

Response: While objects have been identified within the clear sight triangle, these were not considered significant obstructions. As stated in the *Sight Distance Analysis for The View Residential Project at 5101 S. Overhill Drive*, dated August 28, 2024 (Attachment A of The View Residential Project Final EIR), utility/sign poles and small trees have diameters low enough to allow drivers to see around them without presenting as a barrier to clear lines of sight. Furthermore, as also stated in the Sight Distance Analysis, landscaping must be maintained such that foliage does not hang within a driver's line of sight, consistent with SEC 22.110.180 – Sight Distance in the County of Los Angeles Municipal Code. Although buses utilizing the LA Mero bus stop would fall within the clear sight triangle, buses are not fixed objects and would only serve as temporary obstructions. Additionally, as the bus would block through traffic in the outside southbound travel lane during passenger loading, vehicles exiting the northern driveway onto Overhill Drive could traverse onto the roadway in front of the bus during this time. The bus shelter noted in Mr. Brohard's comment is located outside of the clear sight triangle, as documented in the Sight Distance

Analysis. As such, the objects noted by the commenter have been assessed, and no significant obstructions have been identified.

Comment 3: "Overhill Drive Continues to Have An Adverse Collision History"

Comment: *Mr. Brohard discusses the collision history along Overhill Drive.*

Response: In December 2023, a Community Traffic Safety Plan (CTSP) was completed for the View Park-Windsor Hills and Ladera Heights neighborhoods. Roadway and intersection treatments outlined in the CTSP for Overhill Drive have been specifically designed to reduce vehicle speeds, increase driver awareness, and create safer areas for pedestrians. The Project's Signing and Striping Plan works to implement components of the proposed CTSP treatments along the stretch of Overhill Drive along the Project frontage. Specifically, the Project would add a two-way left turn lane to facilitate turning movements into and out of the Project site. Additionally, the Project would be conditioned to provide sidewalk improvements along extended portions of the west and east side of Overhill Drive, which is an improvement specified in the CTSP that would be expected to improve pedestrian safety and connectivity in the project area.^{5,6} While the Project area's collision history is part of the existing condition in the area, the Project would contribute to existing plans that have been set forth by the County to improve traffic safety conditions.

Comment 4: "Proposed Southern Driveway Should Include Traffic Signals"

Comment: *Mr. Brohard indicates that the northern driveway should be eliminated (and converted to emergency access only), and the southern driveway should be designed as a signalized intersection. He further states that shifting all traffic to the southern driveway would then marginally satisfy accepted traffic signal warrant criteria for high-speed roadways such as Overhill Drive. Additionally, he states that the County should implement additional measures to improve traffic safety along Collision Concentration Corridors such as Overhill Drive when opportunities arise.*

Response: Shifting all traffic to the southern driveway would result in 43 AM (i.e., morning) outbound peak hour trips and 22 PM (i.e., evening) outbound trips. These trips would be below the peak hour volumes required to meet signal warrants detailed in the MUTCD. The driveway access shown in the Project's Signing and Striping Plan has been shown to adequately accommodate Project vehicles, as demonstrated in the Final EIR; as such, the suggestion to signalize the southern Project driveway and eliminate the northern driveway is not necessary.

As noted above, several proposed treatments have been included in the CTSP for Overhill Drive to improve traffic safety, including reducing Overhill Drive from two vehicle lanes to one in each direction, establishing a two-way left turn lane in the center between Stocker Street and Slauson Avenue while adding a new sidewalk on both sides of the corridor, and installing transverse rumble strips on the north approaches to the intersections of Overhill Drive & Northridge Drive and Overhill Drive & Slauson Avenue. As further stated in the CTSP, roadway treatments such as these are specifically designed to tackle hazardous driving behaviors within a corridor, enhance overall street operations, and specifically target and prevent specific

⁵ Los Angeles County Public Works. View Park-Windsor Hills and Ladera Heights Community Traffic Safety Plan. Final. December 2023. <https://pw.lacounty.gov/projects/uploads/2024/08/2023-12-11-CTSP-5th-Submittal.pdf>.

⁶ The View Residential Project Final EIR, Chapter 3.0, Errata. April 2025.

behaviors such as speeding on arterial and residential streets, especially in proximity to sensitive areas, as well as addressing improper turns. With or without the Project, it is anticipated that the County would implement the CTSP, including recommended treatments along Overhill Drive. As stated in the Final EIR, implementation of the Project would not conflict with the CTSP, and the Project would be conditioned to implement several of the recommended improvements along Overhill Drive.

Comment 5: "Additional Mitigation Measures To Improve Traffic Safety"

a) Commenter's Suggestion to Increase/Improve Street Lighting

***Comment:** Mr. Brohard notes that existing street lighting along only the east side of Overhill Drive that is attached to the large wood transmission power poles should be reviewed to increase and improve street lighting levels. He further states that additional street lighting along the west side of Overhill Drive should be added to increase the illumination, particularly as a mitigation measure along the frontage of the Proposed Project.*

Response: Street lighting in the Project area as described by the commenter is an existing condition along Overhill Drive. The recommendation to improve street lighting may be considered by Los Angeles County Public Works to improve conditions in the area in general but is not required to reduce or avoid a significant transportation impact associated with the Project under CEQA, as none have been identified.

b) Commenter's Suggestion to Address Solo Vehicles Running Off The Roadway

***Comment:** Mr. Brohard proposes that additional reflective white banding of transmission poles should be considered, as well as a down-left arrow warning sign in front of the pole where the northbound roadway narrows and a recent collision occurred.*

Response: The transmission poles along Overhill Drive are an existing condition in the Project area. The recommendation to improve transmission poles with reflective white banding and warning signs may be considered by Los Angeles County Public Works to improve conditions in the area in general but is not required to reduce or avoid a significant transportation impact associated with the Project under CEQA, as none have been identified.

c) Commenter's Suggestion to Address Excessive/Unsafe Speed

***Comment:** Mr. Brohard indicates that a proposed traffic signal at the southerly driveway operating in "Rest In Red" will reduce excessive/unsafe speeds during light traffic volumes. He further states that the same operational strategy should also be considered for the existing traffic signal on Overhill Drive at Northridge Drive.*

Response: As noted above, MUTCD traffic signal warrants would not be met at the southern driveway, even if consolidation of all Project traffic to one driveway were to occur. As such, a traffic signal at the southern driveway is not determined to be necessary. Additionally, incorporation of a two-way left turn lane with the proposed Project would be designed to provide safe turning movements and future implementation of the Overhill Drive corridor improvements per County implementation of the CTSP

MEMORANDUM

SUBJECT: RESPONSE TO TRANSPORTATION-RELATED COMMENTS FROM THE "SEPTEMBER 10 RPC HEARING: THE VIEW PROJECT AT 5101 OVERHILL DRIVE" COMMENT LETTER DATED AUGUST 26, 2025

(including roadway reconfiguration to reduce lanes to one lane in each direction with a two-way left turn lane) would target hazardous driving behavior and speeding. "Rest In Red" signal timing at the existing traffic signal at Overhill Drive/Northridge Drive would be subject to consideration by Los Angeles County Public Works and is not directly related to the development of the proposed Project.

Conclusion

As demonstrated in the responses above, the comments raised by Tom Brohard, P.E., in the letter dated August 19, 2025, have not resulted in the identification of any new significant environmental impacts associated with the Project. While several suggestions and recommendations are presented in the letter, the Project and its accesses have been designed in conformance with applicable County requirements, and no significant transportation impacts have been identified in the Project's EIR. As such, additional mitigation measures are not required to be incorporated into the Project.



2049 CENTURY PARK EAST SUITE 2300 LOS ANGELES, CA 90067
T 310.229.9900 F 310.229.9901 www.Venable.com

September 4, 2025

t 310.229.9613
f 310.229.9689
EMThompson@Venable.com

Los Angeles County Regional Planning Commissioners
Los Angeles County Supervisors
320 West Temple Street
Los Angeles, CA 90012

Re: Response to Strumwasser & Woocher Letter dated August 26, 2025 re: The View
Project located at 5101 Overhill Drive

Dear Planning Commissioners and Supervisors:

We write in response to UHA's letter dated August 26, 2025, which once again, mischaracterizes both the Superior Court's order and the applicable legal standards.

First, UHA's letter recycles its unsupported claim that the Project lacks adequate water supply for fire safety. As the supplemental staff report explains, as conditions of approval the Project will be required to install two new fire hydrants to meet LA County Fire Code fire flow requirements, and make any necessary water system upgrades to the satisfaction of County Departments of Fire and Public Works to meet required fire flow. These conditions ensure compliance with County fire protection standards and Division 1 of Title 20, as § 22.158.040 requires.

Second, UHA again seeks to enlarge the scope of the Superior Court's order, claiming that the project's original entitlements were vacated in their entirety, and "the Court's order . . . did not rely upon section 21168.9, subdivision (b) in any way." This assertion is demonstrably false. The Court's writ explicitly held:

Pursuant to Public Resources Code § 21168.9(b), as the court found the County's actions and determinations were justified as to Air Quality, Land Use and Aesthetics but not as to Traffic and Circulation, . . . and the Court has not found the remainder of the project to be in non compliance with this division, . . . the EIR to be prepared need not include those issues for which the record justifies the County's actions and determinations. . . . Respondents are ordered to set aside the adoption of the Mitigated Negative Declaration only as to traffic and circulation.

(Emphasis added.) This limited remedy is precisely what § 21168.9(b) authorizes, and it cannot be credibly disputed that the Court's ruling preserved the County's findings in all other respects. That is, the Court's order simply set aside the County's environmental review as to Traffic and Circulation, and put all other project approvals "on hold," pending further CEQA review. As explained in our letter dated July 14, 2025, it would be inconsistent with both the Court's order and CEQA to find that the Project was invalidated in its entirety and that the entire Project

September 4, 2025

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Application needed to be scrapped and the Project completely redesigned. To be clear, the Project has not moved forward – it has been stayed, in accordance with the Court’s ruling that the approvals be set aside – which is why we are still in the entitlement review process. It is difficult to understand how UHA’s lawyer can make such preposterous claims.

Third, UHA’s largely unsubstantiated claims of “may” or “could” regarding highly speculative traffic scenarios – primarily meant to foster fear and anxiety within the community, rather than evaluate potential significant traffic and circulation impacts - have been reviewed by the traffic engineers working on this project, who will provide their own, expert input. Mr. Brohard’s comments are not those of an objective engineer opining on quantifiable traffic impacts related to the Project, but rather claims made to elicit fear and apprehension in the community based on accidents historically caused by careless drivers along this roadway. His wild assertions of hyperbolic future scenarios, such as drivers refusing to abide by posted turn restrictions or confused drivers running into delineators installed in the roadway (which are approved mechanisms by Caltrans to slow down traffic), and then those same delineators “likely to be struck frequently and launched into the moving southbound traffic lanes” are basic fearmongering tactics, rather than careful, data-based expert opinion on actual traffic impacts related to the development of this Project. In reality, the Project’s traffic plan will slow down and *calm* the flow of vehicles in its vicinity, providing much-needed public safety improvements.

Finally, UHA’s contention that CEQA required consideration of a reduced-density alternative is meritless. CEQA mandates analysis of alternatives only where they would avoid or lessen *significant* impacts. The focused EIR concluded that traffic impacts were less than significant, and as such, it is not possible to identify an alternative that would avoid or substantially lessen significant impacts, since none exist. In any event, a reduced-density alternative would fail to meet the Project’s fundamental objectives of maximizing unit production and housing diversity, and, critically, would be legally infeasible under the Housing Accountability Act, which prohibits downsizing a code-compliant housing project. Courts have consistently upheld the exclusion of alternatives that do not meet a project’s basic objectives or are barred by law.

For these reasons, UHA’s objections lack merit, are largely baseless and serve only to sow confusion and fear. The County and the Project proponents are entitled to rely on the findings already upheld by the Court, as well as the findings in its very thorough traffic and circulation environmental review that support the conclusion that there are no significant impacts to this Project, and we respectfully request that the Project be approved.

Sincerely,



Elizabeth “Ellia” Thompson

From: [Erica G. Aguirre](#)
To: [Angela Sherick](#)
Cc: [Toni Tabor McDonald](#); [John Heath](#); [Nicholas Starkman](#); [McGee, Tracy](#); [Gracian, Isela](#); [Leo, Pamela](#); [Connie Chung](#)
Subject: Re: Inaccuracies in View Regional Planning Hearing Report for 5101 Overhill Drive
Date: Wednesday, September 3, 2025 9:38:06 AM

Hello Angela,

Thank you for your email.

For the purposes of HAA, we do count the June 4th hearing date since it was scheduled. This is conservative to avoid numerous continuances and compliance with HAA and the five meeting limit. We would of course also count the upcoming hearing on 9/10. This is our standard practice.

The comments listed in this most recent supplemental report are in addition to all past comments received, already acknowledged in past supplemental reports, and previously provided to the Commission.

Thank you,

ERICA G. AGUIRRE, AICP (she/her/hers)

PRINCIPAL PLANNER, Subdivisions

From: Angela Sherick <asherick@pacbell.net>
Sent: Wednesday, September 3, 2025 7:38 AM
To: Erica G. Aguirre <EAguirre@planning.lacounty.gov>
Cc: Toni Tabor McDonald <tmmtabor@gmail.com>; John Heath <jheath@uhawhvp.org>; Nicholas Starkman <nickstarkman@gmail.com>; McGee, Tracy <TMcGee@bos.lacounty.gov>; Gracian, Isela <IGracian@bos.lacounty.gov>; Leo, Pamela <PLeo@bos.lacounty.gov>; Connie Chung <cchung@planning.lacounty.gov>
Subject: Inaccuracies in View Regional Planning Hearing Report for 5101 Overhill Drive

CAUTION: External Email. Proceed Responsibly.

Good morning Erica,
In reviewing the Regional Planning Hearing Report for the View project, UHA has identified the following inaccurate information and request that this information be revised in the hearing report to reflect the correct information:

First the report states that there have been three public meetings as writing below:

43. Public Meetings. The Commission finds that pursuant to SB330, the number of publicly held meetings since January 1, 2020, do not exceed the five-meeting limit.

Three meetings occurred on the following dates:

- Hearing Examiner Meeting held on December 8, 2022, and
- Commission Hearing on June 4, 2025, continued without opening the public hearing to September 10, 2025: and
- Commission Hearing on September 10, 2025.

This information is incorrect as there was no meeting held on June 4th. Regional Planning, at the behest of the applicant cancelled the meeting that was to be held on June 4th therefore there was no meeting. The report should show only two meetings, counting the September 10th meeting which has not yet been held.

Second the hearing report states that staff received 20 comment letters and 18 emails as stated below:

C. Additional Correspondence

In addition to the correspondence previously received and transmitted to the

Commission (See past staff and supplemental reports, Exhibit F), at the time of writing this report, Staff received 20 comment letters from the public on the Project. This correspondence includes:

- 18 emails in opposition to the Project from various community members;
- one letter of support for the Project from the applicant's counsel, Veneble, LLP, dated July 14, 2025, which responds to a letter from the United Homeowners' Association II's ("UHA") counsel, Strumwasser and Woocher, dated June 2, 2025 (previously provided to the Commission); and
- a letter in opposition to the Project from Strumwasser

and Woocher, dated August 26, 2025, responding to Veneble, LLP's prior letter, dated July 14, 2025

UHA delivered, as per your email instructions, 166 opposition letters to your office and received a signed receipt from County staff on June 2, 2025 (please see attached).

Please confirm receipt of this email and information on how and when the changes will be made to the hearing report. Please let me know if you have questions.

Thank you

Angela