

Appendix A

*Initial Study, Notice of Preparation,
and Responses to the Notice of Preparation*



City of Rancho Palos Verdes

Crestridge Senior Housing Project

Initial Study

May 2012



Initial Study

Crestridge Senior Housing Project

Prepared by:

City of Rancho Palos Verdes
30940 Hawthorne Boulevard
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May 2012

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INITIAL STUDY

Project Title: Crestridge Senior Housing Project

Lead Agency: City of Rancho Palos Verdes
Community Development Department
Planning and Zoning Division
30940 Hawthorne Boulevard
Rancho Palos Verdes, CA 90275

Contact Person: Eduardo Schonborn, AICP
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Project Location: The project site is in the City of Rancho Palos Verdes (City), which is located in southwestern Los Angeles County, along the Palos Verdes Peninsula of the Southern California coastline and approximately 25 miles southwest of downtown Los Angeles. The approximately 9.76-acre project site is situated at 5601 Crestridge Road in the north-central portion of the City and is bordered by Crestridge Road on the south, the Belmont Assisted Living facility on the west, the Mirandela Senior Apartments on the east, and the Vista Del Norte Ecological Preserve to the north.

Figure 1 shows the regional vicinity of the project site within Los Angeles County. Figure 2 shows the site's location in the City of Rancho Palos Verdes.

Project Sponsor's

Name and Address: Trumark Homes
9911 Irvine Center Drive, Suite 150
Irvine, California 92618
Contact: James O'Malley, (949) 788-1990

General Plan

Designations: Institutional (I)

Zoning: Institutional (I)

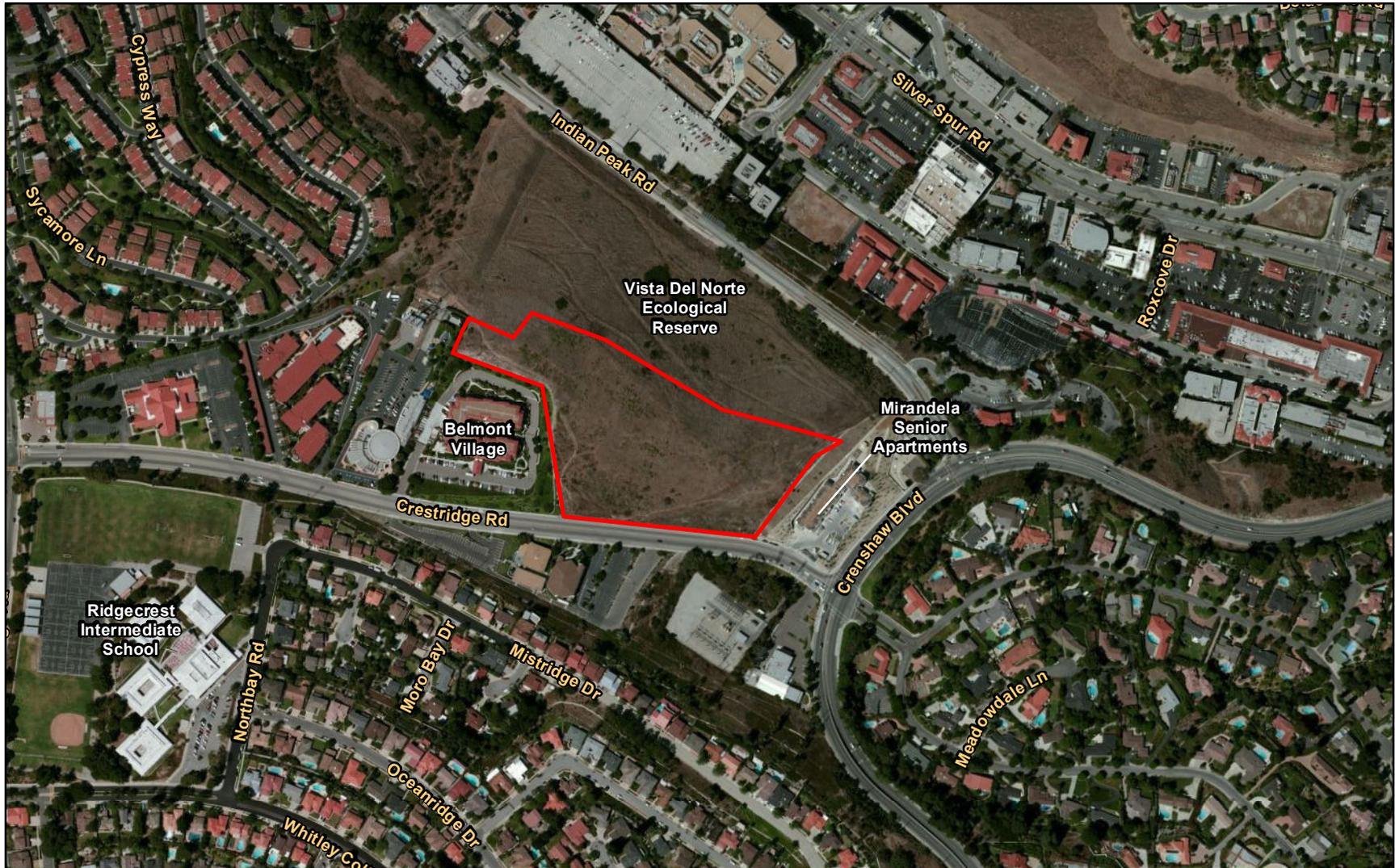




Imagery provided by National Geographic Society, ESRI and its licensors, 2012.

Regional Location

Figure 1



Bing Maps Aerial: (c) 2010 Microsoft Corporation and its data suppliers. Parcel data from Los Angeles County Assessor, August, 2010.

 Project Site

Aerial View of the
Project Site and Surroundings



0 265 530 Feet

Figure 2

Current Land Use:

The approximately 9.76-acre project site is currently a vacant lot with native and non-native vegetation. No structures exist on the site. Figures 3(a) and 3(b) show photos of the existing conditions on site.

Surrounding Land Uses:

The project site is surrounded by open space and residential and institutional development. To the north of the project site is an undeveloped hillside that slopes down towards Indian Peak Road. This undeveloped area is the City-owned Vista Del Norte Ecological Preserve, which is managed by the Palos Verdes Peninsula Land Conservancy and designated as reserve open space under the Rancho Palos Verdes Natural Communities Conservation Planning (NCCP) Subarea Plan. This adjacent property also includes portions of the Indian Peak Trail as designated in the City's Conceptual Trails Plan (1993). To the south of the project, across Crestridge Road, is a church (Peninsula Community Church). Immediately to the west and to the east of the site are senior residential communities (the Belmont Assisted Living facility to the west and the Mirandela Senior Apartments to the east).

Description of Project:

The proposed Crestridge Senior Housing project would involve the development of a senior-restricted (55+ years of age or older) for-sale residential community. The proposed project would include 60 attached residential units at an overall density of 6.15 units per acre. Of the 60 units, three units would be dedicated affordable units available to very-low-income households, in accordance with the City's inclusionary housing requirements. The proposed townhome-style and single-level living stacked flat residences would have two bedrooms and two bathrooms in six different floor plans, ranging from approximately 1,700 square feet to 2,100 square feet. The units would be two stories in height with up to 5 residences per structure. The main architectural style of the residences and other onsite structures would be Spanish Colonial. Elements of this style include the use of arches, tile roofs, window grilles, wrought iron, corbels, tile or stone decorative elements low-pitched, exterior courtyards, tiled parapets and stucco walls. Other complimentary architectural styles would also be incorporated in the residential building designs. Construction of the proposed project would require grading in order to reduce the slope of portions of the hillside. This would require 145,000 cubic yards of cut and 2,000 cubic yards of fill. Construction would be completed in the year 2015.

The proposed site plan is shown on Figure 4. The proposed project is summarized in Table 1 on the following page.

Community Amenities. The project would include a number of community amenities. A private community trail system would be provided in open space areas to the north, near the highest elevations in the area, thereby offering views of the local area and the greater Los Angeles Basin to the north. A portion of the on-site trails including a pedestrian connection from Crestridge to the preserve would be open to the public. The public trails would also connect the off-site City trails on the neighboring Preserve with Crestridge Road through the proposed development. The community trails would also access the proposed 13,000-square-foot community recreation area located at the northeastern corner of the site. The amenities



proposed for this area would include a patio and trellis, a community conversation and gathering stage, a sundeck and outdoor living room, barbeque facilities, bocce ball courts, and picnic tables.

**Table 1
 Project Details**

Lot Size	9.76 acres
Senior Residential Units	60
Density	6.15 dwelling units/acre
Maximum Building Height	Approximately 27 feet from finished grade
Project Square Footage	142,342 sf (units and garages) <u>2,400 sf (community room)</u> 144,742 sf (total)
Building Footprints	90,527 sf (21% of site)
Streets/Parking/Driveways	62,798 sf (15% of site)
Private Yards	16,404 sf (4% of site)
Open Space/Landscaping	255,394 sf (60% of site)
Parking	120 garage spaces (2 per unit) <u>31 uncovered spaces (0.52 per unit)</u> 151 spaces (2.52 spaces/unit)
Community Amenities	<ul style="list-style-type: none"> • Community Trails • 13,000-sf community recreation area <ul style="list-style-type: none"> ○ patio and trellis ○ conversation and gathering stage ○ sundeck and outdoor living room ○ barbeque facilities ○ bocce ball courts ○ picnic tables • 2,400 sf Community Service Center <ul style="list-style-type: none"> ○ recreation and lounge area ○ kitchen ○ computer center/business room ○ office ○ fitness room ○ indoor and outdoor fireplaces ○ outdoor living area ○ spa ○ barbeque ○ seating area • Community garden and orchard

sf = square feet

An approximately 2,400 square-foot Community Service Center building and sundeck would provide a second, centralized community amenity for the residents. The Community Service Center would provide a recreation and lounge area for community gatherings, kitchen, computer center/business room, office, fitness room, bathrooms, indoor and outdoor fireplaces, outdoor living area, spa, barbeque and seating area. The Community Service Center could also be used for community gatherings and as a social venue for regular resident activities like movie nights, book clubs and cooking classes.





Photo 1 - View of the southern portion of the project site looking west from across Crestridge Road. The retaining wall to the right of the frame is part of the adjacent Mirandela Senior Apartments.



Photo 2 - View of the southern portion of the project site looking east from Crestridge Road.





Photo 3 - View of the western portion of the project site looking upslope, from Crestridge Road looking north. Portions of the adjacent Belmont Village Assisted Living development are visible in the background to the left of the frame.



Source: Turnmark Homes, 2012

Photo 4 - View of the southwestern portion of the project site looking southeast and downslope from the site's western boundary after vegetation clearance.



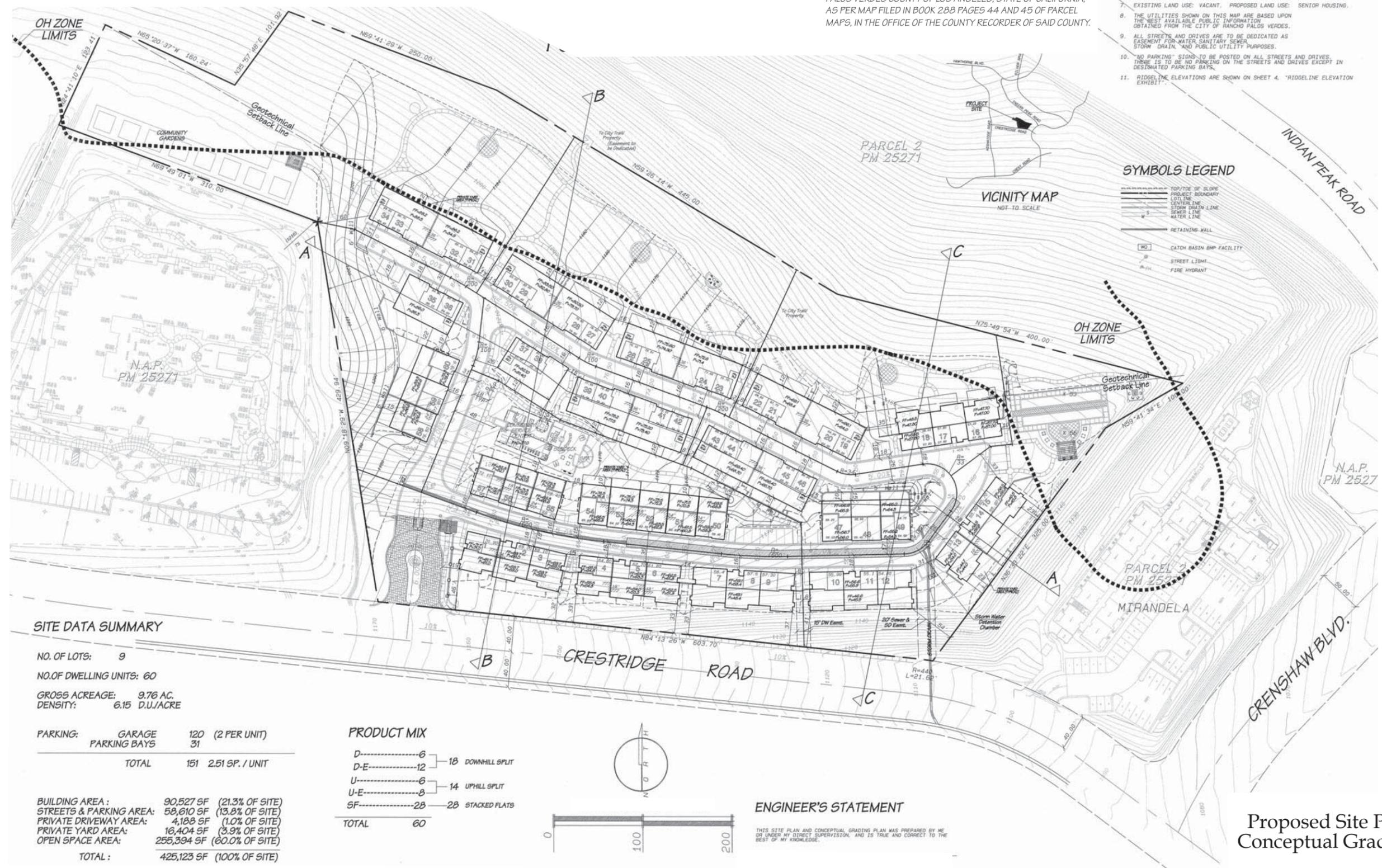
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LEGAL DESCRIPTION:
PARCEL 1 OF PARCEL MAP NO. 25271, IN THE CITY OF RANCHO PALOS VERDES COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP FILED IN BOOK 288 PAGES 44 AND 45 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

- NOTES**
1. SITE ADDRESS: 5601 CRESTRIDGE DRIVE, RANCHO PALOS VERDES, CA
 2. ASSESSORS PARCEL NO.: 7509-013-009
 3. THOMAS GUIDE: PAGE 823, GRID A-1
 4. SITE AREA: 9.76 ACRES
 5. LOTS: 1 EXISTING, 8 PROPOSED RESIDENTIAL
 6. EXISTING AND PROPOSED ZONING: INSTITUTIONAL AND OPEN SPACE-HAZARD.
 7. EXISTING LAND USE: VACANT. PROPOSED LAND USE: SENIOR HOUSING.
 8. THE UTILITIES SHOWN ON THIS MAP ARE BASED UPON THE BEST AVAILABLE PUBLIC INFORMATION OBTAINED FROM THE CITY OF RANCHO PALOS VERDES.
 9. ALL STREETS AND DRIVES ARE TO BE DEDICATED AS EASEMENT FOR WATER, SANITARY, SEWER, STORM DRAIN, AND PUBLIC UTILITY PURPOSES.
 10. "NO PARKING" SIGNS TO BE POSTED ON ALL STREETS AND DRIVES. THERE IS TO BE NO PARKING ON THE STREETS AND DRIVES EXCEPT IN DESIGNATED PARKING BAYS.
 11. RIDGELINE ELEVATIONS ARE SHOWN ON SHEET 4. "RIDGELINE ELEVATION EXHIBIT".

- SYMBOLS LEGEND**
- TOP/TOE OF SLOPE
 - PROJECT BOUNDARY
 - LOT LINE
 - CENTERLINE
 - STORM DRAIN LINE
 - SEWER LINE
 - WATER LINE
 - RETAINING WALL
 - CATCH BASIN BMP FACILITY
 - STREET LIGHT
 - FIRE HYDRANT



SITE DATA SUMMARY

NO. OF LOTS:	9	
NO. OF DWELLING UNITS:	60	
GROSS ACREAGE:	9.76 AC.	
DENSITY:	6.15 D.U./ACRE	
PARKING:	GARAGE	120 (2 PER UNIT)
	PARKING BAYS	31
	TOTAL	151 2.51 SP. / UNIT
BUILDING AREA:	90,527 SF	(21.3% OF SITE)
STREETS & PARKWAY AREA:	58,610 SF	(13.8% OF SITE)
PRIVATE DRIVEWAY AREA:	4,188 SF	(1.0% OF SITE)
PRIVATE YARD AREA:	16,404 SF	(3.9% OF SITE)
OPEN SPACE AREA:	255,394 SF	(60.0% OF SITE)
TOTAL:	425,123 SF	(100% OF SITE)

PRODUCT MIX

D-----	6	18 DOWNHILL SPLIT
D-E-----	12	
U-----	6	14 UPHILL SPLIT
U-E-----	8	
SF-----	28	28 STACKED FLATS
TOTAL	60	

ENGINEER'S STATEMENT

THIS SITE PLAN AND CONCEPTUAL GRADING PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION, AND IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE.

Proposed Site Plan and Conceptual Grading Plan

The project would also include a community garden and orchard. These features would be located in the northwestern portion of the project site and would include garden plots for residents to raise their own fruits and vegetables, and fruit-producing trees.

Access, Circulation and Parking. The proposed project would have a gated vehicular access off of Crestridge Road. The vehicular entry gate would have a key pad and call box with sufficient stacking distance at the entrance to allow multiple cars to enter without impeding traffic on Crestridge Road. Remote and keypad entry would be two options for residents accessing the site through the gate. Visitors would be able to use the call boxes to call residents to open the gates. A turnaround would be provided should visitors not be able to reach a resident to be allowed inside the community. Pedestrian entry would also be provided adjacent to the driveway; however, it would be an un-gated pedestrian walkway with an entry feature.

Once inside the community, internal private streets would be designed to be a minimum of 26 feet wide. No parallel parking would be allowed on the streets. Guest parking would be provided by 31 perpendicular parking spaces distributed throughout the site to supplement the two-car garages available to each resident.

Public pedestrian access would be provided through the community. A sidewalk and trail system would be provided that connects visitors and residents from Crestridge Road through the site to view points and to the City's property to the north. As specified above, the pedestrian access would not be gated; this would facilitate and ensure public access to the trails through the community.

Other Agencies Whose Approval is Required:

None.

Environmental Factors Potentially Affected:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is "Potentially Significant" or "Potentially Significant Unless Mitigation Incorporated" as indicated by the checklist on the following pages.

- | | | |
|--|---|--|
| <input checked="" type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forestry Resources | <input checked="" type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input checked="" type="checkbox"/> Geology/Soils |
| <input checked="" type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials | <input checked="" type="checkbox"/> Hydrology/Water Quality |
| <input type="checkbox"/> Land Use/Planning | <input type="checkbox"/> Mineral Resources | <input checked="" type="checkbox"/> Noise |
| <input type="checkbox"/> Population/Housing | <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation |
| <input checked="" type="checkbox"/> Transportation/Traffic | <input type="checkbox"/> Utilities/Service Systems | <input checked="" type="checkbox"/> Mandatory Findings of Significance |



DETERMINATION:

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potential significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Eduardo Schonborn, AICP
Senior Planner
City of Rancho Palos Verdes

Date



Environmental Checklist

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
I. AESTHETICS – Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a, c, d. The proposed project would involve grading and construction for 18 residential buildings in an undeveloped hillside location that is in close proximity to and several public streets, including vehicular view corridors. In addition, the project site has variable topography, with a ridge line near the center of the site and slopes to the north and south. As such, it would involve changes to the area's visual character and could potentially affect scenic vistas from public viewpoints such as Mistridge Drive, Crestridge Road, Crenshaw Boulevard and Indian Peak Road, as well as public trails on the adjacent Vista del Norte Ecological Preserve to the north.

Finally, the project would introduce lighting and glare sources to the project site that could be visible from public and private viewpoints, since it would involve construction of residential buildings on vacant land. Therefore, **impacts are potentially significant and will be studied further in an EIR.**

b. There are no scenic resources such as trees, rock outcroppings, or historic buildings on the site, and there are no designated scenic highways in the vicinity of the site (California Scenic Highway Mapping System, 2012). **Therefore, no impacts would occur.**



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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II. AGRICULTURE AND FORESTRY RESOURCES -- Would the project:

a) Convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a-e. The subject property is not zoned or otherwise designated for agricultural uses, nor is the site subject to a Williamson Act contract (California Department of Conservation-Los Angeles County Williamson Act Map, 2006). Moreover, the project area is not located in an area designated as Prime or Unique Farmland, or within Farmland of Statewide Importance (California Department of Conservation FMMP, 2008). The project site is not located adjacent to agricultural operations, and currently contains no significant agricultural operations. As such, no impact would occur with respect to Prime or Unique farmland, or Farmland of Statewide Importance, or conflicts with a Williamson Act contract or existing zoning for agricultural use.

The project would not involve conversion of forest land to non-forest uses. The proposed project would not involve other changes that could result in conversion of Farmland to non-agricultural uses. **No impact would occur and further discussion in an EIR is not warranted.**



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
III. AIR QUALITY -- Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a-d. The subject property is located within the South Coast Air Basin (Basin), which is monitored by the South Coast Air Quality Management District (SCAQMD). The residents generated by the project would incrementally increase the population of Rancho Palos Verdes, with a corresponding increase in air pollutant emissions. Increased emissions would occur on a temporary basis due to grading and construction activities, and in the long-term due to increased motor vehicular activity and energy use. The increased air pollutant emissions could expose new and existing residents in the area to unhealthy air quality. Emissions and localized air pollutant concentrations could also potentially exceed locally adopted thresholds of significance, including the Air Quality Management Plan established by SCAQMD. **Therefore, air quality impacts would be potentially significant and these issues will be studied further in an EIR.**

e. The proposed project would involve adding 60 residential units for seniors in the City of Rancho Palos Verdes. The proposed project would not generate objectionable odors that would affect a substantial number of people. Residential uses are not included on Figure 5-5 *Land Uses Associated with Odor Complaints* of the 1993 SCAQMD CEQA Air Quality Handbook. Therefore, it is unlikely that the proposed project would generate objectionable odors affecting a substantial number of people. **No impact would occur and further analysis is not warranted.**



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES -- Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a, b, d. The proposed project would involve construction of 60 residential units on a currently vacant site. The project site contains vegetation, although most of the site has been disturbed by vegetation clearance. The adjacent parcel to the north of the site is designated as reserve open space under the Rancho Palos Verdes Natural Communities Conservation Planning (NCCP) Subarea Plan. The entire site is within federally-designated critical habitat for the coastal California gnatcatcher. In addition, the endangered Palos Verde blue butterfly has the potential



to be present onsite. **Therefore, impacts are potentially significant and will be analyzed further in an EIR.** To address any impacts to special-status species and other protected biological resources, a Biological Resources Assessment (BRA) will be prepared to support the analysis in the EIR.

c. The project site is located in a suburban area surrounded by development. There are no watercourses or wetlands on or adjacent to the project site (Rincon Consultants site visit, April 2012, and U.S. Fish and Wildlife Service, Wetlands Mapper, 2012). **Therefore, no impacts to wetlands would occur and further analysis of this topic in an EIR is not warranted.**

e. The City has not adopted a tree preservation ordinance. The City has established the Natural Overlay Control District (OC-1) to “Maintain and enhance land and water areas necessary for the survival of valuable land and marine-based wildlife and vegetation” and “Enhance watershed management, control storm drainage and erosion, and control the water quality of both urban runoff and natural water bodies within the City” (Rancho Palos Verdes Municipal Code Section 17.40.040). According to the City’s General Plan Natural Environment Element, portions of the slope immediately north of the project site are located within the probable landslide area and portions of the project site are located within Resource Management (RM) District 9 – Natural Vegetation. **The project’s consistency with these policies will be further analyzed in an EIR.**

f. The Rancho Palos Verdes City Council conceptually approved the citywide Natural Communities Conservation Planning (NCCP) Subarea Plan in 2004. That plan identifies Biological Resource Areas and establishes the Palos Verdes Nature Preserve primarily for habitat preservation purposes. The Rancho Palos Verdes NCCP provides for conservation and protection of the Palos Verdes blue butterfly and other special-status species through conservation of potential habitat, while permitting limited impacts from development to potential habitat for the covered species, including Coastal Sage Scrub habitat.

The parcel north of the site is designated as reserve open space under the Rancho Palos Verdes Natural Communities Conservation Planning (NCCP) Subarea Plan. As such, construction of residential units on the project site could potentially impact habitat. **Impacts related to conflicts with the NCCP Subarea Plan will be further analyzed in an EIR.**

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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V. CULTURAL RESOURCES -- Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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V. CULTURAL RESOURCES -- Would the project:

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a. The proposed project would involve construction of new structures on a vacant site, and there are no historic structures on adjacent properties; therefore, it would not affect historic resources. **No impact would occur and further discussion in an EIR is not warranted.**

b. A Preliminary Archaeological Survey Report was conducted by Jay D. Frierman in June 1988 for the project site. Mr. Frierman reviewed literature and unpublished reports that indicated approximately ten archaeological sites within a one-mile radius of the site. According to the report, portions of the site have been used for agriculture. The continuous plowing turned up bits of the subsurface shale, according to the report. The Report did not find any evidence of archaeological or historical material.

A Phase I Cultural Resources Inventory was conducted by the Sanberg Group, Inc. in 2009 for the property immediately south of the project site. Sanberg Group requested an archival review for the property from the South Central Coastal Information Center (SCCIC), California State University, Fullerton, California. The SCCIC is one of eleven regional centers within the California Historical Resources Information System (CHRIS). CHRIS is the official statewide repository for site records, locational maps, Cultural Resource Management reports, and supplemental state and federal historical resource data to support the system's burgeoning inventory of historical resources.

The Inventory states that no historic or prehistoric cultural resources were located during a pedestrian survey. As part of the Inventory, up to 20-30 vertical feet of soil was removed from the site without any finding of cultural resources, which reduces the likelihood of *ill situ* cultural materials. The Inventory identified 11 archaeological investigations within one-half mile of the subject property (LA319, LA41, LA960, LA2382, LA3569, LA4525, LA5210, LA5581, LA5918, LA7863 and LA8807), one of which (LA2382) covered the subject property as part of a larger area of study. The study that included the subject property did not identify any known cultural resources on the subject property.

Both archaeological reports discussed above state that the site and surrounding areas have been extensively disturbed and there are no known archaeological resources onsite; therefore, the potential for archaeological resources to be found onsite is considered relatively low. However, construction activity for the residential units would involve earthwork such as grading and



trenching, which has the potential to unearth yet-to-be discovered archaeological resources. Therefore, although no significant archaeological resources are expressly known to exist on-site, potential impacts to as-yet undetected archaeological resource impacts are considered significant and Mitigation Measure CR-1 is required to reduce impacts. **With implementation of Mitigation Measure CR-1, impacts would be less than significant.**

c. A Phase I Cultural Resources Inventory was conducted by the Sanberg Group, Inc. in 2009 for the property immediately south of the project site at 555 Crestridge Road. The Inventory states that the property is situated on the Palos Verdes Peninsula, located in the northwestern portion of the Peninsular Ranges geomorphic province, a series of ranges separated by northwest trending valleys, subparallel to faults branching from the San Andreas Fault (CGS 2002). The trend of topography is similar to the Coast Ranges, but the geology is more like the Sierra Nevada, with granitic rock intruding the older metamorphic rocks. The Peninsular Ranges extend into lower California and are bound on the east by the Colorado Desert. The Los Angeles Basin and the island group (Santa Catalina, Santa Barbara, and the distinctly terraced San Clemente and San Nicolas islands), together with the surrounding continental shelf (cut by deep submarine fault troughs), are included in this province.

The Palos Verdes Peninsula is a high topographic/structural block of ground underlain by folded marine sedimentary and basaltic rocks of Miocene age. The bedrock is overlain by various surficial geologic units including remnants of marine terrace deposits, colluvium and artificial (manmade) fill. The Peninsula slopes are cut by a series of late Pleistocene age marine terraces and terrace remnants that stair-step along the southern flanks of the peninsula. The four geologic units that potentially underlie the property site and surrounding area include, artificial fill, colluvium, possible remnants of late Pleistocene age marine terrace deposits and marine strata assigned to the Altamira Shale Member of the Miocene age Monterey Formation.

Sedimentary rocks of the Altamira Shale Member of the Monterey Formation (Woodring and Bramlette 1944) appear to be exposed at and underlie the area immediately south of the project site. Within the Altamira Shale Member are chert horizons that yield material that is suitable for stone tool manufacture. Record searches conducted at the Museum of Paleontology, University of California, Berkeley and the Natural History Museum of Los Angeles County (McLeod 2009, Museum of Paleontology, University of California, Berkeley 2009, Bell, et al. 2009) indicated that the Altamira Shale in the area is well-known for fossil including microfossil such as diatoms and foraminifera, shellfish, crabs, fish, sharks, porpoise and whales. When approaching the property on Crenshaw Boulevard in Agua Negra Canyon, one quarter mile to the north, a clear exposure of chert can be observed in the canyon sidewall on the right. This underlying siltstone chert bed appears to have been exposed by grading which has occurred on the property south of the project site. However, activity for the residential units would involve earthwork such as grading and trenching, which has the potential to unearth undiscovered paleontological resources in a sensitive area for paleontological resources. **Therefore, impacts are potentially significant unless mitigated by Mitigation Measure CR-2. With implementation of Mitigation Measure CR-2, impacts would be less than significant.**

d. The likelihood of finding intact significant cultural resources, including any human remains, is low. No known burial sites have been identified within the project area or in the vicinity. In addition, Health and Safety Code § 7050.5, Public Resources Code § 5097.98 and § 15064.5 of the



California Code of Regulations (CEQA Guidelines) mandate procedures to be followed. In accordance with California Health and Safety Code Section 7050.5, all construction or excavation must be stopped in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery until the County coroner or medical examiner can determine whether the remains are those of a Native American. Section 7052 of the Health and Safety Code states that disturbance of Native American cemeteries is a felony. **Therefore, no impacts would occur, and further study in the EIR is not required.**

Mitigation Measures. The following measures would mitigate impacts relating to the possible discovery of resources during construction activity such as site grading and trenching.

CR-1 Discovery Procedure. If cultural resources are encountered during construction, the construction manager shall ensure that all ground disturbance activities are stopped, and shall notify the City Building and Safety Department immediately to arrange for a qualified archaeologist to assess the nature, extent, and potential significance of any cultural resources. If such resources are determined to be significant, appropriate actions to mitigate impacts to the resources must be identified in consultation with a qualified archaeologist. Depending upon the nature of the find, such mitigation may include avoidance, documentation, or other appropriate actions to be determined by a qualified archaeologist. The archeologist shall complete a report of excavations and findings, and shall the report to the South Central Coastal Information Center. After the find is appropriately mitigated, work in the area may resume.

CR-2 Paleontological Monitoring. Prior to the commencement of grading, the applicant shall retain a qualified paleontologist approved by the City to monitor grading and excavation. Monitoring onsite shall occur whenever grading activities are occurring. Additional monitors in addition to one full-time monitor may be required to provide adequate coverage if earth-moving activities are occurring simultaneously. Any cultural resources discovered by construction personnel or subcontractors shall be reported immediately to the paleontologist. In the event undetected buried resources are encountered during grading and excavation, work shall be halted or diverted from the area and the paleontologist shall evaluate the resource and propose appropriate mitigation measures. Measures may include testing, data recovery, reburial, archival review and/or transfer to the appropriate museum or educational institution.

All testing, data recovery, reburial, archival review or transfer to to research institutions related to monitoring discoveries shall be determined by the qualified paleontologist and shall be reported to the City.



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
VI. <u>GEOLOGY and SOILS</u> – Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 1-B of the Uniform Building Code, creating substantial risks to life or property?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a(i). There are no Alquist-Priolo Earthquake Fault Zones within the City (Ranch Palos Verdes General Plan, 1975). The project site is located approximately 0.8 miles northwest of the inactive Cabrillo Fault and approximately 2.5 miles southwest of the Palos Verdes Fault (Southern California Earthquake Data Center, November 2012). Therefore, the potential for surface rupture at the project area is considered low. **The potential impact from fault rupture within the project area would be less than significant and further discussion in an EIR is not warranted.**



a(ii). Although the nearest active fault is located approximately ten miles from the project site, as with any site in the southern California region, the site is susceptible to strong seismic ground shaking in the event of a major earthquake. Future onsite structures would need to be constructed to withstand potential peak accelerations as defined by the California Building Code (CBC). In addition, the design of individual structures would be subject to review by the City's Building and Safety division, including review by the City Geologist and City Engineer. **Nonetheless, ground shaking could result in potentially significant impacts to proposed habitable structures and impacts will be further discussed in an EIR.**

a(iii). Liquefaction describes the phenomenon in which groundshaking works cohesionless soil particles into a tighter packing which induces excess pore pressure. These soils may acquire a high degree of mobility and lead to structurally damaging deformations. Liquefaction begins below the water table, but after liquefaction has developed, the groundwater table will rise and cause the overlying soil to mobilize. Liquefaction typically occurs in areas where the groundwater is less than 30 feet from the surface and where the soils are composed of poorly consolidated fine to medium sand.

According to the Department of Conservation Seismic Hazard Zones Map, the project site is located within an area that has low to no potential for liquefaction (DOC, 1999). Further, project construction would be required to conform to the California Building Code as adopted by the City in Section 15.04.010 of the Municipal Code, which further reduce any impacts caused by unstable soils. In addition, according to a Supplement Report Geology and Geotechnical Investigation conducted by Group Delta Consultants, Inc. in March 2003 for the project site concluded that the site is underlain at a shallow depth by bedrock and no groundwater was encountered under the proposed area to be developed. The Investigation further concluded that liquefaction would not be a design constraint for the proposed project. **Therefore impacts related to liquefaction would be less than significant and further discussion in an EIR is not warranted.**

a(iv). The geologic character of an area determines its potential for landslides. Steep slopes, the extent of erosion, and the rock composition of a hillside all contribute to the potential for slope failure and landslide events. In order to fail, unstable slopes need to be disturbed; common triggering mechanisms of slope failure include undercutting slopes by erosion or grading, saturation of marginally stable slopes by rainfall or irrigation; and, shaking of marginally stable slopes during earthquakes.

The Rancho Palos Verdes General Plan Safety Element shows that the site is not located in an area that has potential for active landslides (Figure 14, City of Rancho Palos Verdes, 1975). No active or probable landslides have been identified in the immediate Project area. It should be noted that there is a known landslide within Rolling Hills Estates, below Indian Peak, approximately 0.25 miles northwest of the project site of the project site. In addition, there is a known landslide on the slope south of the project site on the City's property. However, these slopes would not directly affect the project site, as the site would be 0.25 miles from Rolling Hills and would be up gradient from the known slide on the City's property.

Notwithstanding, a wide range of potential slope stability conditions exists within non-landslide areas and new landslides could potentially be triggered by excavation. According to the Geology and Geotechnical Investigation prepared for the project site in 2003, the slope on



the south along Crestridge Road, would maintain a static factor of safety of at least 0.15g, with the appropriate buttress fill. The slope on the northern edge of the site along Indian Peak Road would remain natural. However, according to the Official Maps of Seismic Hazard Zones provided by the State of California Department of Conservation (Torrance Quadrangle, dated March 25, 1999), portions of the slope to the north have been identified as containing earthquake-induced landslide zoned areas. Therefore, further analysis is required to verify the findings of the Investigation and the potential for impacts related to landslides. **The impact related to seismically induced landslides is potentially significant and will be analyzed further in an EIR.**

b. The proposed project would involve grading and drainage improvements that could alter the existing drainage pattern of the site, which has the potential to increase the amount of surface runoff and may have the potential to cause substantial erosion or the loss of topsoil. **This impact would be potentially significant and will be further analyzed in the EIR.**

c. According to the California Department of Conservation Seismic Hazard Zones Map, the site is not located in an area that is subject to settlement due to seismic shaking, liquefaction, or lateral spreading (DOC, 1999). **Impacts would be less than significant.**

d. The soils of the Palos Verdes Peninsula are known to be expansive and occasionally unstable (City of Rancho Palos Verdes, 1975). Therefore, the site may contain soils that have the potential for expansion. **Impacts would be potentially significant and will be further analyzed within the EIR.**

e. The proposed project would connect to the existing City sanitary sewer system. **Therefore, impacts related to septic systems would be less than significant. No further analysis of this issue in an EIR is warranted.**

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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VII. GREENHOUSE GAS EMISSIONS - Would the project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a-b) The accumulation of greenhouse gases (GHG) in the atmosphere regulates the earth's temperature. However, it is believed that emissions from human activities, particularly the consumption of fossil fuels for electricity production and transportation, have elevated the concentration of these gases in the atmosphere beyond the level of naturally occurring



concentrations. In response to an increase in man-made GHG concentrations over the past 150 years, California has implemented AB 32, the “California Global Warming Solutions Act of 2006.” AB 32 requires achievement by 2020 of a statewide GHG emissions limit equivalent to 1990 emissions (essentially a 25% reduction below 2005 emission levels) and the adoption of rules and regulations to achieve the maximum technologically feasible and cost-effective GHG emissions reductions.

The proposed project involves constructing 60 new residential units, which would increase area emissions and would increase the amount of vehicle trips coming to and from the site. As such, the project could potentially contribute to cumulative impacts relating to global climate change.

The proposed project’s potential contribution to cumulative impacts related to global climate change will be further discussed in an EIR.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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VIII. HAZARDS and HAZARDOUS MATERIALS - Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within ¼ mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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VIII. HAZARDS and HAZARDOUS MATERIALS - Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

a. The project would involve construction of 60 residential units on vacant land. By their nature, the proposed residential uses would not involve the transport, use, or disposal of substantial quantities of hazardous materials and would not introduce any unusual hazardous materials to the area. **Therefore, impacts would be less than significant and further analysis of this issue in an EIR is not warranted.**

b - d. The following databases (pursuant to Government Code Section 65962.5) were checked (May 1, 2012) for known hazardous materials contamination near the project site:

- Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS) database;
- Geotracker search for leaking underground fuel tanks;
- Investigations- Cleanups (SLIC) and Landfill sites, Cortese list of Hazardous Waste and Substances Sites; and
- The Department of Toxic Substances Control’s (DTSC’s) Site Mitigation and Brownfields (Envirostor) Database.

The project site does not appear on the CERCLIS, Geotracker, DTSC’s Envirostor Database or the Cortese list. The closest hazardous site to the project site is a RCRA site approximately 2.5 miles northwest. Therefore, no known soil or groundwater contamination is currently present.

The nearest school in the vicinity of the project area is St. John Fischer School, approximately 0.5 miles southeast of the project site. The project would not emit hazardous emissions or involve handling of hazardous or acutely hazardous materials, substances, or waste within ¼ mile of an existing or proposed school.

In addition, a Phase I Environmental Site Assessment (ESA) was conducted for the adjacent property south of the project site at 5555 Crestridge Road by Andersen Environmental in 2008. The report concluded the following:



“In our opinion, none of the other sites listed pose a significant threat to the target property as there is no indication of a release at the respective sites, a release has occurred but the case is closed, or the sites are located cross or down gradient of the target property. Furthermore, these sites are in our opinion considered a de minimis condition, (under ASTM Standard E 1527-05), as they “generally would not be the subject of an enforcement action if brought to the attention of appropriate government agencies” with regard to the target property.”

The report referenced above is available for review at City Hall.

Because the project would not be located in an area with known soil or groundwater contamination, would not emit hazardous emissions or involve handling of hazardous materials, and was not determined to be at risk for any hazards in a Phase I prepared for an adjacent property, **the proposed project’s impact related to release of hazardous materials would be less than significant and further discussion in an EIR is not warranted.**

e, f. The project area is located approximately 13 miles from both the Los Angeles International Airport and the Long Beach Airport, and more than three miles from Torrance Municipal Airport, and is not included within an airport land use plan. Therefore, significant airport safety hazards are not anticipated. **No impact would occur and further discussion in an EIR is not warranted.**

g. The proposed project would be served by existing road networks, since it would be implemented in an area that has existing roadway infrastructure. Evacuation routes from the project site would be primarily from Crestridge Road. The project would not interfere with any emergency response plan or evacuation route. **No impact would occur and further discussion in an EIR is not warranted.**

h. According to the Los Angeles County Fire Department, the City of Rancho Palos Verdes, including the project site, is identified as a High Fire Hazard Area. However, Rancho Palos Verdes Municipal Code Section 8.08.010 adopts the Los Angeles County Fire Code, Title 32, as the Fire Code of the City of Rancho Palos Verdes. The County maintains fire safety requirements, development standards and regulations, and standard fees, for new development. Building standards for fire hazards, including roof coverings, construction materials, structural components, and clearing of brush and vegetative growth, are administered by the LACFD and the City’s Building and Safety Division. The new residential buildings would be required to be constructed to the City’s most recently adopted Building Code. **With mandatory compliance with City Building Code, risk due to wildland fires would be less than significant and further discussion in an EIR is not warranted.**



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
IX. <u>HYDROLOGY and WATER QUALITY</u> – Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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IX. HYDROLOGY and WATER QUALITY – Would the project:

result of the failure of a levee or dam?

- j) Inundation by seiche, tsunami, or mudflow?

a - f. The proposed project would increase impermeable surface area on the site, introducing buildings, paving and hardscape to a site that is currently vacant. This would reduce groundwater recharge and increase surface water runoff. Construction activities such as grading may generate additional pollutants that could adversely affect the quality of surface runoff. Operational impacts typically associated with residential uses, such as pollutants from vehicles and landscaping, may generate additional pollutants that could adversely affect the quality of surface runoff. Therefore, the project has the potential to affect groundwater recharge, and the amount and quality of surface runoff. **Impacts are potentially significant and this issue will be further analyzed in an EIR.**

g, h. The Federal Emergency Management Agency (FEMA) has defined the 100-year flood hazard areas through the publication of Flood Insurance Rate Maps (FIRM). The FIRM for the project site (Map ID 06037C1940F) indicates that the site is within Zone X. Zone X designates an area with a minimal risk of flooding (not within the 100-year flood zone). **Therefore, no impacts would occur and further discussion in an EIR is not warranted.**

i. No dams or levees are located in the vicinity of the project site. In addition, the project area does not lay within any known dam inundation zones (City of Rancho Palos Verdes General Plan Safety Element, 1975). **Thus, the potential for flooding due to dam failure is low. No impact would occur and further discussion in an EIR is not warranted.**

j. The project site is approximately two miles from the Pacific Ocean at an elevation of approximately 1,167 feet above sea level. In addition, according to the Department of Conservation Tsunami Inundation Map for the Redondo Beach (South) Quadrangle, the project area is located outside a tsunami inundation area (DOC, March 2009). **Therefore, risks from inundation from a tsunami wave or seiche would be less than significant and further discussion in an EIR is not warranted.**



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
X. <u>LAND USE AND PLANNING</u> - Would the proposal:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with an applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a. The project would involve construction of 60 residential units on a single parcel of land that is surrounded by residential, open space, and institutional uses. The project would not physically divide an established community. **No impacts would occur and further analysis in an EIR is not warranted.**

b. The project area has City of Rancho Palos Verdes General Plan (1975) designation of Institutional and a zoning designation of Institutional. The City's Municipal Code (Section 17.26.030(E)) states that the following uses are acceptable in the Institutional Zone District with a Conditional Use Permit (CUP):

17.26.030(E) Sanitariums, nursing homes, rest homes, homes for the aged, homes for children and homes for mental patients. For the purpose of this section, homes for the aged may include age-restricted, for-sale or for-rent residential developments provided such a development includes a city-approved supportive service program that may include services such as an on-site caretaker, on-site property manager, meal service prepared on-site or provided to the site, an off-site transportation shuttle system provided by and dedicated solely for the residents of the development, housekeeping services, social/recreation programs, educational programs, health and nutrition programs, and/or on-site home health care personnel for the senior citizens who will reside within the development.

The project would include a senior housing project with 60 residential units. Although the project would not include a full suite of supportive service programs, the project would include on-site amenities oriented to senior residents, an off-site transportation shuttle system dedicated to the residents of the development, facilities for social/recreation programs, and the potential



for additional support services. Therefore, with approval of a CUP, the project would be consistent with the land use and zoning designations for the site.

The following standards apply to institutional districts pursuant to Section 12.26.040 of the City's Municipal Code:

- A. *Setbacks.*
 - 1. *Front and Street Side.* On lots which abut a dedicated street, the front and street side setbacks shall be twenty-five feet. On lots which abut a private or nondedicated street, the front and street side setbacks shall be fifty-five feet.
 - 2. *Interior Side and Rear.* The interior side and rear setbacks shall be twenty feet.
- B. *Building height.* Institutional buildings erected in the city shall have a building height not greater than sixteen feet and shall not exceed one story, except with the approval of a conditional use permit by the planning commission, pursuant to Chapter 17.60 (Conditional Use Permits).
- C. *Roof Equipment.* All roof equipment shall conform to the height limits specified in Section 17.48.050 (Lots, Setbacks, Open Space Area and Building Height) of this title and shall be adequately screened from adjacent private properties and the public right-of-way.
- D. *Parking, loading and access.* The provisions of Chapter 17.50 (Nonresidential Parking and Loading Standards) of this title shall apply. Where an institutional district abuts a residential district, additional parking requirements may be imposed by the director or planning commission if warranted by a proposed project or use.
- E. *Transportation Demand Management Development Standards.* All development shall be subject to the applicable transportation demand and trip reduction measures specified in Section 10.28.030 (Transportation demand management and trip reduction measures) of this Municipal Code. Any transportation demand or trip reduction measures required pursuant to Section 10.28.030, shall be implemented in accordance with all applicable standards and specifications of this title.
- F. *Deliveries and Mechanical Equipment.* Where an institutional district abuts a residential district, all deliveries of goods and supplies; trash pick-up, including the use of parking lot trash sweepers; and the operation of machinery or mechanical equipment which emits noise levels in excess of sixty-five dBA, as measured from the closest property line to the equipment, shall only be allowed between the hours of seven a.m. and seven p.m., Monday through Sunday, unless otherwise specified in an approved conditional use permit or other discretionary approval.
- G. *Signs.* The provisions of Section 17.76.050 (Sign permit) shall apply.
- H. *Storage.* Except for those outdoor uses permitted by a conditional use permit or special use permit, all maintenance and groundskeeping equipment shall be housed in permanent, entirely enclosed, structures.
- I. *Lighting.* All exterior lighting in institutional zoning districts shall conform to the performance standards of Section 17.56.040 (Environmental Protection). Before any



development is approved, a plan showing the locations and specifications of all exterior lighting shall be submitted for review and approval by the director.

- J. *Where an institutional district abuts a residential district, buffering and screening techniques shall be utilized along the abutting district boundary line, and additional setbacks for structures, parking and activity areas may be imposed by the director and/or planning commission.*

The setback from Crestridge Road would be at least 32 feet and the west setback would be 60 feet, which would meet the setback requirements of the Code. The setback on the east portion of the site would be 23 feet, which would meet the required setback of 20 feet. The northern portion of the site would include parking within 25 feet of the site boundary; however, buildings onsite would be more than 25 feet from the property line.

The proposed buildings would be a maximum of two stories in height; therefore, since the buildings would be greater than 16-feet in height, the project would require approval of a conditional use permit by the planning commission, pursuant to Chapter 17.60 (Conditional Use Permits). The project would be required to comply with parking, transportation demand management, delivery, sign, storage, and lighting standards as specified in the above Code section.

The City of Rancho Palos Verdes Conceptual Trails Plan designates trails that would connect Crestridge Road through the project site to the existing trails on the Vista del Norte Ecological Preserve to the north. Although the proposed project does not include trails along the precise alignment shown on the Conceptual Trails Plan map, proposed pedestrian pathways open to the public would provide for pedestrian access from Crestridge Road that would link to the trails on the Preserve site. Further, signage would help direct the public through the project site to the public trails and trailheads. Therefore, the project would be generally consistent with the intent of the Conceptual Trails Plan.

The Visual Aspects Map of the City's General Plan (General Plan Figure 41) identifies the project site, together with the adjacent Vista del Norte Preserve, as "Canyons and Ridges" and as "Undeveloped Lands Impacting Visual Character." These designations do not preclude development on the project site, which is zoned and designated for Institutional land uses. Visual impacts associated with the proposed project, including consistency with the "Canyons and Ridges" and "Undeveloped Lands Impacting Visual Character" designations, will be discussed in the EIR in the Aesthetics section (see also Item I. *Aesthetics* above).

Compliance with Municipal Code standards would reduce impacts to a less than significant level and impacts and further discussion in an EIR is not warranted.

c. In 2004 the Rancho Palos Verdes City Council conceptually approved the citywide Natural Communities Conservation Planning (NCCP) Subarea Plan, which identifies Biological Resource Areas and establishes habitat preserves. The Rancho Palos Verdes NCCP provides for conservation and protection of the Palos Verdes blue butterfly and other special-status species, while permitting impacts from development to potential habitat for the covered species, including Coastal Sage Scrub habitat. As the adjacent Vista del Norte Ecological preserve is



within the NCCP area, **consistency with the NCCP will be discussed in the biological resources section of an EIR.**

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XI. MINERAL RESOURCES -- Would the project:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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a-b. According to the Natural Environment section of the Ranchos Palos Verdes General Plan (1975), from 1948 to 1958 specific areas in Rancho Palos Verdes were quarried for basalt, diatomaceous earth, and Palos Verdes stone. The General Plan states that there are no mineral resources present within the community that would be economically feasible for extraction (Rancho Palos Verdes General Plan, 1975). Construction of 60 residential units on a vacant site would not result in the loss of the availability of a known mineral resource that would be of value locally, regionally, or to the State (California Geological Survey/U.S. Geological Survey, 2003). **There would be no impact and further discussion in an EIR is not warranted.**

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XII. NOISE – Would the project result in:

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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c) A substantial permanent increase in ambient noise levels above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XII. NOISE – Would the project result in:				
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a-d. The project site is currently vacant. The proposed project would include construction of 60 residential units, which would increase noise levels for nearby sensitive receptors during construction and operation of the project. It is expected that operation of the project would increase ambient noise due to an increase in traffic and residential activities. Therefore, noise impacts during construction and operation of the project are **potentially significant and will be analyzed further in an EIR.**

e, f. The project area is not included within an airport land use plan, and is approximately 13 miles from the Los Angeles and Long Beach airports, and approximately three miles from Torrance Municipal Airport. The project is also not within the vicinity of a private airstrip. **Thus, no impact related to aircraft noise would occur and further discussion in an EIR is not warranted.**

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XIII. POPULATION AND HOUSING — Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
replacement housing elsewhere?				
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a. The proposed project involves construction of 60 residential units for seniors in the City. The senior housing facility would include residential units with two bedrooms and would be intended for senior residents, but would allow residents that are less than 55 years of age; therefore, it is assumed for a conservative estimate that the project would generate 2.664 persons per unit, consistent with the California Department of Finance E-5 2012 data for average households in the City of Rancho Palos Verdes. Based on that estimate, there would be a population increase of 160 residents in the City.

Currently, the estimated population of the City is 41,897 (Department of Finance, January 2012). Therefore, with implementation of the proposed project, the population in the City would total 42,057. The population projections for Rancho Palos Verdes anticipate a population of 43,215 in 2020 (Southern California Association of Governments, Integrated Growth Forecast, 2008). Therefore, the increase in residents would not exceed planned growth forecasts in the City.
Impacts would be less than significant and further analysis of this issue is not warranted.

b,c. The proposed project would involve constructing residential uses on a vacant site, which would not displace existing housing or people. **No impacts would occur and further analysis of these issues is not warranted.**

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XIV. PUBLIC SERVICES

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

i) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XIV. PUBLIC SERVICES				
ii) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
v) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a (i.). The City of Rancho Palos Verdes is served by the Los Angeles County Fire Department (LACFD). There are six County fire stations with jurisdiction in the City, including two stations located within City limits. In the event of major fires, the County has “mutual aid agreements” with cities and counties so that additional personnel and firefighting equipment can augment the County Fire Department. The fire station nearest to the project area is Fire Station #106, located at 27413 Indian Peak Road in Rolling Hills Estates, approximately 0.6 miles northwest of the project site. The project site is within a developed area currently served by the LACFD and the additional senior residential units would not substantially increase the population in the City. Therefore the addition of 60 residences would not be expected to require new or expanded fire facilities. In addition, the project area’s close proximity to Fire Station #106 would help ensure an adequate response time by the Fire Department in emergency situations. Buildings constructed would also be required to comply with the Fire Code and LACFD standards, including specific construction specifications and design requirements. Therefore, the project would not substantially affect community fire protection service and would not result in the need for construction or expansion of fire protection facilities. **Impacts would be less than significant and further discussion of this issue in an EIR is not warranted.**

a (ii.). The City of Rancho Palos Verdes contracts with the Los Angeles County Sheriff’s Department (LACSD) to provide law enforcement services to the City. The Lomita Station, located at 26123 Narbonne Avenue in Lomita, provides service to the areas within the city limits of Rancho Palos Verdes, Lomita, Rolling Hills and Rolling Hills Estates as well as unincorporated Los Angeles County areas around Rancho Palos Verdes (LACSD Homepage). The Lomita Station is located approximately 3 miles northeast of the project site. The Lomita Station currently has 95 sworn officers on staff. During the daytime shift, approximately 8-10 officers are on duty in the vicinity of the Palos Verdes Peninsula and approximately 3-4 are on duty within the City of Rancho Palos Verdes. During the night shift approximately 6-8 total officers are on duty in the vicinity and approximately 2-3 officers are on duty in Rancho Palos Verdes. The proposed project is not anticipated to require additional police services, as the project area is within a developed area currently served by the LACSD (Personal Communication May 15, 2012, Sargent Mueller, Operations Department). Although the project would increase the number of residents in the project area, it is not expected to adversely affect police services. The LACSD has sufficient resources to accommodate the proposed project. Therefore, the project would not significantly affect police protection



services and would not result in the need for construction or expansion of new police facilities. **Impacts would be less than significant and further discussion of this issue in an EIR is not warranted.**

a (iii). The proposed project would involve construction of 60 residential units, which would increase the population in the City by 120 (a conservative estimate, assuming there would be a maximum of two residents in each unit). However, since the project is a senior housing facility, it is not expected that new school children would be introduced into the community compared to a non-age restricted residential development. In addition, in accordance with State law, the developer(s) of the project would be required to pay school impact fees. Pursuant to Section 65995 (3)(h) of the California Government Code (Senate Bill 50, chaptered August 27, 1998), the payment of statutory fees "...is deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization." Thus, payment of the development fees is considered full mitigation for the project's impacts under CEQA and no additional mitigation is required. **Impacts to public schools would be less than significant and further analysis of this issue in an EIR is not warranted.**

a (iv-v). The Rancho Palos Verdes Recreation and Parks Department is responsible for maintaining and planning for parkland in the City of Rancho Palos Verdes. The City currently maintains approximately 334 acres of parklands and 1,400 acres of open space (City of Rancho Palos Verdes Recreation and Parks Department Staff, December 2010). The public park closest to the project area is the High Ridge Park in the City of Rolling Hills Estates, located approximately 0.4 miles southwest of the project site. In addition, the project would include a number of community amenities, including a trail system in open space areas to the north of the site, a patio and trellis, a community conversation and gathering stage, a sundeck and outdoor living room, barbeque facilities, bocce ball courts, and picnic tables. An approximately 2,400 square-foot Community Service Center building and sundeck would provide a second, centralized community amenity for the residents. The Community Service Center would provide a recreation and lounge area for community gatherings, kitchen, computer center/business room, office, fitness room, bathrooms, indoor and outdoor fireplaces, outdoor living area, spa, barbeque and seating area. The Community Service Center could also be used for community gatherings and as a social venue for regular resident activities like movie nights, book clubs and cooking classes.

The project would also include a community garden and orchard to serve both residents and the neighboring senior communities. This feature would be located in the northwestern portion of the project site and would include garden plots for residents to raise their own fruits and vegetables, and fruit-producing trees.

Because the project would offer recreational opportunities and because there are several parks in close proximity to the site, the proposed senior housing complex would not increase usage of community parks such that new or expanded facilities would be required. Therefore, **impacts to parks would be less than significant and additional analysis in an EIR is not warranted.**



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XV. RECREATION —

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

a-b. The proposed project involves construction of 60 residential uses for seniors, which could incrementally increase the use of recreational facilities in the project vicinity. However, as described above in Section XIV, *Public Facilities*, the population increase would not cause substantial physical deterioration of recreational facilities. As discussed above under Item XIV *Public Services*, the project area contains existing residential uses and is adequately served by recreational facilities. In addition, the project applicant would be required to pay a QUIMBY fee pursuant to City Municipal Code Section 16.20.100. Recreational amenities are included in the proposed project, as discussed in the Project Description; impacts of the construction of these facilities are addressed in each section of this Initial Study as part of the project’s potential effects as a whole. **Impacts to recreational facilities would be less than significant and additional analysis in an EIR is not warranted.**

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XVI. TRANSPORTATION / TRAFFIC — Would the project:

- | | | | | |
|--|-------------------------------------|--------------------------|--------------------------|--------------------------|
| a) Exceed the capacity of the existing circulation system, based on an applicable measure of effectiveness (as designated in a general plan policy, ordinance, etc.), taking into account all relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Conflict with an applicable congestion management program, including, but not | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XVI. TRANSPORTATION / TRAFFIC — Would the project:

limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

- | | | | | |
|---|-------------------------------------|--------------------------|--------------------------|-------------------------------------|
| c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e) Result in inadequate emergency access? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| f) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

a-b, d-f. The proposed project would involve construction of 60 new residential units. The additional residential traffic generated by the project could adversely affect emergency access. **Therefore, impacts are potentially significant and will be further evaluated in the EIR.** A traffic study will be conducted to analyze and evaluate the project’s potential impacts to traffic, circulation, parking and hazards due to design features, and site access.

c. The project by its nature would not result in a change in air traffic patterns by increasing traffic levels or a change in location that results in substantial safety risks. **No impact would occur and further discussion in an EIR is not warranted.**

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XVII. UTILITIES AND SERVICE SYSTEMS — Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XVII. UTILITIES AND SERVICE SYSTEMS — Would the project:

- | | | | | |
|---|-------------------------------------|--------------------------|-------------------------------------|--------------------------|
| b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| g) Comply with federal, state, and local statutes and regulations related to solid waste? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

a, b, e. The County Sanitation Districts of Los Angeles, District No. 5 and the Los Angeles County Department of Public Works (DPW) provide wastewater services to the City. Wastewater flow is transported by local City-maintained sewer lines to the Joint Water Pollution Control Plant (JWPCP), located at 24501 South Figueroa, in the City of Carson. The JWPCP has a design capacity of 400 mgd and currently processes an average flow of 272.7 mgd (Adriana Raza, County of Los Angeles Sanitation District, April 18, 2012). Currently, the JWPCP serves a population of approximately 3.5 million people throughout Los Angeles County. The proposed project would generate approximately 0.0096 mgd, as shown in Table 2 below.

**Table 2
Estimated Project Wastewater Generation**

Land Use	Size	Generation Rate	Total (gpd)	Total (mgd)	Total (gpy)
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Residential	60 Residential Units	160 gpd/unit*	11,700	0.0117	4,270,500
Total Project Wastewater Generation			11,700	0.0117	4,270,500

*Source: County of Los Angeles Sanitation District Will Serve Program. Table 1: Loadings for Each Class of Land Use. <http://www.lacsd.org/civica/filebank/blobdload.asp?BlobID=3531>.

Notes: Gpd=gallons per day, Mgd=million gallons per day, Gpy=gallons per year

Because there is approximately 127 mgd of available capacity at the JWPCP to treat the additional flow from the project of 0.0117 mgd, the facility could serve the additional wastewater from the proposed project. **Impacts would be less than significant and discussion of this topic in an EIR is not warranted.**

c. As discussed in Section VIII, *Hydrology and Water Quality*, currently, the proposed project would represent a more intense use of the project site as compared to the current use, and would increase impermeable surface area onsite, including residences, driveways, and access roads. This may incrementally reduce groundwater recharge and increase the amount of surface runoff. **These impacts are potentially significant and will be discussed in the EIR in the Hydrology and Water Quality Section.**

d. The Rancho Dominguez District of the California Water Service Company (CWSC) is the local purveyor of domestic water. CWSC serves domestic customers in Rancho Palos Verdes, Palos Verdes Estates, Rolling Hills, Rolling Hills Estates, and a portion of Lomita. The Rancho Dominguez District’s water supply for the City of Rancho Palos Verdes is 100% reliant on imported water supplies (Colorado River and State Water Project) from the Metropolitan Water District (MWD) of Southern California, which are purchased through the West Basin Municipal Water District (WBMWD). There is no local groundwater extraction for use by the CWSC on the Palos Verdes Peninsula and there are no local supplies currently available to the WBMWD (CWSC Homepage). As a result, the availability of water is dependent on the supply conditions of the MWD. The Rancho Dominguez District’s Palos Verdes water system includes 350 miles of pipeline, 18 storage tanks, and 31 booster pumps. CWSC proactively maintains and upgrades its facilities to ensure a reliable, high-quality supply (CWSC Homepage).

Table 3 shows the proposed project’s estimated water demand. As shown in Table 3, the project would generate demand for approximately 11,700 gpd or 13.1 acre-feet per year.

Table 3
Estimated Project Water Demand

Land Use	Size	Rate	Total (gpd)	Total (AFY)
Residential	60 Residential Units	195 gpd/ unit	11,700	13.1
Total Project Water Demand			11,700	13.1

Source: Civic Center Specific Plan Comprehensive Update, Downtown Redevelopment Plan Amendment and Associated Development, Final EIR, 2004.

Notes: gpd = gallons per day, AFY=acre-feet per year, sf = square feet



The potable water supply for the proposed project would be delivered by the Rancho Dominguez District of CWSC, which in turn purchases all of its supply from WBMWD via MWD sources (the Colorado River and State Water Project). As shown in Table 4, the existing and future supply (31,487 AFY in 2015 and 61,014 AFY in 2035) is greater than the project demand of 13.1 AFY; therefore, the incremental increase in water that would be required by the project would not require expansion of existing facilities or construction of new facilities.

**Table 4
 Current and Projected WBMWD Water Supply and Demand (AFY)**

Water Sources	2015 Supply	2015 Demand	2035 Supply	2035 Demand
Total Water Supply	192,134	160,647	197,275	136,261

Source: 2010 Urban Water Management Plan, WBMWD, 2010.

Since the City of Rancho Palos Verdes’s water supply via the Rancho Dominguez District is reliant on imported water supplies from MWD, it is important to note that MWD’s estimated water supply is expected to meet the demands of its member agencies such as WBMWD. MWD has engaged in substantial water supply projection and planning efforts. MWD has consistently found that its existing water supplies, when managed according to its water resource plans, such as the Water Surplus and Drought Management Plan and Integrated Resources Plan, are and will be 100% reliable for at least a 20-year planning period. MWD has continued to implement its water supply programs, as reported in its annual Implementation Reports. Although water supply conditions are always subject to uncertainties, MWD has maintained its supply reliability in the face of such uncertainties in the past, and is actively managing its supplies to ensure the same 100% reliability for the future.

It is anticipated that sufficient water will be available to meet demand associated with the proposed project. Impacts related to water supply would be less than significant and further discussion in an EIR is not warranted.

f, g. Solid waste collection service in Rancho Palos Verdes is provided by various haulers who have exclusive agreements with the City to provide disposal service for solid waste generated within the City. Residential solid waste collection within the project site area is provided exclusively by Universal Waste Systems (UWS). In addition, for construction waste there are ten authorized commercial haulers who provide dumpster and roll-off service throughout the City. Solid waste generated in the City of Rancho Palos Verdes could be taken to four different landfills; however, Puente Hills Landfill is the primary landfill used by the City. This landfill is operated by the County Sanitation Districts of Los Angeles County within which an independent special district provides water pollution control and solid waste management services under the authorization of the Sanitation Act of 1923. Table 5 summarizes the permitted throughput, estimated capacity, and estimated closure date for these facilities.

**Table 5
 Solid Waste Disposal Facilities**



Facility	Permitted Daily Throughput (tons/day)	Estimated Remaining Capacity (CY)	Estimated Closure Date
Puente Hills Landfill	13,200	35,200,000	10/31/2013
Downey Area Recycling and Transfer Facility ^a	5,000	N/A	N/A
South Gate Transfer Station ^a	2,200	N/A	N/A
Commerce Refuse-to-Energy Facility ^a	1,000	N/A	N/A

Source: California Integrated Waste Management Board Website,
<http://www.calrecycle.ca.gov/SWFacilities/Directory/search.aspx>.
cy=cubic yards

Note:^a The estimated remaining capacity/estimated closure date is not applicable to this Transfer/Refuse-to-Energy facility

As shown in Table 5, the Puente Hills Landfill has a maximum permitted capacity of 13,200 tons/day and receives on average 9,000 tons/day. There is approximately 4,200 tons of available capacity at the Puente Hills Landfill. Solid waste from Rancho Palos Verdes may also be disposed of at the following facilities: City of Commerce’s Waste to Energy Incinerator, the Downey Area Recycling and Transfer Facility, and the South Gate Transfer Station.

The City has completed a comprehensive waste reduction and recycling plan in compliance with State Law AB 939, which required every city in California to reduce the waste it sends to landfills by 50% by the year 2000. The City’s Source Reduction and Recycling Element (SRRE) is the solid waste reduction planning document for the City of Rancho Palos Verdes, and establishes goals and policies for the City regarding source reduction, recycling and composting and environmentally safe solid waste management alternatives to land disposal. The SRRE also helps the City in maintaining the 50% diversion rate requirement specified by AB 939. As of 2002 (the last verified date by the CIWMB), the City was recycling 51% of its solid waste, thereby complying with the standards established by AB 939 (CIWMB Waste Stream Profile).

As shown in Table 6, development that could occur within the project area would generate an estimated 734 pounds of solid waste per day or 267,937 pounds of solid waste per year. In keeping with the City’s recycling program, approximately 49% of this waste, or 360 pounds per day would be deposited in landfills. The Puente Hills Landfill has a maximum permitted capacity of 13,200 tons/day and receives on average 9,000 tons/day. Therefore, the 360 pounds per day is within the available capacity (4,200 tons per day) at the Puente Hills Landfill and the project impact to solid waste disposal would be less than significant.

Table 6
Estimated Project Solid Waste Generation

Land Use	Size	Generation Rate	Total (lbs/day)	Total (lbs/year)
Residential	60 Residential Units	12.23 lbs/household/day*	734	267,837



Total Project Solid Waste Generation Increase	734	267,837
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Notes: SF = square feet
** Source: CalRecycle

Although the project would incrementally increase solid waste generation, project area development would be required to comply with local regulations regarding solid waste reduction. **Impacts to the City’s solid waste collection and disposal system would be less than significant and further discussion in an EIR is not warranted.**

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XVIII. MANDATORY FINDINGS OF SIGNIFICANCE —

- | | | | | |
|--|-------------------------------------|--------------------------|--------------------------|--------------------------|
| a) Does the project have the potential to substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

a. As discussed in Section IV, *Biological Resources*, the project’s impacts on biological resources are potentially significant. As discussed in Section V, *Cultural Resources*, no known cultural resources are located in the project area and the proposed project does not have the potential to disturb previously unknown subsurface archaeological and paleontological resources with implementation of Mitigation Measures CR-1 and CR-2. **The potentially significant biological resources impacts will be further discussed in the EIR.**

b. The project has potential impacts to aesthetics, biological resources, geology, hydrology and water quality, noise, and traffic impacts that could be significant and cumulatively considerable.



These potentially adverse cumulative impacts will be explored and discussed in more detail in the EIR.

c. The proposed project has potential for adverse effects on human beings due to potential impacts related to aesthetics, geology, hydrology and water quality, noise, and traffic. **The potential for adverse effects on human beings will be explored and discussed in more detail in the EIR.**



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RANCHO PALOS VERDES

NOTICE OF PREPARATION

To: Interested Persons

From: City of Rancho Palos Verdes
Community Development Department
30940 Hawthorne Blvd.
Rancho Palos Verdes, California 90275-5391
310-544-5228 or planning@rpv.com

Subject: Notice of Preparation of an Environmental Impact Report (EIR) pursuant to the requirements of the California Environmental Quality Act (CEQA) for the proposed Crestridge Senior Housing Project.

The City of Rancho Palos Verdes will be the CEQA Lead Agency and will prepare an Environmental Impact Report (EIR) for the project identified below. We need to know the views of you or your agency as to the scope and content of the environmental information which is germane to you or your agency's statutory responsibilities in connection with the proposed project.

Project Title: Crestridge Senior Housing Project

Location: The project site is in the City of Rancho Palos Verdes (City), which is located in southwestern Los Angeles County on the Palos Verdes Peninsula and approximately 25 miles southwest of downtown Los Angeles. The 9.76-acre project site is situated at 5601 Crestridge Road west of its intersection with Crenshaw Boulevard in the north-central portion of the City and is bordered by Crestridge Road on the south, the Belmont Assisted Living facility on the west, the Mirandela Senior Apartments on the east, and the Vista Del Norte Ecological Preserve to the north.

Project Description:

The proposed Crestridge Senior Housing project would involve the development of a senior-restricted (55+ years of age or older) for-sale residential community. The proposed project would include 60 attached residential units at an overall density of 6.15 units per acre. The units would be two stories in height with up to five residences per structure. Proposed amenities for the project include a trail system; a 13,000-square-foot community recreation area with barbeque facilities, bocce ball courts, and picnic tables; a 2,400 square-foot community building with a kitchen, computer center/business room, office, fitness room, bathrooms, indoor and outdoor fireplaces, and spa; and a community garden and orchard open to residents and the neighboring senior communities. Public pedestrian access would also be provided through the community, connecting from Crestridge Road through the site to view points and to the City's property to the north.

Construction of the project would require grading in order to reduce the slope of portions of the hillside; this would include 145,000 cubic yards of cut and 2,000 cubic yards of fill. Construction would be completed in 2015.

The detailed project description, location, and potential environmental effects are contained in an Initial Study that, if not attached to this notice, is on file with the Community Development Department at City Hall, 30940 Hawthorne Boulevard, Rancho Palos Verdes, and is available for review between the hours of 7:30 a.m. and 5:30 p.m., Monday through Thursday, and 7:30 a.m. and 4:30 p.m., on Friday. Furthermore, the Notice of Preparation of an EIR / Initial Study is available for public review at the Planning Department at City Hall, the Miraleste Library, the Palos Verdes Main Library, and the City's website. To access the Initial Study on the City's Website or other information regarding the proposed project, log on to www.palosverdes.com/rpv and scroll over

Notice of Preparation
Crestridge Senior Housing Project
May 29, 2012

the "Residents" tab; then click on "Current Topics & Projects". There will be a link to the Crestridge Senior Housing/Senior Center Project on the page.

You are receiving this notice since City records indicate that you are an interested person or agency, or own property within a 500-foot radius of the project area. If you wish to provide comments on the scope and content of the Initial Study, please submit your comments to:

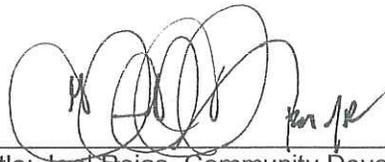
Eduardo Schonborn, AICP, Senior Planner
City of Rancho Palos Verdes, Planning Division
30940 Hawthorne Boulevard
Rancho Palos Verdes, CA 90275
Fax: (310) 544-5293
Email: EduardoS@rpv.com

Due to the time limits mandated by State law, written comments on the scope and content of the EIR must be sent no later than 30 days after receipt of this notice, or by June 29, 2012. Responsible agencies are requested to indicate their statutory responsibilities in connection with this project when responding.

In addition to written comments, in order to provide ample opportunity for public input, the City's Planning Commission will conduct a public scoping meeting at **7:00 p.m. on Tuesday, June 26, 2012** at Fred Hesse Community Park, 29301 Hawthorne Boulevard, Rancho Palos Verdes.

Please contact Mr. Eduardo Schonborn at 310-544-5228 or via e-mail at EduardoS@rpv.com for further information.

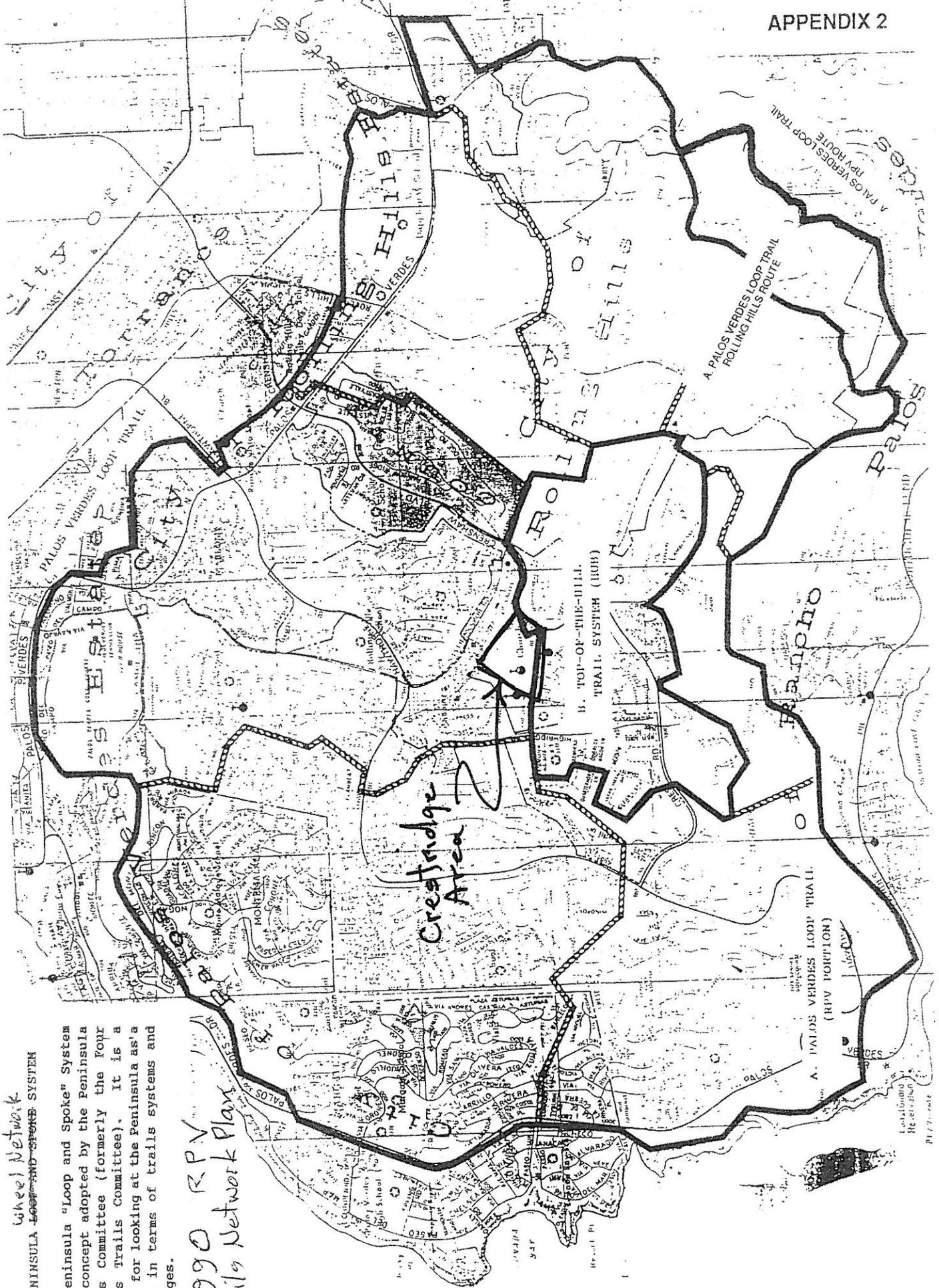
Date: May 29, 2012

Signature 
Name and Title: Joel Rojas, Community Development Director

Wheel Network
PENINSULA LOOP-AND-SPOKE SYSTEM

The Peninsula "Loop and Spoke" System is a concept adopted by the Peninsula Trails Committee (formerly the Four Cities Trails Committee). It is a means for looking at the Peninsula as a whole in terms of trails systems and linkages.

1990 R.P.V.
Trails Network Plan



Unpaved Pathways
SECTION TWO

- A. Palos Verdes Loop Trail - No trail segments in this Section. (See SCOPE OF THE PLAN–Peninsula Wheel Network Map)**
- B. Top-o'-the-Hill Loop Trail - RPV portions described counterclockwise. (See SCOPE OF THE PLAN–Peninsula Wheel Network Map)**

S2B1a and S2B1b. The Mule Way Trail (Formerly the Indian Peak Trail).

Status: Category III (S2B1a) and Category II (S2B1b).

Route: This *point-to-point* trail begins at the RPV border with RHE near the intersection of Crenshaw Blvd. and Indian Peak Rd. (GPS S2B1-1). Crossing Indian Peak Rd. at the intersection, the trail goes northwestward along Indian Peak Rd. onto a benchcut at (GPS S2B1-2), turns up and southward (GPS S2B1-3) and continues upward across the Open Space Hazard Zone and developable portions of these parcels approximately through (GPS S2B1-4+) (GPS S2B1-5+) (GPS S2B1-6+) (GPS S2B1-8+) to a point where Crestridge Rd. can be crossed. (GPS S2B1-9). The exact route can be determined in the course of future development, but it should be well away from Crenshaw Blvd. and use as much of the existing trail as possible.

Development/Maintenance Criteria: TYPE 3 (S2B1a) and TYPE 1 (S2B1b). Curb cuts at, and road crossings should have anti-slip surfaces. This trail (S2B1b and a portion of S2B1a) and the Mountain View Trail (S2F19) should form a loop which is ADA compliant.

Access: This trail can be reached from the Peninsula Center and from Crestridge Rd. where there is parking.

Objectives: This trail should be preserved and improved to provide a public, non-motorized connection over the hill (the North/South Cut-across) and to the institutions on Crestridge Rd. It should provide public access (which is ADA compliant) to a vista point with rest stop amenities (GPS S2B1-8+).

S2B2. The Crestridge Trail

Status: Category III. This trail is in the street right-of-way.

Route: This *specific-course* trail begins on the north side of Crestridge Rd. (GPS S2B2-1) with a mid-block crossing and then extends westward on the south side to the intersection of Crestridge Rd. and Highridge Rd. (GPS S2B2-9) where it continues on in RHE.

Unpaved Pathways
SECTION TWO

Development/Maintenance Criteria: TYPE 3. Both curb cuts and the road crossing should have anti-slip surfaces.

Access: This trail can be reached from anywhere on Crestridge Rd. and from Highridge Park where there is parking.

Objectives: This trail should complete the unpaved pathway over the hill known as the North/South Cut-across. It should be implemented when Crestridge Rd. is reconstructed. A controlled crosswalk should also be provided to connect the institutions on each side of the road.

- C. Palos Verdes Drive Trail - No trail segments in this section.
(See SCOPE OF THE PLAN – Palos Verdes Drive Trail Map)**
- D. California Coastal Trail - No trail segments in this section.
(See SCOPE OF THE PLAN – California Coastal Trail Map)**
- E. Coastal Access Trails - No trails in this section.
(See SCOPE OF THE PLAN – California Coastal Trail Map)**
- F. Peninsula Center Trail System. These trails are only in Section Two and surround the Peninsula Center commercial area. The Peninsula Center means the whole commercial area along Silver Spur Rd. between Hawthorne Blvd. and Crenshaw Blvd. The Peninsula Shopping Center means the specific complex surrounded by Silver Spur Rd., Crossfield Dr., Indian Peak Rd. and Hawthorne Blvd. “The Avenue” mall means the specific complex surrounded by Silver Spur Rd., Drybank Dr., Indian Peak Rd. and Crossfield Dr.**

S2F1. The Old Eucalyptus Trail

This historic vista point with a very old eucalyptus tree was approved to be removed in 2002 when the RPV City Council approved the permits to construct the Belmont Village Assisted Living Center. This trail has been incorporated into the Mule Way Trail (S2B1) and the Indian Peak Trail (S2F7).

Unpaved Pathways
SECTION TWO

S2F2. The Radio Tower Trail (The trail connection to Crestridge Rd. has been incorporated into the Mule Way Trail (S2B1).)

Status: Category I.

Route: This *specific-course* trail begins on Indian Peak Rd. at the intersection with the Indian Peak Trail (S2F7) (GPS S2F2-1). It extends south, directly up the hill, to the radio towers complex (GPS S2F2-5) and then turns eastward to connect with the Mule Way Trail (S2B1) at a vista point (GPS S2F2-9+) with rest stop amenities.

Development/Maintenance Criteria: TYPE 6. This trail needs to be restored each year during weed abatement.

Access: This trail can be reached from Crestridge Rd. or the Peninsula Center where there is parking.

Objectives: This trail provides a recreational opportunity in a fire fuel zone where the activity will not disturb native habitat. Along with The Mule Way Trail (S2B1) and The Indian Peak Trail (S2F7), there is a challenging loop .

S2F7. The Indian Peak Trail (What was formerly called The Indian Peak Trail has been incorporated into the Mule Way Trail (S2B1).

Status: Category I.

Route: This *specific-course* trail begins on Indian Peak Rd. near the Norris Center / Radio Tower Trail (S2F2) north end (GPS S2F7-1) and extends east on an existing bench cut until it connects with the Mule Way Trail (S2B1) (GPS S2F7-9).

Development/Maintenance Criteria: TYPE 3.

Access: This trail can be reached from the Peninsula Center where there is parking.

Objectives: This trail provides an unpaved pathway which parallels Indian Peak Road. In combination with the lower portion of the Mule Way trail (S2B1), the Dave Pierson Trail in RHE, the Lunchbreak Trail (S2F4) and the Peninsula Shopping Center Complex, this trail will make a substantially unpaved pathway around the major commercial area. There should be a link (stairs OK) to the intersection of Indian Peak Rd. and "The Avenue" mall parking structure access (GPS S2F7-5).



South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4182
(909) 396-2000 • www.aqmd.gov

RECEIVED

JUL 02 2012

COMMUNITY DEVELOPMENT
DEPARTMENT

June 27, 2012

Eduardo Schonborn, AICP, Senior Planner
City of Rancho Palos Verdes, Planning Division
30940 Hawthorne Boulevard
Rancho Palos Verdes, CA 90275

Notice of Preparation of a CEQA Document for the Crestridge Senior Housing Project

The South Coast Air Quality Management District (SCAQMD) appreciates the opportunity to comment on the above-mentioned document. The SCAQMD's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the draft CEQA document. Please send the SCAQMD a copy of the Draft EIR upon its completion. Note that copies of the Draft EIR that are submitted to the State Clearinghouse are not forwarded to the SCAQMD. Please forward a copy of the Draft EIR directly to SCAQMD at the address in our letterhead. **In addition, please send with the draft EIR all appendices or technical documents related to the air quality and greenhouse gas analyses and electronic versions of all air quality modeling and health risk assessment files. These include original emission calculation spreadsheets and modeling files (not Adobe PDF files). Without all files and supporting air quality documentation, the SCAQMD will be unable to complete its review of the air quality analysis in a timely manner. Any delays in providing all supporting air quality documentation will require additional time for review beyond the end of the comment period.**

Air Quality Analysis

The SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. The SCAQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from the SCAQMD's Subscription Services Department by calling (909) 396-3720. The lead agency may wish to consider using land use emissions estimating software such as the recently released CalEEMod. This model is available on the SCAQMD Website at: <http://www.aqmd.gov/ceqa/models.html>.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the project and all air pollutant sources related to the project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, that is, sources that generate or attract vehicular trips should be included in the analysis.

The SCAQMD has developed a methodology for calculating PM_{2.5} emissions from construction and operational activities and processes. In connection with developing PM_{2.5} calculation methodologies, the SCAQMD has also developed both regional and localized significance thresholds. The SCAQMD requests that the lead agency quantify PM_{2.5} emissions and compare the results to the recommended PM_{2.5} significance thresholds. Guidance for calculating PM_{2.5} emissions and PM_{2.5} significance thresholds can be found at the following internet address: http://www.aqmd.gov/ceqa/handbook/PM2_5/PM2_5.html.

In addition to analyzing regional air quality impacts the SCAQMD recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LST's can be used in addition to the recommended regional significance thresholds as a second indication of air quality impacts when preparing a CEQA document. Therefore, when preparing the air quality analysis for the proposed project, it is recommended that the lead agency perform a localized significance analysis by either using the LSTs developed by the SCAQMD or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at <http://www.aqmd.gov/ceqa/handbook/LST/LST.html>.

In the event that the proposed project generates or attracts vehicular trips, especially heavy-duty diesel-fueled vehicles, it is recommended that the lead agency perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment ("Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis") can be found on the SCAQMD's CEQA web pages at the following internet address: http://www.aqmd.gov/ceqa/handbook/mobile_toxic/mobile_toxic.html. An analysis of all toxic air contaminant impacts due to the decommissioning or use of equipment potentially generating such air pollutants should also be included.

Mitigation Measures

In the event that the project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize or eliminate significant adverse air quality impacts. To assist the Lead Agency with identifying possible mitigation measures for the project, please refer to Chapter 11 of the SCAQMD CEQA Air Quality Handbook for sample air quality mitigation measures. Additional mitigation measures can be found on the SCAQMD's CEQA web pages at the following internet address: www.aqmd.gov/ceqa/handbook/mitigation/MM_intro.html Additionally, SCAQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook contain numerous measures for controlling construction-related emissions that should be considered for use as CEQA mitigation if not otherwise required. Other measures to reduce air quality impacts from land use projects can be found in the SCAQMD's Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning. This document can be found at the following internet address: <http://www.aqmd.gov/prdas/aqguide/aqguide.html>. In addition, guidance on siting incompatible land uses can be found in the California Air Resources Board's Air Quality and Land Use Handbook: A Community Perspective, which can be found at the following internet address: <http://www.arb.ca.gov/ch/handbook.pdf>. CARB's Land Use Handbook is a general reference guide for evaluating and reducing air pollution impacts associated with new projects that go through the land use decision-making process. Pursuant to state CEQA Guidelines §15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed.

Data Sources

SCAQMD rules and relevant air quality reports and data are available by calling the SCAQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available via the SCAQMD's World Wide Web Homepage (<http://www.aqmd.gov>).

The SCAQMD staff is available to work with the Lead Agency to ensure that project-related emissions are accurately identified, categorized, and evaluated. If you have any questions regarding this letter, please call Ian MacMillan, Program Supervisor, CEQA Section, at (909) 396-3244.

Sincerely,



Ian MacMillan

Program Supervisor, CEQA Inter-Governmental Review
Planning, Rule Development & Area Sources

IM
LAC120530-01
Control Number

DOUGLAS BUTLER
26521 Hawkhurst Drive
Rancho Palos Verdes, California 90275
310-377-9522/310-265-9999

RECEIVED

JUL 09 2012

June 26, 2012

COMMUNITY DEVELOPMENT
DEPARTMENT

Eduardo Schonborn
City of Rancho Palos Verdes
30940 Hawthorne Blvd
Rancho Palos Verdes CA 90275

Re: Initial Study
Crestridge Senior Housing Project

Dear Mr. Schonborn:

I believe that the proposed initial study is inadequate. In the following areas additional studies are needed:

X (b) Conflict with any applicable land use plan, policy, or regulation of any agency with jurisdiction over the project...adopted for the purpose of avoiding or mitigating an environmental effect?

The proposed project requires a conditional use permit to waive various zoning laws including height and setback. If a conditional use permit allows height and setback variances these changes could potentially have a significant impact. The cumulative effect of height and setback variances to the existing zoning laws needs to be studied in an environmental impact report. Why do we need buildings in excess of sixteen feet. How does the granting of variances encourage other developments with similar variances. What is the effect of the variances on the general plan?

XII (d) Noise A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project

Since this is a senior housing project the effect of sirens for police, ambulances, and fire service needs to be studied. What is the effect on the neighbors. The increased noise levels needs

Eduardo Schonborn
Crestridge Senior Housing
June 26, 2012

to be considered in light of the considerable number of sirens currently heard in the neighborhood. The city has bunched senior housing on Crestridge. As a result numerous sirens for ambulances are heard. These are temporary substantial increases in noise. This is much more adverse. The effect of noise from the project, in particular sirens needs to be studied. It is the cumulative effect of additional sirens. This was once a quiet neighborhood. That is no longer the case.

Sincerely,



Douglas Butler



State of California -The Natural Resources Agency
DEPARTMENT OF FISH AND GAME
South Coast Region
3883 Ruffin Road
San Diego, CA 92123
(858) 467-4201
<http://www.dfg.ca.gov>

EDMUND G. BROWN JR., Governor
CHARLTON H. BONHAM, Director



July 13, 2012

Mr. Eduardo Schonborn
City of Rancho Palos Verdes
Community Development Department
30940 Hawthorne Boulevard
Rancho Palos Verdes, CA 90275

Subject: Notice of Preparation for a Draft Environmental Impact Report for the Crestridge Senior Housing Project SCH # 200120051079, Rancho Palos Verdes, Los Angeles County

Dear Mr. Schonborn:

The Department of Fish and Game (Department) has reviewed the Initial Study (IS) and Notice of Preparation (NOP) for a Draft Environmental Impact Report (DEIR) for the proposed Crestridge Senior Housing Project. The Department is California's Trustee Agency for fish and wildlife resources, holding these resources in trust for the People of the State pursuant to various provisions of the California Fish and Game Code. (Fish & G. Code, §§ 711.7, subd. (a), 1802.) The Department submits these comments in that capacity under the California Environmental Quality Act (CEQA) (See generally Pub. Resources Code, §§ 21070; 21080.4). Given its related permitting authority under the California Endangered Species Act (CESA) and Fish and Game Code section 1600 *et seq.*, the Department also submits these comments as a Responsible Agency for the Project under CEQA. (*Id.*, § 21069.) The Department also administers the statewide Natural Community Conservation Planning (NCCP) Program (Fish and Game Code 2800, *et seq.*); the City of Rancho Palos Verdes (City) is located within the southern California coastal sage scrub NCCP region. The City approved an NCCP for its jurisdiction in July 2004 (2004 NCCP), but this version was not evaluated by the Wildlife Agencies for Federal or State permits. The City is currently developing an updated/revised draft NCCP and intends to submit applications for Federal and State permits in 2012. Species anticipated to receive state and federal coverage under the updated/revised NCCP include the coastal California gnatcatcher (*Poliophtila californica californica*), the Palos Verdes blue butterfly (*Glaucopsyche lygdamus palosverdesensis*) and coastal cactus wren (*Campylorhynchus brunneicapillus*).

The project proposes construction of 60 attached, two-story senior residential units on a 9.76-acre privately-owned vacant parcel (Project) located at Crestridge Road and Crenshaw Boulevard within the City. Construction of the proposed project would require grading in order to reduce the slope of portions of the hillside, including 145,000 cubic yards of cut and 2,000 cubic yards of fill. Construction is scheduled to be completed in 2015. The project site is surrounded by preserved open space, senior residential and institutional development. To the north of the project site is the City-owned Vista Del Norte Ecological Preserve, which is included as part of the City's NCCP Preserve system. Immediately to the west and to the east of the site are senior residential communities (the Belmont Assisted Living facility to the west and the Mirandela Senior Apartments to the east). The Mirandela Senior Apartments consists of a 34-unit senior housing project (2009) on 19.6 acres that was developed by the City Redevelopment Agency (RDA), of which 16.7 acres was dedicated as the Vista Del Norte Preserve.

Conserving California's Wildlife Since 1870

To assist the City in adequately analyzing the project's consistency with the NCCP, evaluating impacts to the jurisdictional waters/wetlands (DFG Code 1600 *et. seq.*), and avoiding, minimizing, and mitigating for project-related and cumulative impacts to biological resources with feasible mitigation measures, we recommend that the following information, where applicable, be included in the environmental document:

1. *NCCP*: The site is located within the planning boundaries of the City's 2004 NCCP and within federally-designated critical habitat for the coastal California gnatcatcher. The City's 2004 NCCP identifies this project in Table 3-3 (Total Loss of Habitat by Private Projects and Mitigation) as Project No. 6., with approximately 2 acres of impacts to coastal sage scrub and 12 acres of impacts to non-native grassland. Mitigation is identified at 3:1 mitigation to impact ratio for coastal sage scrub (total of 6 acres) and 0.5:1 for grasslands (total of 6 acres) in the form of habitat contributed to the reserve or funds for habitat restoration within the reserve to be provided by the private applicant. These mitigation requirements from the 2004 NCCP (as updated based on site-specific surveys) should be incorporated in the DEIR.
2. *Grassland Impacts*: The DEIR should provide an adequate discussion on the habitat values provided by grasslands on-site, the quantity of impacts to this habitat and avoidance/mitigation measures incorporated into the project. Grasslands can provide important foraging habitat for many raptor species and some of the last remaining breeding, foraging and wintering habitat in coastal Los Angeles County and southern California for western burrowing owl (*Athene funicular*) a California species of special concern. Therefore, the loss of grassland habitat within the Project area may be considered a significant impact under CEQA. As described above, under the City-approved 2004 NCCP, the project is expected to have significant impacts to coastal sage scrub and grassland with corresponding mitigation requirements. Quantification and mitigation for impacts to coastal sage scrub and grassland habitat from the Project should be reflected in the DEIR.
3. *Habitat Loss Permit*: If impacts to coastal sage scrub are proposed, then the City will need to process a Habitat Loss Permit (HLP), subject to Wildlife Agency approval, for the interim take of this sensitive habitat until the City receives state and federal permit under its updated/revised NCCP. Similar to the Mirandela Senior Housing Project (2009) that was constructed on the northwestern corner, appropriate mitigation should be identified for any proposed impacts to coastal sage scrub and/or grassland habitats as part of the HLP.
4. *Indirect Impacts*: As stated in the IS, the Project proposes to comply with the City's 2004 NCCP through project features and mitigation measures to adequately mitigate for potential direct and indirect impacts to sensitive species on-site and in the adjacent Vista Del Norte NCCP Preserve. The environmental analysis should include a discussion of the potential for impacts resulting from such effects as increased vehicle traffic, outdoor artificial lighting, public access (e.g., Indian Peak trail), noise and vibration and pest management. Measures to address potential indirect impacts (e.g., noise, lighting, access, erosion, etc.) to the adjacent Vista Del Norte Preserve should be included in the DEIR. These measures should be consistent with the applicable provisions of the updated/revised NCCP, including Section 5.5 (Habitat Impact Avoidance and Minimization Measures), Section 5.6 (Restrictions and Requirements for Projects/Activities Adjacent to the Preserve) and 9.2 (Preserve Management).
5. *Fire/Fuel Management*: The DEIR should clearly show all required fuel management areas and analyze potential impacts to sensitive habitats and species that exist on-site and in the adjacent Vista Del Norte NCCP Preserve from this activity. Consistent with the City's 2004 NCCP, mitigation for impacts to grassland habitat from fuel clearing should also be included

at a 0.5:1 ratio. Mitigation for impacts to coastal sage scrub from fuel management would be determined through the HLP process. We recommend that any impacts to cacti and other succulents within any required fuel clearing areas (especially when located within or adjacent to the NCCP Preserve) be minimized to preserve habitat for species.

6. *Reporting/Tracking.* The habitat loss and mitigation for this Project should be included in the City's first NCCP annual report after the Federal and State permits are issued. Section 9.3.3 (Annual Reports) of the City's updated/revised NCCP provides the reporting requirements under the anticipated permit, including an annual accounting of the acreage, type, and location of habitat and species conserved, restored, and impacted by permitted land uses and other activities.
7. *Biological Surveys:* A thorough recent assessment of rare plants and rare natural communities, following the Department's Guidelines for Assessing Impacts to Rare Plants and Rare Natural Communities should be provided in the DEIR (See Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities at: <http://www.dfg.ca.gov/habcon/plant/>). In addition to following this protocol for assessing potential impacts the project may have on Rare Plants, the DEIR should also include a complete current list of all botanical species observed on the Project site (species compendium) in addition to the discussion of coastal sage scrub. The DEIR should quantify how many acres of each vegetative community exist on the site, how many acres will be impacted by the Project and how many acres will be avoided by the Project. A recent vegetation map should be included to further illustrate vegetative communities on the Project site with site disturbance overlays.

A complete, recent assessment of sensitive fish, wildlife, reptile, and amphibian species, including (but not limited to) mammals and birds should be conducted and described in the DEIR. Seasonal variations in use within the Project area should also be addressed. In addition to updated surveys for the coastal California gnatcatcher and Palos Verdes blue butterfly where suitable habitat exists, the DEIR should address the full range of potential species that may occur where suitable habitat exists (including those not proposed for coverage under the City's NCCP), including western spadefoot (*Spea hammondi*), Riverside fairy shrimp (*Streptocephalus woottoni*), coast-horned lizard (*Phrynosoma blainvillii*), San Diego desert woodrat (*Neotoma lepida intermedia*), and western burrowing owl (*Athene cunicularia*) a California species of special concern. For guidance on western burrowing owl, please see the Department's Guidelines (see 2012 Staff Report on Burrowing Owl Mitigation at: www.dfg.ca.gov/wildlife/nongame/docs/BUOWStaffReport.pdf). Recent fires (e.g., 2009) that have occurred in the City may have resulted in changes in local habitat conditions and species distributions. For example, based on existing information, a male and female coastal California gnatcatcher have been previously observed within nearby coastal sage scrub along Indian Peak Road, within the 16.71 acre conserved Vista Del Norte property

The Department's Biogeographic Data Branch in Sacramento should be contacted at (916) 322-2493 (www.dfg.ca.gov/biogeodata) to obtain current information on any previously reported sensitive species and habitats, including Significant Natural Areas identified under Chapter 12 of the Fish and Game Code. Also, any Significant Ecological Areas (SEAs) or Environmentally Sensitive Habitats (ESHs) or any areas that are considered sensitive by the local jurisdiction that are located in or adjacent to the Project area should be addressed in the DEIR. Conclusions on the absence of special status species should not rely solely on lack of records in the California Natural Diversity Data Base but on focused surveys based on species range and habitat requirements if the Project site is consistent with these parameters.

8. *Cumulative Impacts:* The DEIR should include a thorough discussion of direct, indirect, and cumulative impacts expected to adversely affect biological resources, with specific

measures to offset such impacts. This discussion should focus on maximizing avoidance, and minimizing impacts to coastal sage scrub and/or grasslands and any other sensitive vegetative communities identified on the Project site.

- a. A cumulative effects analysis should be developed as described under CEQA Guidelines, Section 15130. General and specific plans, as well as past, present, and anticipated future Projects, should be analyzed relative to their impacts on similar plant communities and wildlife habitats. For example, the Project site may support a locally significant amount of grasslands and is adjacent to a larger undeveloped open space Preserve and therefore may provide habitat value for botanical and wildlife resources including sensitive plant species, nesting birds, raptor foraging and nesting habitat and special status reptile and amphibian species. Areas of remaining grassland habitat regardless of its native or non-native component contribute to the persistence of wildlife resources utilizing this habitat within this area of the state and to public enjoyment of these resources within the Project area. The DEIR should discuss the habitat values provided by grasslands on the Project site, the quantity of Project impacts to this habitat and avoidance and mitigation measures.
9. *Migratory Wildlife:* Impacts to migratory wildlife affected by the Project should be fully evaluated in the DEIR, including proposals to remove/disturb native and ornamental landscaping and other nesting habitat for native birds. Impact evaluation may also include such elements as migratory butterfly roost sites and neo-tropical bird and waterfowl stop-over and staging sites. All migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 C.F.R. Section 10.13). Sections 3503, 3503.5 and 3513 of the California Fish and Game Code prohibit take of birds and their active nests, including raptors and other migratory nongame birds as listed under the MBTA. Proposed project activities (including, but not limited to, staging and disturbances to native and nonnative vegetation, structures, and substrates) should occur outside of the avian breeding season which generally runs from March 1-August 31 (as early as January 1 for some raptors) to avoid take of birds or their eggs. Take means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture or kill (Fish and Game Code Section 86), and includes take of eggs and/or young resulting from disturbances which cause abandonment of active nests.
 10. *Biological Monitor:* To minimize impacts to wildlife, the DEIR should include a measure that a biological monitor should be on site during project disturbances to capture and relocate wildlife species of low mobility to assist in reducing injury or death from construction activities. Captured wildlife should be relocated to adjacent appropriate habitat not impacted by the Project.
 11. *Guidance Documents:* The California Wildlife Action Plan, a recent Department guidance document, identified the following stressors affecting wildlife and habitats within the Project area: 1) growth and development; 2) water management conflicts and degradation of aquatic ecosystems; 3) invasive species; 4) altered fire regimes; and 5) recreational pressures. With these stressors in mind, the Department has previously worked with the City in recommending conservation and protective measures for biological and botanical resources and looks forward to continuing this effort. Please let Department staff know if you would like a copy of the California Wildlife Action Plan to review.
 12. *Alternatives:* A reasonable range of alternatives should be analyzed to ensure that alternatives to the proposed Project are fully considered and evaluated. A range of alternatives which avoid or otherwise minimize impacts to sensitive biological resources including wetlands/riparian habitats, alluvial scrub, coastal sage scrub and grassland should

be included in the DEIR. Specific alternative locations should also be evaluated in areas with lower resource sensitivity, where appropriate.

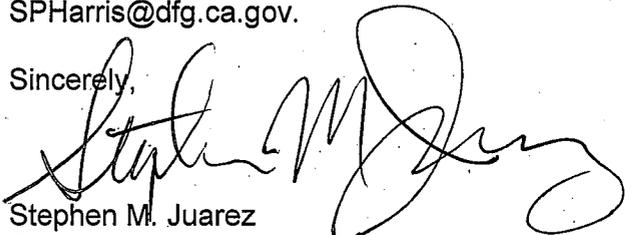
13. *Lake and Streambed Alteration Program*: The Department has regulatory authority with regard to activities occurring in streams and/or lakes that could adversely affect any fish or wildlife resource. For any activity that will divert or obstruct the natural flow, or change the bed, channel, or bank (which may include associated riparian resources) of a river or stream or use material from a streambed, the Project applicant (or "entity") must provide written notification to the Department pursuant to Section 1602 of the Fish and Game Code. Based on this notification and other information, the Department then determines whether a Lake and Streambed Alteration (LSA) Agreement is required. The Department's issuance of an LSA Agreement is a Project subject to CEQA. All wetlands and watercourses, whether intermittent, ephemeral, or perennial, must be retained and provided with substantial setbacks which preserve the riparian and aquatic habitat values and maintain their value to on-site and off-site wildlife populations. The Department recommends a minimum natural buffer of 100 feet from the outside edge of the riparian zone on each side of drainage. The DEIR should clearly specify what measures were taken to determine if the Project site supports Department jurisdictional streams.

The IS states that the Project will not impact any Federal or State jurisdictional wetlands/streambeds because none were observed to be on the Project site. To facilitate issuance of a LSA Agreement, if necessary, the environmental document should fully identify the potential impacts to the lake, stream or riparian resources and provide adequate avoidance, mitigation, monitoring and reporting commitments for issuance of the LSA Agreement. Early consultation is recommended, since modification of the proposed Project may be required to avoid or reduce impacts to fish and wildlife resources. Again, the failure to include this analysis in the Project's environmental document could preclude the Department from relying on the Lead Agency's analysis to issue a LSA Agreement without the Department first conducting its own, separate Lead Agency subsequent or supplemental analysis for the Project.

Thank you for the opportunity to comment on the proposed Crestridge Senior Housing Project.

If you have any questions, please contact Randy F. Rodriguez (NCCP) at (858) 637-7100, RFRodriguez@dfg.ca.gov or Scott Harris (CEQA/1600) at (626) 797-3170, SPHarris@dfg.ca.gov.

Sincerely,



Stephen M. Juarez
Environmental Program Manager
California Department of Fish and Game
South Coast Region (5)

cc: Ms. Leslie MacNair, CDFG, Laguna Hills
Ms. Terri Dickerson, CDFG, Laguna Niguel
Ms. Kelly Schmoker, CDFG, Pasadena
Mr. Randy Rodriguez, CDFG, San Diego
Mr. Scott Harris, CDFG, Pasadena
State Clearinghouse, Sacramento



COUNTY OF LOS ANGELES

FIRE DEPARTMENT

1320 NORTH EASTERN AVENUE
LOS ANGELES, CALIFORNIA 90063-3294
(323) 881-2401

DARYL L. OSBY
FIRE CHIEF
FORESTER & FIRE WARDEN

June 19, 2012

RECEIVED
JUN 29 2012
COMMUNITY DEVELOPMENT
DEPARTMENT

Eduardo Schonborn, Senior Planner
City of Rancho Palos Verdes
Planning Division
30940 Hawthorne Boulevard
Rancho Palos Verdes, CA 90275

Dear Mr. Schonborn:

NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT, "CRESTRIDGE SENIOR HOUSING PROJECT", DEVELOPMENT OF A SENIOR RESTRICTED (55+YEARS OF AGE OR OLDER) FOR SALE RESIDENTIAL COMMUNITY, 5601 CRESTRIDGE ROAD, RANCHO PALOS VERDES (FFER #201200079)

The Notice of Preparation has been reviewed by the Planning Division, Land Development Unit, Forestry Division and Health Hazardous Materials Division of the County of Los Angeles Fire Department. The following are their comments:

PLANNING DIVISION:

XIV. PUBLIC SERVICES

a(i). Sentence 4, should be corrected as follows: The fire station nearest to the project area is Fire Station #106, located at 27413 Indian Peak Road in Rolling Hills Estates, approximately 0.25 .6 miles northwest of the project site.

LAND DEVELOPMENT UNIT:

1. The statutory responsibilities of the County of Los Angeles Fire Department, Land Development Unit, are the review of and comment on, all projects within the unincorporated areas of the County of Los Angeles. Our emphasis is on the availability of sufficient water supplies for firefighting operations and local/regional access issues. However, we review all projects for issues that may have a significant impact on the County of Los Angeles Fire

SERVING THE UNINCORPORATED AREAS OF LOS ANGELES COUNTY AND THE CITIES OF:

AGOURA HILLS	CALABASAS	DIAMOND BAR	HIDDEN HILLS	LA MIRADA	MALIBU	POMONA	SIGNAL HILL
ARTESIA	CARSON	DUARTE	HUNTINGTON PARK	LA PUENTE	MAYWOOD	RANCHO PALOS VERDES	SOUTH EL MONTE
AZUSA	CERRITOS	EL MONTE	INDUSTRY	LAKELWOOD	NORWALK	ROLLING HILLS	SOUTH GATE
BALDWIN PARK	CLAREMONT	GARDENA	INGLEWOOD	LANCASTER	PALMDALE	ROLLING HILLS ESTATES	TEMPLE CITY
BELL	COMMERCE	GLENORA	IRWINDALE	LAWNDALE	PALOS VERDES ESTATES	ROSEMEAD	WALNUT
BELL GARDENS	COVINA	HAWAIIAN GARDENS	LA CANADA FLINTRIDGE	LOMITA	PARAMOUNT	SAN DIMAS	WEST HOLLYWOOD
BELLFLOWER	CUDAHY	HAWTHORNE	LA HABRA	LYNWOOD	PICO RIVERA	SANTA CLARITA	WESTLAKE VILLAGE
BRADBURY							WHITTIER

Department. We are responsible for the review of all projects within Contract Cities (cities that contract with the County of Los Angeles Fire Department for fire protection services). We are responsible for all County facilities, located within non-contract cities.

The County of Los Angeles Fire Department, Land Development Unit may also comment on conditions that may be imposed on a project by the Fire Prevention Division, which may create a potentially significant impact to the environment.

2. The County of Los Angeles Fire Department, Land Development Unit comments are only general requirements. Specific fire and life safety requirements and conditions set during the environmental review process will be addressed and conditions set at the building and fire plan check phase. Once the official plans are submitted for review there may be additional requirements.
3. The development of this project must comply with all applicable code and ordinance requirements for construction, access, water mains, fire flows and fire hydrants.
4. This property is located within the area described by the Forester and Fire Warden as a Fire Zone 4, Very High Fire Hazard Severity Zone (VHFHSZ). All applicable fire code and ordinance requirements for construction, access, water mains, fire hydrants, fire flows, brush clearance and fuel modification plans, must be met.
5. Every building constructed shall be accessible to Fire Department apparatus by way of access roadways, with an all-weather surface of not less than the prescribed width. The roadway shall be extended to within 150 feet of all portions of the exterior walls when measured by an unobstructed route around the exterior of the building.
6. The maximum allowable grade shall not exceed 15% except where topography makes it impractical to keep within such grade. In such cases, an absolute maximum of 20% will be allowed for up to 150 feet in distance. The average maximum allowed grade, including topographical difficulties, shall be no more than 17%. Grade breaks shall not exceed 10% in ten feet.
7. When involved with subdivision in a city contracting fire protection with the County of Los Angeles Fire Department, Fire Department requirements for access, fire flows and hydrants are addressed during the subdivision tentative map stage.
8. Fire sprinkler systems are required in some residential and most commercial occupancies. For those occupancies not requiring fire sprinkler systems, it is strongly suggested that fire sprinkler systems be installed. This will reduce potential fire and life losses. Systems are now technically and economically feasible for residential use.
9. The development may require fire flows up to 5,000 gallons per minute at 20 pounds per square inch residual pressure for up to a five-hour duration. Final fire flows will be based on the size of the buildings, their relationship to other structures, property lines and types of construction used.

10. Fire hydrant spacing shall be 300 feet and shall meet the following requirements:
 - a) No portion of lot frontage shall be more than 200 feet via vehicular access from a public fire hydrant.
 - b) No portion of a building shall exceed 400 feet via vehicular access from a properly spaced fire hydrant.
 - c) When cul-de-sac depth exceeds 200 feet, hydrants will be required at the corner and mid-block.
 - d) Additional hydrants will be required if the hydrant spacing exceeds specified distances.
11. Turning radii shall not be less than 32 feet. This measurement shall be determined at the centerline of the road. A Fire Department approved turning area shall be provided for all driveways exceeding 150 feet in-length and at the end of all cul-de-sacs.
12. All on-site driveways shall provide a minimum unobstructed width of 28 feet, clear-to-sky. The 28 foot width does not allow for parking and shall be designated as a "FIRE LANE", and have appropriate signage. The centerline of the on-site driveway shall be located parallel to and within 30 feet of an exterior wall on one side of the proposed structure. The on-site driveway is to be within 150 feet of all portions of the exterior walls of the first story of any building.
13. The 28 feet in width shall be increased to:
 - a) 34 feet in width when parallel parking is allowed on one side of the access way.
 - b) 36 feet in width when parallel parking is allowed on both sides of the access way.
 - c) Any access way less than 34 feet in width shall be labeled "FIRE LANE" on the final recording map and final building plans.
 - d) For streets or driveways with parking restrictions: The entrance to the street/driveway and intermittent spacing distances of 150 feet shall be posted with Fire Department approved signs stating "NO PARKING - FIRE LANE" in three-inch high letters. Driveway labeling is necessary to ensure access for Fire Department use.
14. When serving land zoned for residential uses having a density of more than four units per net acre:
 - a) A cul-de-sac shall be a minimum of 34 feet in width and shall not be more than 700 feet in length.
 - b) The length of the cul-de-sac may be increased to 1,000 feet if a minimum of 36 feet in width is provided.

- c) A Fire Department approved turning area shall be provided at the end of a cul-de-sac.
15. All access devices and gates shall meet the following requirements:
- a) Any single gated opening used for ingress and egress shall be a minimum of 26 feet in-width, clear-to-sky.
 - b) Any divided gate opening (when each gate is used for a single direction of travel i.e., ingress or egress) shall be a minimum width of 20 feet clear-to-sky.
 - c) Gates and/or control devices shall be positioned a minimum of 50 feet from a public right-of-way and shall be provided with a turnaround having a minimum of 32 feet of turning radius. If an intercom system is used, the 50 feet shall be measured from the right-of-way to the intercom control device.
 - d) All limited access devices shall be of a type approved by the Fire Department.
 - e) Gate plans shall be submitted to the Fire Department, prior to installation. These plans shall show all locations, widths and details of the proposed gates.
16. Disruptions to water service shall be coordinated with the County of Los Angeles Fire Department and alternate water sources shall be provided for fire protection during such disruptions.
17. Submit three sets of water plans to the County of Los Angeles Fire Department, Land Development Unit. The plans must show all proposed changes to the fire protection water system, such as fire hydrant locations and main sizes. The plans shall be submitted through the local water company.
18. Tract Map 71878 has been submitted and reviewed by the County of Los Angeles Fire Department. See attached Conditions of Approval dated April 18, 2012.
19. Should any questions arise regarding subdivision, water systems, or access, please contact the County of Los Angeles Fire Department, Land Development Unit Inspector, Nancy Rodeheffer, at (323) 890-4243 or nrodeheffer@fire.lacounty.gov.
20. The County of Los Angeles Fire Department, Land Development Unit appreciates the opportunity to comment on this project.

Eduardo Schonborn, Senior Planner
June 19, 2012
Page 5

FORESTRY DIVISION – OTHER ENVIRONMENTAL CONCERNS:

1. The statutory responsibilities of the County of Los Angeles Fire Department, Forestry Division include erosion control, watershed management, rare and endangered species, vegetation, fuel modification for Very High Fire Hazard Severity Zones or Fire Zone 4, archeological and cultural resources and the County Oak Tree Ordinance.
2. Potential impacts in these areas should be addressed in the Draft Environmental Impact Report.

HEALTH HAZARDOUS MATERIALS DIVISION:

1. The Health Hazardous Materials Division has no objection to the proposed project.

If you have any additional questions, please contact this office at (323) 890-4330.

Very truly yours,



FRANK VIDALES, ACTING CHIEF, FORESTRY DIVISION
PREVENTION SERVICES BUREAU

FV:ij

Enclosure



COUNTY OF LOS ANGELES
FIRE DEPARTMENT

5823 Rickenbacker Road
Commerce, California 90040

CONDITIONS OF APPROVAL FOR SUBDIVISIONS - INCORPORATED

Subdivision No: TR 71878 Map Date March 30, 2012
5601 Crestridge Road

C.U.P. Yes - number tbd. City Rancho Palos Verdes

- FIRE DEPARTMENT HOLD on the tentative map shall remain until verification from the Los Angeles County Fire Dept. Planning Section is received, stating adequacy of service. Contact (323) 881-2404.
- Access shall comply with Section 503 of the Fire Code, which requires all weather access. All weather access may require paving.
- Fire Department Access shall be extended to within 150 feet distance of any exterior portion of all structures.
- Where driveways extend further than 150 feet and are of single access design, turnarounds suitable for fire protection equipment use shall be provided and shown on the final map. Turnarounds shall be designed, constructed and maintained to insure their integrity for Fire Department use. Where topography dictates, turnarounds shall be provided for driveways that extend over 150 feet in length.
- Private driveways shall be indicated on the final map as "Private Driveway and Firelane" with the widths clearly depicted and shall be maintained in accordance with the Fire Code. .
- Vehicular access must be provided and maintained serviceable throughout construction to all required fire hydrants. All required fire hydrants shall be installed, tested and accepted prior to construction.
- This property is located within the area described by the Fire Department as "Very High Fire Hazard Severity Zone" (formerly Fire Zone 4). A "Fuel Modification Plan" shall be submitted and approved prior to final map clearance. (Contact the Fuel Modification Unit, Fire Station #32, 605 North Angeleno Avenue, Azusa, CA 91702-2904, Phone (626) 969-5205, for details).
- Provide Fire Department or City approved street signs and building access numbers prior to occupancy.
- Additional fire protection systems shall be installed in lieu of suitable access and/or fire protection water.
- The final concept map, which has been submitted to this department for review, has fulfilled the conditions of approval recommended by this department for access only.
- These conditions shall be secured by a C.U.P. and/or Covenant and Agreement approved by the County of Los Angeles Fire Department prior to final map clearance.
- The Fire Department, Land Development Unit has no additional requirements for this division of land at this time. Additional Fire Department requirements will be required when this land is further subdivided and/or during the building permit process.

Comments: This project is not cleared for public hearing. Access is adequate. Water systems requirements pending.
Submit three copies of the final map to LACoFD, Land Development for review and approval prior to recordation.

INSPECTOR Nancy Rodeheffer

DATE April 18, 2012

Land Development Unit – Fire Prevention Division – (323) 890-4243, Fax (323) 890-9783



COUNTY OF LOS ANGELES FIRE DEPARTMENT

5823 Rickenbacker Road
Commerce, California 90040

WATER SYSTEM REQUIREMENTS – INCORPORATED

Subdivision No: TR 71878 Map Date March 30, 2012
5601 Crestridge Road

Revised _____ City Rancho Palos Verdes

- Provide water mains, fire hydrants and fire flows as required by the County of Los Angeles Fire Department, for all land shown on map which shall be recorded.
- The required fire flow for public fire hydrants at this location is 2000 gallons per minute at 20 psi for a duration of 2 hours, over and above maximum daily domestic demand. 2 Hydrant(s) flowing simultaneously may be used to achieve the required fire flow.
- The required fire flow for private on-site hydrants is _____ gallons per minute at 20 psi. Each private on-site hydrant must be capable of flowing _____ gallons per minute at 20 psi with two hydrants flowing simultaneously, one of which must be the furthest from the public water source.
- Fire hydrant requirements are as follows:
Install 7 public fire hydrant(s). Upgrade _____ Verify (flow test) 1 existing Public fire hydrant(s).
Install _____ private on-site fire hydrant(s). Upgrade _____ Verify (flow test) _____ existing On-Site fire hydrant(s).
- All hydrants shall measure 6"x 4"x 2-1/2" brass or bronze, conforming to current AWWA standard C503 or approved equal. All on-site hydrants shall be installed a minimum of 25' feet from a structure or protected by a two (2) hour rated firewall.
- Location: As per map on file with the office.
- Other location: Flow test one existing public fire hydrant on the south westerly corner of Crestridge Road and Crenshaw Blvd.
- Install 7 new public fire hydrants as indicated on the mark up site plan and conceptual grading plan dated March 30, 2012.**
- All required fire hydrants shall be installed, tested and accepted or bonded for prior to Final Map approval. Vehicular access shall be provided and maintained serviceable throughout construction.
- The County of Los Angeles Fire Department is not setting requirements for water mains, fire hydrants and fire flows as a condition of approval for this division of land as presently zoned and/or submitted.
- Additional water system requirements may be required when this land is further subdivided and/or during the building permit process.
- Hydrants and fire flows are adequate to meet current Fire Department requirements.
- Fire hydrant upgrade is not necessary if existing hydrant(s) meet(s) fire flow requirements. Submit original water availability form to this office.
- SUBMIT COMPLETED (ORIGINAL ONLY) FIRE FLOW AVAILABILITY FORM TO THIS OFFICE FOR REVIEW.

COMMENTS: **Submit a completed LACoFD fire flow form, Form #196 (original only), to Fire Prevention Land Development for Fire Department review/approval. Additional water system requirements may be required upon review of the completed Fire Flow form # 196, and/or when this land is further subdivided and/or during the building permit process. Submit 4 sets of fire hydrant improvement plans to Fire Prevention Land Development for review and approval prior to building permit issuance.**

All hydrants shall be installed in conformance with Title 20, County of Los Angeles Government Code and County of Los Angeles Fire Code, or appropriate City regulations. This shall include minimum six-inch diameter mains. Arrangements to meet these requirements must be made with the water purveyor serving the area.

By Inspector Nancy Rodeheffer Date April 18, 2012



COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
Telephone: (562) 699-7411, FAX: (562) 699-5422
www.lacsd.org

GRACE ROBINSON CHAN
Chief Engineer and General Manager

June 27, 2012

Ref. File No: 2257020

Mr. Eduardo Schonborn, AICP, Senior Planner
Community Development Department
City of Rancho Palos Verdes
30940 Hawthorne Boulevard
Rancho Palos Verdes, CA 90275-5391

Dear Mr. Schonborn:

Crestridge Senior Housing Project

The County Sanitation Districts of Los Angeles County (Districts) received a Notice of Preparation of a Draft Environmental Impact Report for the subject project on May 30, 2012. The proposed development is located within the jurisdictional boundaries of District No. 5. We offer the following comments and updates:

1. Previous comments submitted by the Districts in correspondence dated April 18, 2012 (copy enclosed), to Mr. Rafik Albert of RGP Planning & Development Services, still apply to the subject project with the following updated information.
2. The analysis provided for item XVII under the Utilities and Service Systems section on page 39 states the JWPCP has a design capacity of 385 mgd and currently processes an average flow of 280 mgd (2010). The JWPCP has a design capacity of 400 mgd and currently processes an average flow of 272.7 mgd.
3. Table 2, labeled "Estimated Project Wastewater Generation", under the Utilities and Service Systems section on page 39, notes the total project wastewater generation as 9,600 gallons per day (gpd). The expected average wastewater flow from the project site is 11,700 gpd. For a copy of the Districts' average wastewater generation factors, go to www.lacsd.org, Wastewater & Sewer Systems, Will Serve Program, and click on the [Table 1, Loadings for Each Class of Land Use](#) link.

RECEIVED

JUN 29 2012

**COMMUNITY DEVELOPMENT
DEPARTMENT**

Doc #: 2285000.D05

4. All other information concerning Districts' facilities and sewerage service contained in the document is current.

If you have any questions, please contact the undersigned at (562) 908-4288, extension 2717.

Very truly yours,

Grace Robinson Chan

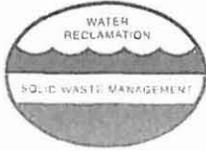


Adriana Raza
Customer Service Specialist
Facilities Planning Department

AR: ar

Enclosure

c: M. Tremblay
J. Ganz



COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
Telephone: (562) 699-7411, FAX: (562) 699-5422
www.lacsd.org

GRACE ROBINSON CHAN
Chief Engineer and General Manager

April 18, 2012

File No: 05-00.00-00

Mr. Rafik Albert
RGP Planning & Development Services
8921 Research Drive
Irvine, CA 92618

Dear Mr. Albert:

Crestridge Senior Residential Community

This is in reply to your request for a will serve letter for the subject project, which was received by the County Sanitation Districts of Los Angeles County (Districts) on April 3, 2012. The proposed development is located within the jurisdictional boundaries of District No. 5. We offer the following comments regarding sewerage service:

1. The wastewater flow originating from the proposed project will discharge to a local sewer line, which is not maintained by the Districts, for conveyance to the Districts' Palos Verde North Slope Section 3 Replacement Trunk Sewer, located in Crenshaw Boulevard north of Silver Spur Road. This 10-inch diameter trunk sewer has a design capacity of 4.0 million gallons per day (mgd) and conveyed a peak flow of 1.0 mgd when last measured in 2011.
2. The wastewater generated by the proposed project will be treated at the Joint Water Pollution Control Plant located in the City of Carson, which has a design capacity of 400 mgd and currently processes an average flow of 276.6 mgd.
3. The expected average wastewater flow from the project site is 11,700 gallons per day. For a copy of the Districts' average wastewater generation factors, go to www.lacsd.org, Information Center, Will Serve Program/Buildover Procedures, Obtain Will Serve Letter, and click on the appropriate link on page 2.
4. The Districts are authorized by the California Health and Safety Code to charge a fee for the privilege of connecting (directly or indirectly) to the Districts' Sewerage System or increasing the strength or quantity of wastewater attributable to a particular parcel or operation already connected. This connection fee is a capital facilities fee that is imposed in an amount sufficient to construct an incremental expansion of the Sewerage System to accommodate the proposed project. Payment of a connection fee will be required before a permit to connect to the sewer is issued. For a copy of the Connection Fee Information Sheet, go to www.lacsd.org, Information Center, Will Serve Program/Buildover Procedures, Obtain Will Serve Letter, and click on the appropriate link on page 2. For more specific information regarding the connection fee application procedure and fees, please contact the Connection Fee Counter at extension 2727.

5. In order for the Districts to conform to the requirements of the Federal Clean Air Act (CAA), the design capacities of the Districts' wastewater treatment facilities are based on the regional growth forecast adopted by the Southern California Association of Governments (SCAG). Specific policies included in the development of the SCAG regional growth forecast are incorporated into clean air plans, which are prepared by the South Coast and Antelope Valley Air Quality Management Districts in order to improve air quality in the South Coast and Mojave Desert Air Basins as mandated by the CAA. All expansions of Districts' facilities must be sized and service phased in a manner that will be consistent with the SCAG regional growth forecast for the counties of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. The available capacity of the Districts' treatment facilities will, therefore, be limited to levels associated with the approved growth identified by SCAG. As such, this letter does not constitute a guarantee of wastewater service, but is to advise you that the Districts intend to provide this service up to the levels that are legally permitted and to inform you of the currently existing capacity and any proposed expansion of the Districts' facilities.

If you have any questions, please contact the undersigned at (562) 908-4288, extension 2717.

Very truly yours,

Grace Robinson Chan



Adriana Raza
Customer Service Specialist
Facilities Planning Department

AR: ar

c: M. Tremblay
J. Ganz



Department of Toxic Substances Control



Matthew Rodriguez
Secretary for
Environmental Protection

Deborah O. Raphael, Director
5796 Corporate Avenue
Cypress, California 90630

Edmund G. Brown Jr.
Governor

RECEIVED

June 15, 2012

JUN 19 2012

**COMMUNITY DEVELOPMENT
DEPARTMENT**

Mr. Eduardo Schonborn, AICP, Senior Planner
City of Rancho Palos Verdes
30940 Hawthorne Boulevard
Rancho Palos Verdes, California 90275

NOTICE OF PREPARATION (NOP) OF A DRAFT ENVIRONMENTAL REPORT FOR THE CRESTRIDGE SENIOR HOUSING PROJECT (SCH#2012051079), LOS ANGELES COUNTY

Dear Mr. Schonborn:

The Department of Toxic Substances Control (DTSC) has received your submitted Notice of Preparation of a Draft Environmental Impact Report (EIR) for the above-mentioned project. The following project description is stated in your document: "The proposed Crestridge Senior Housing project would involve the development of a senior-restricted (*55+ years of age or older) for-sale residential community. The proposed project would involve 60 attached residential units at an overall density of 6.15 units per acre. The approximately 9.76-acre project site is situated at 5601 Crestridge Road in the north-central portion of the City of Rancho Palos Verdes and is bordered by Cresridge Road on the south, the Belmont Assisted Living facility on the west, the Mirandela Senior Apartments on the east, and the Vista Del Norte Ecological Preserve to the north. The project site is surrounded by open space, residential and institutional development. The project site is currently a vacant lot with native and non-native vegetation. No structures exist on the site. the project area has City of Rancho Palos Verdes General Plan (1975) designation of Institutional and zoning designation of Institutional (I)."

Based on the review of the submitted document DTSC has the following comments:

- 1) The EIR should evaluate whether conditions within the Project area may pose a threat to human health or the environment. Following are the databases of some of the regulatory agencies:
 - National Priorities List (NPL): A list maintained by the United States Environmental Protection Agency (U.S.EPA).

- EnviroStor (formerly CalSites): A Database primarily used by the California Department of Toxic Substances Control, accessible through DTSC's website (see below).
 - EnviroStor (formerly CalSites): A Database primarily used by the California Department of Toxic Substances Control, accessible through DTSC's website (see below).
 - Resource Conservation and Recovery Information System (RCRIS): A database of RCRA facilities that is maintained by U.S. EPA.
 - Comprehensive Environmental Response Compensation and Liability Information System (CERCLIS): A database of CERCLA sites that is maintained by U.S.EPA.
 - Solid Waste Information System (SWIS): A database provided by the California Integrated Waste Management Board which consists of both open as well as closed and inactive solid waste disposal facilities and transfer stations.
 - GeoTracker: A List that is maintained by Regional Water Quality Control Boards.
 - Local Counties and Cities maintain lists for hazardous substances cleanup sites and leaking underground storage tanks.
 - The United States Army Corps of Engineers, 911 Wilshire Boulevard, Los Angeles, California, 90017, (213) 452-3908, maintains a list of Formerly Used Defense Sites (FUDS).
- 2) The EIR should identify the mechanism to initiate any required investigation and/or remediation for any site within the proposed Project area that may be contaminated, and the government agency to provide appropriate regulatory oversight. If necessary, DTSC would require an oversight agreement in order to review such documents.
- 3) Any environmental investigations, sampling and/or remediation for a site should be conducted under a Workplan approved and overseen by a regulatory agency that has jurisdiction to oversee hazardous substance cleanup. The findings of any investigations, including any Phase I or II Environmental Site Assessment Investigations should be summarized in the document. All sampling results in which hazardous substances were found above regulatory standards should be clearly summarized in a table. All closure, certification or remediation approval reports by regulatory agencies should be included in the EIR.

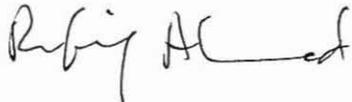
- 4) If buildings, other structures, asphalt or concrete-paved surface areas are being planned to be demolished, an investigation should also be conducted for the presence of other hazardous chemicals, mercury, and asbestos containing materials (ACMs). If other hazardous chemicals, lead-based paints (LPB) or products, mercury or ACMs are identified, proper precautions should be taken during demolition activities. Additionally, the contaminants should be remediated in compliance with California environmental regulations and policies.
- 5) Future project construction may require soil excavation or filling in certain areas. Sampling may be required. If soil is contaminated, it must be properly disposed and not simply placed in another location onsite. Land Disposal Restrictions (LDRs) may be applicable to such soils. Also, if the project proposes to import soil to backfill the areas excavated, sampling should be conducted to ensure that the imported soil is free of contamination.
- 6) Human health and the environment of sensitive receptors should be protected during any construction or demolition activities. If necessary, a health risk assessment overseen and approved by the appropriate government agency should be conducted by a qualified health risk assessor to determine if there are, have been, or will be, any releases of hazardous materials that may pose a risk to human health or the environment.
- 7) If the site was used for agricultural, livestock or related activities, onsite soils and groundwater might contain pesticides, agricultural chemical, organic waste or other related residue. Proper investigation, and remedial actions, if necessary, should be conducted under the oversight of and approved by a government agency at the site prior to construction of the project.
- 8) If it is determined that hazardous wastes are, or will be, generated by the proposed operations, the wastes must be managed in accordance with the California Hazardous Waste Control Law (California Health and Safety Code, Division 20, Chapter 6.5) and the Hazardous Waste Control Regulations (California Code of Regulations, Title 22, Division 4.5). If it is determined that hazardous wastes will be generated, the facility should also obtain a United States Environmental Protection Agency Identification Number by contacting (800) 618-6942. Certain hazardous waste treatment processes or hazardous materials, handling, storage or uses may require authorization from the local Certified Unified Program Agency (CUPA). Information about the requirement for authorization can be obtained by contacting your local CUPA.
- 9) DTSC can provide cleanup oversight through an Environmental Oversight Agreement (EOA) for government agencies that are not responsible parties, or a Voluntary Cleanup Agreement (VCA) for private parties. For additional information on the EOA or VCA, please see

Mr. Eduardo Schonborn
June 15, 2012
Page 4

www.dtsc.ca.gov/SiteCleanup/Brownfields, or contact Ms. Maryam Tasnif-Abbasi, DTSC's Voluntary Cleanup Coordinator, at (714) 484-5489.

If you have any questions regarding this letter, please contact Rafiq Ahmed, Project Manager, at rahmed@dtsc.ca.gov, or by phone at (714) 484-5491.

Sincerely,



Rafiq Ahmed
Project Manager
Brownfields and Environmental Restoration Program

cc: Governor's Office of Planning and Research
State Clearinghouse
P.O. Box 3044
Sacramento, California 95812-3044
state.clearinghouse@opr.ca.gov.

CEQA Tracking Center
Department of Toxic Substances Control
Office of Environmental Planning and Analysis
P.O. Box 806
Sacramento, California 95812
Attn: Nancy Ritter
nritter@dtsc.ca.gov

CEQA # 3584

Eduardo Schonborn

From: Yola Gerst [bkrisy1@yahoo.com]
Sent: Thursday, June 21, 2012 4:11 PM
To: Eduardo Schonborn
Subject: Crestridge Senior condo project

I live across the street on Crestridge Road.
Have no objection to the project.
My concern is the stability of the land. Thought there
was a "fault" or
a slippage area in that portion of the property.
Just worried how safe the land is to build on.
Yola Gerst
28829 Crestridge Rd.

Eduardo Schonborn

From: Jeanie [jea603@aol.com]
Sent: Wednesday, June 20, 2012 2:26 PM
To: Eduardo Schonborn
Subject: Crestridge Senior Housing

Hi,
I am a resident of Mesa Palos Verdes and my house oversees Crestridge Road and Belmont Village. There were structures recently constructed of the outline of the proposed property and the outline blocks the our city view. You are not able to see the obstruction from the street, but it is very evident from where we live and you can verify with the residences here. The city view is one of the reasons why we choose this house. We have lived here for over 20 years and more and more senior homes are being constructed on Crestridge blocking our view.
In addition, the senior homes not only bring traffic here, but also slows down existing traffic. As you know, we have a school around the area. There are also various churches and Art Center on the same road. In addition, there are a lot of ambulance activities in our area. They have turned off their sirens until it is necessary, but the red lights are very bright and distracting especially at night.
We hope you will help persevere one of the few remaining natural areas in Palos Verdes.

Thank you,
Mesa Palos Verdes resident

Eduardo Schonborn

From: Leo Kopsombut [leo.kops@gmail.com]
Sent: Thursday, June 21, 2012 3:51 PM
To: Eduardo Schonborn
Subject: Crestridge Senior Housing/Senior Center Project

Dear Eduardo Schonborn,

I am writing you as a resident of Rancho Palos Verdes residing on Mistridge, the street that directly overlooks Crestridge. Our view is remarkable, one of a kind. The natural hill that the proposed Senior Housing project is planned is our only connection with nature overlooking a landscape of lights. As I look in shock at the framed flag outlines and the proposed buildings laid out on the hillside it sincerely takes my breath away. This hill, this natural beauty is the only piece of land left that separates existing senior housing. Is there not enough senior housing on Crestridge? My young children are able to recognize fire trucks and ambulances because of the existing senior homes on Crestridge, do we really need more?

I personally invite you to my home so you can see the majestic view that exists because of this natural beauty. Please come over and see what this proposed Senior housing project will do to ruin what the residents of Rancho Palos Verdes, especially the residents of Mesa have graciously paid for. During my family's search for a home the major attraction was this view and that. To take it away would basically telling the local residents to relocate. If the builder is willing to afford the cost of our homes then that is something they need to address us with.

Please take the time to travel to Mesa, Rancho Palos Verdes and drive down Mistridge to all the homes and I am certain the residents will have no problems showing you what they have paid for, the wonderful view!

Thank you for your time and I look forward to hearing your response.

Leo Kopsombut
Resident of Mesa Rancho Palos Verdes



Metro

RECEIVED

June 22, 2012

JUN 29 2012

Eduardo Schonborn, AICP, Senior Planner
City of Rancho Palos Verdes, Planning Division
30940 Hawthorne Boulevard
Rancho Palos Verdes, CA 90275

**COMMUNITY DEVELOPMENT
DEPARTMENT**

Dear Mr. Schonborn:

Thank you for the opportunity to comment on the Notice of Preparation (NOP) for the Crestridge Senior Housing Project. This letter conveys recommendations from the Los Angeles County Metropolitan Transportation Authority (LACMTA) concerning issues that are germane to our agency's statutory responsibilities in relation to the proposed project.

A Traffic Impact Analysis (TIA), with roadway and transit components, is required under the State of California Congestion Management Program (CMP) statute. The CMP TIA Guidelines are published in the "2010 Congestion Management Program for Los Angeles County", Appendix D (attached). The geographic area examined in the TIA must include the following, at a minimum:

1. All CMP arterial monitoring intersections, including monitored freeway on/off-ramp intersections, where the proposed project will add 50 or more trips during either the a.m. or p.m. weekday peak hour (of adjacent street traffic);
2. If CMP arterial segments are being analyzed rather than intersections, the study area must include all segments where the proposed project will add 50 or more peak hour trips (total of both directions). Within the study area, the TIA must analyze at least one segment between monitored CMP intersections;
3. Mainline freeway-monitoring locations where the project will add 150 or more trips, in either direction, during either the a.m. or p.m. weekday peak hour; and
4. Caltrans must also be consulted through the NOP process to identify other specific locations to be analyzed on the state highway system.

The CMP TIA requirement also contains two separate impact studies covering roadways and transit, as outlined in Sections D.8.1 – D.9.4. If the TIA identifies no facilities for study based on the criteria above, no further traffic analysis is required. However, projects must still consider transit impacts. For all CMP TIA requirements please see the attached guidelines.

MTA looks forward to reviewing the Draft Environmental Impact Report (EIR). If you have any questions regarding this response, please call me at 213-922-2836 or by email at hartwells@metro.net. Please send the EIR to the following address:

MTA CEQA Review Coordination
One Gateway Plaza MS 99-23-2
Los Angeles, CA 90012-2952
Attn: Scott Hartwell

Sincerely,

A handwritten signature in black ink, appearing to read "Scott Hartwell", written in a cursive style.

Scott Hartwell
CEQA Review Coordinator, Long Range Planning

Attachment

GUIDELINES FOR CMP TRANSPORTATION IMPACT ANALYSIS

Important Notice to User: This section provides detailed travel statistics for the Los Angeles area which will be updated on an ongoing basis. Updates will be distributed to all local jurisdictions when available. In order to ensure that impact analyses reflect the best available information, lead agencies may also contact MTA at the time of study initiation. Please contact MTA staff to request the most recent release of "Baseline Travel Data for CMP TIAs."

D.1 OBJECTIVE OF GUIDELINES

The following guidelines are intended to assist local agencies in evaluating impacts of land use decisions on the Congestion Management Program (CMP) system, through preparation of a regional transportation impact analysis (TIA). The following are the basic objectives of these guidelines:

- Promote consistency in the studies conducted by different jurisdictions, while maintaining flexibility for the variety of project types which could be affected by these guidelines.
- Establish procedures which can be implemented within existing project review processes and without ongoing review by MTA.
- Provide guidelines which can be implemented immediately, with the full intention of subsequent review and possible revision.

These guidelines are based on specific requirements of the Congestion Management Program, and travel data sources available specifically for Los Angeles County. References are listed in Section D.10 which provide additional information on possible methodologies and available resources for conducting TIAs.

D.2 GENERAL PROVISIONS

Exhibit D-7 provides the model resolution that local jurisdictions adopted containing CMP TIA procedures in 1993. TIA requirements should be fulfilled within the existing environmental review process, extending local traffic impact studies to include impacts to the regional system. In order to monitor activities affected by these requirements, Notices of Preparation (NOPs) must be submitted to MTA as a responsible agency. Formal MTA approval of individual TIAs is not required.

The following sections describe CMP TIA requirements in detail. In general, the competing objectives of consistency & flexibility have been addressed by specifying standard, or minimum, requirements and requiring documentation when a TIA varies from these standards.

D.3 PROJECTS SUBJECT TO ANALYSIS

In general a CMP TIA is required for all projects required to prepare an Environmental Impact Report (EIR) based on local determination. A TIA is not required if the lead agency for the EIR finds that traffic is not a significant issue, and does not require local or regional traffic impact analysis in the EIR. Please refer to Chapter 5 for more detailed information.

CMP TIA guidelines, particularly intersection analyses, are largely geared toward analysis of projects where land use types and design details are known. Where likely land uses are not defined (such as where project descriptions are limited to zoning designation and parcel size with no information on access location), the level of detail in the TIA may be adjusted accordingly. This may apply, for example, to some redevelopment areas and citywide general plans, or community level specific plans. In such cases, where project definition is insufficient for meaningful intersection level of service analysis, CMP arterial segment analysis may substitute for intersection analysis.

D.4 STUDY AREA

The geographic area examined in the TIA must include the following, at a minimum:

- All CMP arterial monitoring intersections, including monitored freeway on- or off-ramp intersections, where the proposed project will add 50 or more trips during either the AM or PM weekday peak hours (of adjacent street traffic).
- If CMP arterial segments are being analyzed rather than intersections (see Section D.3), the study area must include all segments where the proposed project will add 50 or more peak hour trips (total of both directions). Within the study area, the TIA must analyze at least one segment between monitored CMP intersections.
- Mainline freeway monitoring locations where the project will add 150 or more trips, in either direction, during either the AM or PM weekday peak hours.
- Caltrans must also be consulted through the Notice of Preparation (NOP) process to identify other specific locations to be analyzed on the state highway system.

If the TIA identifies no facilities for study based on these criteria, no further traffic analysis is required. However, projects must still consider transit impacts (Section D.8.4).

D.5 BACKGROUND TRAFFIC CONDITIONS

The following sections describe the procedures for documenting and estimating background, or non-project related traffic conditions. Note that for the purpose of a TIA, these background estimates must include traffic from all sources without regard to the exemptions specified in CMP statute (e.g., traffic generated by the provision of low and very low income housing, or trips originating outside Los Angeles County. Refer to Chapter 5, Section 5.2.3 for a complete list of exempted projects).

D.5.1 Existing Traffic Conditions. Existing traffic volumes and levels of service (LOS) on the CMP highway system within the study area must be documented. Traffic counts must

be less than one year old at the time the study is initiated, and collected in accordance with CMP highway monitoring requirements (see Appendix A). Section D.8.1 describes TIA LOS calculation requirements in greater detail. Freeway traffic volume and LOS data provided by Caltrans is also provided in Appendix A.

D.5.2 Selection of Horizon Year and Background Traffic Growth. Horizon year(s) selection is left to the lead agency, based on individual characteristics of the project being analyzed. In general, the horizon year should reflect a realistic estimate of the project completion date. For large developments phased over several years, review of intermediate milestones prior to buildout should also be considered.

At a minimum, horizon year background traffic growth estimates must use the generalized growth factors shown in Exhibit D-1. These growth factors are based on regional modeling efforts, and estimate the general effect of cumulative development and other socioeconomic changes on traffic throughout the region. Beyond this minimum, selection among the various methodologies available to estimate horizon year background traffic in greater detail is left to the lead agency. Suggested approaches include consultation with the jurisdiction in which the intersection under study is located, in order to obtain more detailed traffic estimates based on ongoing development in the vicinity.

D.6 PROPOSED PROJECT TRAFFIC GENERATION

Traffic generation estimates must conform to the procedures of the current edition of Trip Generation, by the Institute of Transportation Engineers (ITE). If an alternative methodology is used, the basis for this methodology must be fully documented.

Increases in site traffic generation may be reduced for existing land uses to be removed, if the existing use was operating during the year the traffic counts were collected. Current traffic generation should be substantiated by actual driveway counts; however, if infeasible, traffic may be estimated based on a methodology consistent with that used for the proposed use.

Regional transportation impact analysis also requires consideration of trip lengths. Total site traffic generation must therefore be divided into work and non-work-related trip purposes in order to reflect observed trip length differences. Exhibit D-2 provides factors which indicate trip purpose breakdowns for various land use types.

For lead agencies who also participate in CMP highway monitoring, it is recommended that any traffic counts on CMP facilities needed to prepare the TIA should be done in the manner outlined in Chapter 2 and Appendix A. If the TIA traffic counts are taken within one year of the deadline for submittal of CMP highway monitoring data, the local jurisdiction would save the cost of having to conduct the traffic counts twice.

D.7 TRIP DISTRIBUTION

For trip distribution by direct/manual assignment, generalized trip distribution factors are provided in Exhibit D-3, based on regional modeling efforts. These factors indicate Regional Statistical Area (RSA)-level tripmaking for work and non-work trip purposes.

(These RSAs are illustrated in Exhibit D-4.) For locations where it is difficult to determine the project site RSA, census tract/RSA correspondence tables are available from MTA.

Exhibit D-5 describes a general approach to applying the preceding factors. Project trip distribution must be consistent with these trip distribution and purpose factors; the basis for variation must be documented.

Local agency travel demand models disaggregated from the SCAG regional model are presumed to conform to this requirement, as long as the trip distribution functions are consistent with the regional distribution patterns. For retail commercial developments, alternative trip distribution factors may be appropriate based on the market area for the specific planned use. Such market area analysis must clearly identify the basis for the trip distribution pattern expected.

D.8 IMPACT ANALYSIS

CMP Transportation Impact Analyses contain two separate impact studies covering roadways and transit. Section Nos. D.8.1-D.8.3 cover required roadway analysis while Section No. D.8.4 covers the required transit impact analysis. Section Nos. D.9.1-D.9.4 define the requirement for discussion and evaluation of alternative mitigation measures.

D.8.1 Intersection Level of Service Analysis. The LA County CMP recognizes that individual jurisdictions have wide ranging experience with LOS analysis, reflecting the variety of community characteristics, traffic controls and street standards throughout the county. As a result, the CMP acknowledges the possibility that no single set of assumptions should be mandated for all TIAs within the county.

However, in order to promote consistency in the TIAs prepared by different jurisdictions, CMP TIAs must conduct intersection LOS calculations using either of the following methods:

- The Intersection Capacity Utilization (ICU) method as specified for CMP highway monitoring (see Appendix A); or
- The Critical Movement Analysis (CMA) / Circular 212 method.

Variation from the standard assumptions under either of these methods for circumstances at particular intersections must be fully documented.

TIAs using the 1985 or 1994 Highway Capacity Manual (HCM) operational analysis must provide converted volume-to-capacity based LOS values, as specified for CMP highway monitoring in Appendix A.

D.8.2 Arterial Segment Analysis. For TIAs involving arterial segment analysis, volume-to-capacity ratios must be calculated for each segment and LOS values assigned using the V/C-LOS equivalency specified for arterial intersections. A capacity of 800 vehicles per hour per through traffic lane must be used, unless localized conditions necessitate alternative values to approximate current intersection congestion levels.

D.8.3 Freeway Segment (Mainline) Analysis. For the purpose of CMP TIAs, a simplified analysis of freeway impacts is required. This analysis consists of a demand-to-capacity calculation for the affected segments, and is indicated in Exhibit D-6.

D.8.4 Transit Impact Review. CMP transit analysis requirements are met by completing and incorporating into an EIR the following transit impact analysis:

- Evidence that affected transit operators received the Notice of Preparation.
- A summary of existing transit services in the project area. Include local fixed-route services within a ¼ mile radius of the project; express bus routes within a 2 mile radius of the project, and; rail service within a 2 mile radius of the project.
- Information on trip generation and mode assignment for both AM and PM peak hour periods as well as for daily periods. Trips assigned to transit will also need to be calculated for the same peak hour and daily periods. Peak hours are defined as 7:30-8:30 AM and 4:30-5:30 PM. Both “peak hour” and “daily” refer to average weekdays, unless special seasonal variations are expected. If expected, seasonal variations should be described.
- Documentation of the assumption and analyses that were used to determine the number and percent of trips assigned to transit. Trips assigned to transit may be calculated along the following guidelines:
 - Multiply the total trips generated by 1.4 to convert vehicle trips to person trips;
 - For each time period, multiply the result by one of the following factors:
 - 3.5% of Total Person Trips Generated for most cases, except:
 - 10% primarily Residential within 1/4 mile of a CMP transit center
 - 15% primarily Commercial within 1/4 mile of a CMP transit center
 - 7% primarily Residential within 1/4 mile of a CMP multi-modal transportation center
 - 9% primarily Commercial within 1/4 mile of a CMP multi-modal transportation center
 - 5% primarily Residential within 1/4 mile of a CMP transit corridor
 - 7% primarily Commercial within 1/4 mile of a CMP transit corridor
 - 0% if no fixed route transit services operate within one mile of the project

To determine whether a project is primarily residential or commercial in nature, please refer to the CMP land use categories listed and defined in Appendix E, *Guidelines for New Development Activity Tracking and Self Certification*. For projects that are only partially within the above one-quarter mile radius, the base rate (3.5% of total trips generated) should be applied to all of the project buildings that touch the radius perimeter.

- Information on facilities and/or programs that will be incorporated in the development plan that will encourage public transit use. Include not only the jurisdiction’s TDM Ordinance measures, but other project specific measures.

- Analysis of expected project impacts on current and future transit services and proposed project mitigation measures, and;
- Selection of final mitigation measures remains at the discretion of the local jurisdiction/lead agency. Once a mitigation program is selected, the jurisdiction self-monitors implementation through the existing mitigation monitoring requirements of CEQA.

D.9 IDENTIFICATION AND EVALUATION OF MITIGATION

D.9.1 Criteria for Determining a Significant Impact. For purposes of the CMP, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity ($V/C \geq 0.02$), causing LOS F ($V/C > 1.00$); if the facility is already at LOS F, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity ($V/C \geq 0.02$). The lead agency may apply a more stringent criteria if desired.

D.9.2 Identification of Mitigation. Once the project has been determined to cause a significant impact, the lead agency must investigate measures which will mitigate the impact of the project. Mitigation measures proposed must clearly indicate the following:

- Cost estimates, indicating the fair share costs to mitigate the impact of the proposed project. If the improvement from a proposed mitigation measure will exceed the impact of the project, the TIA must indicate the proportion of total mitigation costs which is attributable to the project. This fulfills the statutory requirement to exclude the costs of mitigating inter-regional trips.
- Implementation responsibilities. Where the agency responsible for implementing mitigation is not the lead agency, the TIA must document consultation with the implementing agency regarding project impacts, mitigation feasibility and responsibility.

Final selection of mitigation measures remains at the discretion of the lead agency. The TIA must, however, provide a summary of impacts and mitigation measures. Once a mitigation program is selected, the jurisdiction self-monitors implementation through the mitigation monitoring requirements contained in CEQA.

D.9.3 Project Contribution to Planned Regional Improvements. If the TIA concludes that project impacts will be mitigated by anticipated regional transportation improvements, such as rail transit or high occupancy vehicle facilities, the TIA must document:

- Any project contribution to the improvement, and
- The means by which trips generated at the site will access the regional facility.

D.9.4 Transportation Demand Management (TDM). If the TIA concludes or assumes that project impacts will be reduced through the implementation of TDM measures, the TIA must document specific actions to be implemented by the project which substantiate these conclusions.

D.10 REFERENCES

1. *Traffic Access and Impact Studies for Site Development: A Recommended Practice*, Institute of Transportation Engineers, 1991.
2. *Trip Generation*, 5th Edition, Institute of Transportation Engineers, 1991.
3. *Travel Forecast Summary: 1987 Base Model - Los Angeles Regional Transportation Study (LARTS)*, California State Department of Transportation (Caltrans), February 1990.
4. *Traffic Study Guidelines*, City of Los Angeles Department of Transportation (LADOT), July 1991.
5. *Traffic/Access Guidelines*, County of Los Angeles Department of Public Works.
6. *Building Better Communities*, Sourcebook, Coordinating Land Use and Transit Planning, American Public Transit Association.
7. *Design Guidelines for Bus Facilities*, Orange County Transit District, 2nd Edition, November 1987.
8. *Coordination of Transit and Project Development*, Orange County Transit District, 1988.
9. *Encouraging Public Transportation Through Effective Land Use Actions*, Municipality of Metropolitan Seattle, May 1987.

NATIVE AMERICAN HERITAGE COMMISSION

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ds_nahc@pacbell.net

**RECEIVED**

May 31, 2012

JUN 04 2012

Mr. Eduardo Schonborn, AICP, Planner
City of Rancho Palos Verdes
30940 Hawthorne Boulevard
Rancho Palos Verdes, CA 90275

COMMUNITY DEVELOPMENT
DEPARTMENT

Re: SCH#2012051079; CEQA Notice of Preparation (NOP); draft Environmental Impact Report (DEIR) for the "Crestridge Senior Housing Project;" located in the City of Rancho Palos Verdes; Los Angeles, California.

Dear Mr. Schonborn :

The Native American Heritage Commission (NAHC), the State of California 'Trustee Agency' for the protection and preservation of Native American cultural resources pursuant to California Public Resources Code §21070 and affirmed by the Third Appellate Court in the case of EPIC v. Johnson (1985: 170 Cal App. 3rd 604).

This letter includes state and federal statutes relating to Native American historic properties of religious and cultural significance to American Indian tribes and interested Native American individuals as 'consulting parties' under both state and federal law. State law also addresses the freedom of Native American Religious Expression in Public Resources Code §5097.9.

The California Environmental Quality Act (CEQA – CA Public Resources Code 21000-21177, amendments effective 3/18/2010) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archaeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Report (EIR) per the CEQA Guidelines defines a significant impact on the environment as 'a substantial, or potentially substantial, adverse change in any of physical conditions within an area affected by the proposed project, including ... objects of historic or aesthetic significance.' In order to comply with this provision, the lead agency is required to assess whether the project will have an adverse impact on these resources within the 'area of potential effect (APE), and if so, to mitigate that effect. The NAHC did conduct a Sacred Lands File (SLF) search within the 'area of potential effect (APE) and Native American cultural resources were not identified.

The NAHC "Sacred Sites," as defined by the Native American Heritage Commission and the California Legislature in California Public Resources Code §§5097.94(a) and 5097.96. Items in the NAHC Sacred Lands Inventory are confidential and exempt from the Public Records Act pursuant to California Government Code §6254 (r).

Early consultation with Native American tribes in your area is the best way to avoid unanticipated discoveries of cultural resources or burial sites once a project is underway. Culturally affiliated tribes and individuals may have knowledge of the religious and cultural significance of the historic properties in the project area (e.g. APE). We strongly urge that you make contact with the list of Native American Contacts on the attached list of Native American

contacts, to see if your proposed project might impact Native American cultural resources and to obtain their recommendations concerning the proposed project. Pursuant to CA Public Resources Code § 5097.95, the NAHC requests cooperation from other public agencies in order that the Native American consulting parties be provided pertinent project information. Consultation with Native American communities is also a matter of environmental justice as defined by California Government Code §65040.12(e). Pursuant to CA Public Resources Code §5097.95, the NAHC requests that pertinent project information be provided consulting tribal parties. The NAHC recommends *avoidance* as defined by CEQA Guidelines §15370(a) to pursuing a project that would damage or destroy Native American cultural resources and Section 2183.2 that requires documentation, data recovery of cultural resources.

Furthermore, the NAHC if the proposed project is under the jurisdiction of the statutes and regulations of the National Environmental Policy Act (e.g. NEPA; 42 U.S.C. 4321-43351). Consultation with tribes and interested Native American consulting parties, on the NAHC list, should be conducted in compliance with the requirements of federal NEPA and Section 106 and 4(f) of federal NHPA (16 U.S.C. 470 *et seq*), 36 CFR Part 800.3 (f) (2) & .5, the President's Council on Environmental Quality (CSQ, 42 U.S.C 4371 *et seq.* and NAGPRA (25 U.S.C. 3001-3013) as appropriate. The 1992 *Secretary of the Interiors Standards for the Treatment of Historic Properties* were revised so that they could be applied to all historic resource types included in the National Register of Historic Places and including cultural landscapes. Also, federal Executive Orders Nos. 11593 (preservation of cultural environment), 13175 (coordination & consultation) and 13007 (Sacred Sites) are helpful, supportive guides for Section 106 consultation. The aforementioned Secretary of the Interior's *Standards* include recommendations for all 'lead agencies' to consider the historic context of proposed projects and to "research" the cultural landscape that might include the 'area of potential effect.'

Confidentiality of "historic properties of religious and cultural significance" should also be considered as protected by California Government Code §6254(r) and may also be protected under Section 304 of the NHPA or at the Secretary of the Interior discretion if not eligible for listing on the National Register of Historic Places. The Secretary may also be advised by the federal Indian Religious Freedom Act (cf. 42 U.S.C., 1996) in issuing a decision on whether or not to disclose items of religious and/or cultural significance identified in or near the APEs and possibility threatened by proposed project activity.

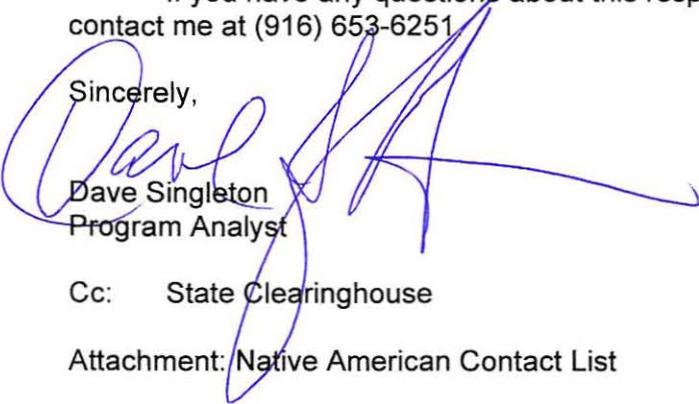
Furthermore, Public Resources Code Section 5097.98, California Government Code §27491 and Health & Safety Code Section 7050.5 provide for provisions for inadvertent discovery of human remains mandate the processes to be followed in the event of a discovery of human remains in a project location other than a 'dedicated cemetery'.

To be effective, consultation on specific projects must be the result of an ongoing relationship between Native American tribes and lead agencies, project proponents and their contractors, in the opinion of the NAHC. Regarding tribal consultation, a relationship built around regular meetings and informal involvement with local tribes will lead to more qualitative consultation tribal input on specific projects.

Finally, when Native American cultural sites and/or Native American burial sites are prevalent within the project site, the NAHC recommends 'avoidance' of the site as referenced by CEQA Guidelines Section 15370(a).

If you have any questions about this response to your request, please do not hesitate to contact me at (916) 653-6251

Sincerely,


Dave Singleton
Program Analyst

Cc: State Clearinghouse

Attachment: Native American Contact List

Native American Contacts

Los Angeles County

May 31, 2012

LA City/County Native American Indian Comm
Ron Andrade, Director
3175 West 6th St, Rm. 403
Los Angeles , CA 90020
randrade@css.lacounty.gov
(213) 351-5324
(213) 386-3995 FAX

Ti'At Society/Inter-Tribal Council of Pimu
Cindi M. Alvitre, Chairwoman-Manisar
3094 Mace Avenue, Apt. B Gabrielino
Costa Mesa, , CA 92626
calvitre@yahoo.com
(714) 504-2468 Cell

Tongva Ancestral Territorial Tribal Nation
John Tommy Rosas, Tribal Admin.
Private Address Gabrielino Tongva
tattnlaw@gmail.com
310-570-6567

Gabrielino/Tongva San Gabriel Band of Mission
Anthony Morales, Chairperson
PO Box 693 Gabrielino Tongva
San Gabriel , CA 91778
GTTribalcouncil@aol.com
(626) 286-1632
(626) 286-1758 - Home
(626) 286-1262 -FAX

Gabrielino Tongva Nation
Sam Dunlap, Chairperson
P.O. Box 86908 Gabrielino Tongva
Los Angeles , CA 90086
samdunlap@earthlink.net

(909) 262-9351 - cell

Gabrielino Tongva Indians of California Tribal Council
Robert F. Dorame, Tribal Chair/Cultural Resources
P.O. Box 490 Gabrielino Tongva
Bellflower , CA 90707
gtongva@verizon.net
562-761-6417 - voice
562-761-6417- fax

Gabrielino-Tongva Tribe
Bernie Acuna
1875 Century Pk East #1500 Gabrielino
Los Angeles , CA 90067
(619) 294-6660-work
(310) 428-5690 - cell
(310) 587-0170 - FAX
bacuna1@gabrieinotribe.org

Gabrielino-Tongva Tribe
Linda Candelaria, Chairwoman
1875 Century Pk East #1500 Gabrielino
Los Angeles , CA 90067
lcandelaria1@gabrielinoTribe.org
626-676-1184- cell
(310) 587-0170 - FAX
760-904-6533-home

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2012051079; CEQA Notice of Preparation (NOP) draft Environmental Impact Report (DEIR) for the Crestridge Senior Housing Project; located in the City Rancho Palos Verdes; Los Angeles County, California.

Native American Contacts
Los Angeles County
May 31, 2012

Gabrieleno Band of Mission Indians
Andrew Salas, Chairperson
P.O. Box 393 Gabrielino
Covina , CA 91723
(626) 926-4131
gabrielenoindians@yahoo.
com

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2012051079; CEQA Notice of Preparation (NOP) draft Environmental Impact Report (DEIR) for the Crestridge Senior Housing Project; located in the City Rancho Palos Verdes; Los Angeles County, California.

Bob Nelson
6612 Channelview Court
RPV, CA 90275

Eduardo Schonborn, AICP
Senior Planner
Community Development Department
30940 Hawthorne Blvd.
RPV, CA 90275

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COMMUNITY DEVELOPMENT
DEPARTMENT

July 6, 2012

**Re: Scooping Comments for Crestridge Senior Condominium Draft EIR
ZON2012-00067**

Eduardo,

Thank you for this opportunity to further comment on the environmental aspects of this project, presented to our Planning Commission at our June 26, 2012 meeting. As a member of our PC, these are additional to those I made that evening and are confined to the Initial Study (IS) dated May 2012.

1. This is a fill-in project, surrounded on two sides by other senior or affordable housing, on one side by Crestridge Road and the other by a step drop off to Indian Peak Road. It is not new development on pristine acreage. It is a fill-in project, albeit of moderate size.

2. As such I would think Crestridge environmental impacts were previously addressed and resolved as part of the neighboring projects. The exception may be traffic. Again, this is basically a fill-in project.

3. However, I believe the **three 'Mandatory Findings of Significance' (pg. 42 IS) being labeled 'Potentially Significant Impact' will need substantial verification before being seen as anything else than an 'overstatement.'**

These are:

a. 'Does the project have the potential to substantially reduce the habitat of a fish or wildlife species ...?' Being the last developable land in this area, one could conclude the 'potential to substantially reduce' has already happened. The developments on either side have already impacted or implemented mitigations for the same wildlife species found here. For this fill-in project, at this stage of development, a **'Potentially Significant Impact' here needs much more objective verification. Particularly an explanation of why habitats will be 'substantially reduced' given the two adjacent projects and their existing**

habitat impacts as well as the existence of the expansive land down to Indian Peak Road.

b. **'Does the project have impacts that are individually limited but cumulatively considerable?'** Deciding **this finding is as subjective as it gets.** Given the two alongside projects what could be the 'cumulatively considerable' impacts, given that none of those terms are defined? Yes, we will have more traffic, residents, tax dollars and less unmaintained acreage. But, as with any fill-in project, are these really a 'Potentially Significant Impact?' **To not be viewed as totally subjective, this finding requires quantification of these impacts, which are then compared to the existing neighbors 'cumulatively considerable' impacts at their approval.**

C **'Does the project have environmental effects which cause substantial adverse effects on human beings ...?'** In order to maintain the **'Potentially Significant Impact' finding of 'substantial adverse effects on human beings'** our DEIR should list these effects. **As a fill-in project, with neighbors on each side in the same business, this finding of environmental effects challenges the imagination!** Does the project have environmental effects, which cause substantial adverse effects on human beings ...? What 'environmental effects;' what 'substantial adverse effects on human beings?' To have one iota of credibility, the DEIR should clearly list these. A comparison with those found in the neighboring senior / affordability completed projects would also help.

Sorry to bother you with my thoughts but **I firmly believe the DEIRs and EIRs of our projects have to be as objective as possible and I just don't see that in much of this IS.** But to save you the agony of reading my scribbled notes on my copy I'll give you only these comments.

Thanks for all you do and extending the comment period so I could get this done.

Bob Nelson
310-544-4632

A handwritten signature in black ink that reads "Bob Nelson" with a long horizontal line extending to the right.

Trumark Homes is proposing a 60 condo unit development: 1,700 to 2,100 square feet. Three condos would be very low income.

Below are my concerns about the Crestridge Senior Housing Project:

- The flags were installed on 6-20-12. The view of residents on Mistridge Drive will be obstructed. Some portions of the flags obstruct the view to the homes on the hillside behind the proposed condos as well.
- The proposed condo complex development is dense. The proposed buildings are very close together. The proposed buildings are not spread apart with sufficient open space between the buildings. It suffers from high density. It does not fit the aesthetic surroundings. It is too massive to maintain the natural view from Mistridge Drive.
- 145,000 cubic yards of cut and 2,000 cubic yards of fill have been proposed. (p. 4 of the initial study.) More grading is preferred in order to lower the pad to build. This will help preserve the view.
- The restriction is limited to occupants at 55 years. How is the 55 year limit enforced? The proposal opens it up to other occupants who are less than 55 years old such as teenagers.
- Preservation of rural open space (a park could be built, instead) is preferred to prevent destruction of wildlife habitat.
- Traffic, collisions, extra noise, and pollution, as well as further light pollution of the night sky will result.
- Page 11 of the initial study outlined a gated access. A call box and an entry gate are proposed. The noise from the gated access with a call box is a concern. The back-up of traffic is another factor which would have adverse affects on the surrounding residents.
- Will the site be open to the public under the RPV Conceptual Trails Plan? If so, how is a gated condo community consistent with the trail plan? (p. 31 of the initial study.)
- Several variances would have to be changed such as modifying the existing zone from institutional zoning, to high-density residential zoning.

I respectfully request that the application be denied. Thank you for your consideration to this matter.

Linda (Puentes) Davis 6-22-12

SUSAN SEAMANS
Mayor

FRANK V. ZERUNYAN
Mayor Pro Tem

JOHN C. ADDLEMAN
Council Member

JUDY MITCHELL
Council Member

STEVEN ZUCKERMAN
Council Member

DOUGLAS R. PRICHARD
City Manager



CITY OF
ROLLING HILLS ESTATES

4045 PALOS VERDES DRIVE NORTH • ROLLING HILLS ESTATES, CA 90274
TELEPHONE 310.377.1577 FAX 310.377.4468
www.ci.Rolling-Hills-Estates.ca.us

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**COMMUNITY DEVELOPMENT
DEPARTMENT**

June 12, 2012

Mr. Eduardo Schonborn, AICP
City of Rancho Palos Verdes
Community Development Department
Planning and Zoning Division
30940 Hawthorne Boulevard
Rancho Palos Verdes, CA 90275

RE: Crestridge Senior Housing Project – Notice of Preparation

Dear Mr. Shonborn,

Thank you for the opportunity to comment on the Notice of Preparation/Initial Study for the proposed 60-unit Crestridge Senior Housing Project at 5601 Highridge Road. Staff at the City of Rolling Hills Estates has reviewed the project information and has the following comments:

1. The project proposes 147,000 cubic yards of grading inclusive of 145,000 cubic yards of cut and 2,000 cubic yards of fill. Please designate the proposed haul route in the Draft Environmental Impact Report as it is likely that streets in the City of Rolling Hills Estates will be utilized. Staff requests that any and all efforts to reduce grading quantities and to keep as much soil onsite as possible be explored to avoid any unnecessary truck trips and associated deterioration of streets in the City of Rolling Hills Estates.
2. Please apply the City of Rolling Hills Estates Traffic Impact Analysis Guidelines and significance criteria for any study intersections located within the City of Rolling Hills Estates as enclosed herein. Please ensure that the traffic consultant submits the project's draft Memorandum of Understanding and/or traffic study assumptions for co-approval by the City of Rolling Hills Estates, which would include the proposed trip generation rates, trip distribution, significance criteria, study scope and study parameters.
3. Please ensure that the following intersections are studied within the City of Rolling Hills Estates:
 - a. Crenshaw Boulevard at Indian Peak Road
 - b. Crenshaw Boulevard at Silver Spur Road
 - c. Crenshaw Boulevard at Palos Verdes Drive North
 - d. Crestridge Road at Highridge Road

4. Please ensure that project trip generation includes trips related to the community garden (if open and accessible to the public) and any other on-site facilities open to the public including project trails.

Thank you for your consideration of the above items. If you have any questions, please feel free to call me at (310) 377-1577 x115, or email me at nikic@ci.rolling-hills-estates.ca.us.

Sincerely,



Niki Cutler, AICP
Principal Planner

cc: Doug Prichard
David Wahba
RHE City Council

rpv.crestridge.ltr.doc

CITY OF ROLLING HILLS ESTATES TRAFFIC IMPACT ANALYSIS METHODOLOGY GUIDELINES

A Traffic Engineer or a Civil Engineer registered in the State of California, qualified to practice traffic engineering shall be selected at the sole discretion of the City and shall be compensated for all fees, costs and expenses by the applicant for preparation of the Traffic Impact Analysis (TIA). The City, at its discretion, may require that a TIA be prepared for any project, regardless of size, if there are concerns over safety, operational issues, or if located in a traffic impacted area.

The TIA should:

- Address the impact of the project on the City's circulation system.
- Address on-site traffic safety and operations and evaluate on-site intersections.
- Address off-site traffic safety and operation and evaluate off-site intersections.
- For projects which may generate truck traffic, the TIA will need to analyze not only on-site circulation, but also the impact of truck traffic on the City street system as well.
- Include a review of sight distance at intersections and/or access points.
- For new developments, the length of street tangent sections within the development should be reviewed to eliminate long stretches of roadways within residential areas and the locations of intersections and/or access points to new developments should be reviewed to determine that the alignment and sight distance is adequate.
- Include a traffic signal warrant analysis at unsignalized intersections.
- Aspects related to pedestrian, bicycle and equestrian factors should be analyzed with each project, as appropriate.

Prior to preparing the traffic impact analysis, the traffic consultant shall consult with the City Planner and City Traffic Engineer to determine if the nature and location of the project is such that a parking demand study should be prepared for the project.

A copy of the Transportation Element of the City's General Plan is available at:
http://www.palosverdes.com/rhe/planning/frameset.cfm?page=generalplan/section_3.pdf

I. APPLICABILITY

A TIA is required, if a project is estimated to generate over 50 trip ends during either the AM or PM peak hours. In addition, specific projects with a potential for generating trips during non-typical peak hour periods could require a TIA based upon review by City Staff.

II. STUDY AREA BOUNDARIES

Usually, only intersections will be analyzed. Operations of the street segments are typically reliant on the operations of the intersections located upstream and downstream and would not be analyzed unless access to a driveway becomes a concern. Driveways/access points to a new development should be analyzed.

The selected consultant will provide an estimate of trips to be generated by the project and a preliminary trip distribution. This will be reviewed and approved by the City Traffic Engineer and provide a basis for defining the study area.

A set of critical intersections identified by the City (see Tables 1 and 2) will be the starting point in determining the study area. Any of the critical intersections, along with intervening more minor intersections, will be included in the study area. Street segments will be treated in a similar fashion.

III. TRAFFIC COUNT DATA

The City will collect and provide count data at critical intersections, maintaining current count data that is less than two years old. Any additional intersections or segment traffic counts required by the TIA would be conducted by the consultant.

IV. TRIP GENERATION

Trip Generation rates will be based upon current published ITE or SANDAG rates, with specific studies and/or counts completed for unique land uses at the discretion of the City Traffic Engineer. The consultant will provide the City Traffic Engineer with a comparison of trip generation based on ITE and SANDAG rates and the City Traffic Engineer will approve the choice of rates prior to completion of the TIA.

V. TRIP DISTRIBUTION

The trip distribution for the project will be based on the professional judgment made by the consultant with approval by City Traffic Engineer. A trip distribution diagram and narrative explanation of the justification for the trip distribution will be prepared by the consultant for review and approval by the City Traffic Engineer prior to completion of the TIA. For projects with multiple land uses, a trip distribution should be developed for each use. The trip distribution diagrams and narrative explanations for each use within a project shall be included in the TIA report. In developing trip distribution patterns, consideration shall be given to critical intersections and/or street segments within the City. The City Traffic Engineer may request data such as driveway traffic counts, project service area or market studies, or customer/employee home zip code data, to support the trip distribution, as appropriate.

VI. TRAFFIC SCENARIOS FOR ANALYSIS

The traffic impact analysis must include analysis of the following scenarios:

1. Present Year (Existing Conditions)
2. Existing plus Project without Mitigation
3. Existing plus Project with Mitigation
4. Existing plus Cumulative without Mitigation (Pre-Project): Existing plus Cumulative with Mitigation (Optional)
5. Existing plus Cumulative plus Project without Mitigation (Post-Project)
6. Existing plus Cumulative plus Project with Mitigation

The project' impact is defined as the difference between scenarios 2 and 1. The project's cumulative impact is defined as the difference between scenarios 5-4. The TIA shall identify mitigation measures which address both the project's impacts and the project's cumulative impacts.

Pursuant to CEQA Guidelines Section 15130, the cumulative analysis must be based on either a list of past, present, and probably future projects producing related or cumulative impacts, or a summary of projections in an adopted general plan or related planning document which described or evaluated regional or area wide conditions contributing to the cumulative impact. In either case, the cumulative analysis must include a growth factor to address the effect of the growth of regional traffic of local streets not captured by either the list or projection used. If the list method is used, related projects are projects within the City of Rolling Hills Estates and surrounding cities that may put traffic on the street system or intersections that would reasonably be expected to be in place by the project's buildout year. Related projects shall include, but are not limited to, all pending, approved, recorded, or constructed projects that are not occupied at the time of the existing traffic counts. The TIA will include a list, with a description of all of the related projects included in the analysis.

VII. CALCULATING AMBIENT GROWTH

A growth factor will be provided by the City. The City will base their growth factors on comparisons of previous count data. This provides a more detailed estimate based upon ongoing development in the City.

VIII. INTERSECTION LEVEL OF SERVICE CALCULATIONS

In any analysis, a peak hour factor specific to the subject intersection shall be utilized. The definition and method of developing peak hour factors is contained in the "Highway Capacity Manual". Tables 1 and 2 indicate the peak hour for each of the critical intersections in the City.

Signalized Intersections:

The Intersection Capacity Utilization (ICU) methodology will be used for signalized intersections. The TIA will provide the ICU and LOS values for signalized

intersections included in the study, along with an explanation of ICU and LOS classifications for the reader.

Unsignalized Intersections:

The only current method of analysis for non-signalized intersections is contained in the HCM. Results of these analyses are expressed in delay (in seconds) which can be related to Levels of Service. Consideration should be given in the HCM analysis to the need to accommodate pedestrians and equestrians, as these modes can be a significant factor in some areas of the City. The TIA should explain how pedestrian and equestrian issues were addressed in the analysis. The TIA must provide the delay and LOS values for unsignalized intersections included in the study, along with an explanation of HCM LOS classifications for the reader.

Unsignalized study intersections should also be reviewed to determine whether signalization is warranted.

IX. MEASURABLE DEGRADATION

The following threshold is based on General Plan policies 2.4 and 2.9:

A change in Level of Service (LOS) from C to D or D to E is a traffic impact and mitigation measures are needed. Within LOS C or D, a change in ICU value greater than 0.02 is an impact and within LOS E or F a change in ICU greater than 0.01 is an impact. For unsignalized intersections, when the addition of project traffic increases the Level of Service to an unacceptable level (less than LOS C) mitigation measures are required.

X. IDENTIFICATION OF MITIGATION MEASURES

For each significant impact identified in the TIA, the TIA should identify feasible mitigation measures to reduce or eliminate the impact. Pursuant to CEQA Guidelines Section 15126.4(D), if a mitigation measure would cause one or more significant effects in addition to those that would be caused by the project as proposed, including but not limited to impacts to third party property, open space, or other City resources, the effects of the mitigation measure shall be discussed, but in less detail than the significant effects of the project as proposed. Mitigation measure should be worded to specify:

- Who will be responsible for implementing the mitigation measures, and who will be responsible for monitoring the measure.
- What the mitigation measures includes (i.e. a clear and specific description of the mitigation measure).
- Where the mitigation measure will be located.
- When the mitigation measure must be completed (i.e. prior to construction, prior to occupancy, etc.).

- Why the measure is required (i.e. the impact the measure is designed to address).

There are a number of policies in the Transportation Element of the City's General Plan that give guidance on City's mitigation strategy preferences and specific desired mitigations, including:

- Policy 1.4 – The widening of streets, installation of additional traffic signals, removal of trees, and other roadway improvements should be compatible with the rural character of the City.
- Specific desired improvements: Policy 1.5, 1.6, 1.7, 1.8, 1.9, 1.11, 1.12, and 1.13.
- Policy 2.1 – Restrict the construction of additional travel lanes within the City so as not to adversely affect the established rural residential character of the area.
- Policy 2.2 – Discourage primary and secondary access on arterial streets for properties without frontage along these roadways.
- Policy 2.3 – Discourage secondary access on major arterials for properties having frontage on these streets, except where alternatives are not available.
- Policy 2.5 – Discourage the installation of additional traffic signals except where it is determined that such improvements are required for public safety needs or to mitigate serious congestion or roadway hazards.
- Implementation Measure 2.5.1 – The Public Works Department will require installation of traffic signals where traffic signal warrants are indicated in traffic studies.
- Policy 2.6 – Evaluate the use of crossing guards at appropriate school crossing locations to promote pedestrian safety and efficient flow of traffic.
- Implementation Measure 2.9.1 – New projects will be evaluated through the environmental review process and mitigation measures other than roadway widenings and major capital improvement projects will be emphasized.
- Policy 2.11 – Restrict the expansion of roadway pavement into open space, roadway buffer zones, and bicycle, pedestrian or equestrian trails.
- Policy 2.12 – Optimize street and intersection design to facilitate traffic flow while ensuring such improvements are consistent with the rural character of the City.

If mitigation of a particular impact is not feasible, the TIA should explain why no feasible mitigation is available.

TABLE 1
INTERSECTION ANALYSES SUMMARY
CITY OF ROLLING HILLS ESTATES
SIGNALIZED INTERSECTIONS

<i>INTERSECTION</i>	<i>AM PEAK HOUR</i>		<i>PM PEAK HOUR</i>	
	<i>Peak Time Period</i>	<i>ICU/LOS</i>	<i>Peak Time Period</i>	<i>ICU/LOS</i>
<i>Signalized</i>				
1. Avenue of the Peninsula Entrance (N/S) / Indian Peak Road (E/W)	7:15 - 8:15	0.30/A	3:45 - 4:45	0.34/A
2. Beechgate Drive (N/S) / Silver Spur Road (E/W)	8:00 - 9:00	0.41/A	5:00 - 6:00	0.57/A
3. Crenshaw Boulevard (N/S) / Indian Peak Road (E/W)	7:30 - 8:30	0.64/B	4:45 - 5:45	0.56/A
4. Crenshaw Boulevard (N/S) / Palos Verdes Drive North (E/W)	7:30 - 8:30	0.71/C	3:45 - 4:45	0.78/C
5. Crenshaw Boulevard (N/S) / Silver Spur Road (E/W)	7:45 - 8:45	0.62/B	4:30 - 5:30	0.91/E
6. Crossfield Drive (N/S) / Avenue of the Peninsula (E/W)	7:30 - 8:30	0.20/A	3:45 - 4:45	0.35/A
7. Crossfield Drive (N/S) / Indian Peak Road (E/W)	7:15 - 8:15	0.30/A	3:00 - 4:00	0.39/A
8. Crossfield Drive (N/S) / Silver Spur Road (E/W)	7:15 - 8:15	0.30/A	4:15 - 5:15	0.47/A
9. Dapplegray School Entrance (N/S) / Palos Verdes Drive North (E/W)	8:00 - 9:00	0.92/E	3:15 - 4:15	1.01/F
10. Drybank Drive (N/S) / Silver Spur Road (E/W)	7:30 - 8:30	0.29/A	3:15 - 4:15	0.63/B
11. Hawthorne Boulevard (N/S) / Palos Verdes Drive North (E/W)	7:30 - 8:30	1.03/F	5:00 - 6:00	0.79/C
12. Indian Peak Road (N/S) / Hawthorne Boulevard (E/W)	8:00 - 9:00	0.73/C	4:15 - 5:15	0.81/D
13. Palos Verdes Drive East (N/S) / Palos Verdes Drive North (E/W)	7:45 - 8:45	0.74/C	4:15 - 5:15	0.74/C
14. Rolling Hills Road (N/S) / Palos Verdes Drive North (E/W)	7:45 - 8:45	1.02/F	4:30 - 5:30	1.00/E
15. Silver Spur Road (N/S) / Hawthorne Boulevard (E/W)	7:30 - 8:30	0.92/E	3:00 - 4:00	0.83/D
16. Silver Spur Road (N/S) / Montemalaga Drive (E/W)	7:30 - 8:30	0.56/A	3:00 - 4:00	0.54/A
17. Silver Arrow Road (N/S) / Silver Spur Road (E/W)	7:45 - 8:45	0.41/A	3:00 - 4:00	0.56/A

**TABLE 2
INTERSECTION ANALYSES SUMMARY
CITY OF ROLLING HILLS ESTATES
UNSIGNALIZED INTERSECTIONS**

<i>INTERSECTION</i>	<i>AM PEAK HOUR</i>		<i>PM PEAK HOUR</i>	
	<i>Peak Time Period</i>	<i>Delay/LOS</i>	<i>Peak Time Period</i>	<i>Delay/LOS</i>
<i>Unsignalized</i>				
1. Academy Drive (N/S) / Palos Verdes Drive North (E/W)	7:30 - 8:30	14.9/B	4:45 - 5:45	13.4/B
2. Dapplegray Lane (N/S) / Palos Verdes Drive North (E/W)	7:45 - 8:45	729.9/F	5:00 - 6:00	792.8/F
3. Eastvale Road-Branding Iron Lane (N/S) / Palos Verdes Drive North (E/W)	7:15 - 8:15	770.0/C	3:45 - 4:45	172.1/F
4. Montecillo Drive (N/S) / Palos Verdes Drive North (E/W)	7:30 - 8:30	151.0/F	5:00 - 6:00	87.2/F
5. Palos Verdes Drive East (N/S) / Bridlewood Circle (E/W)	7:30 - 8:30	19.5/C	4:45 - 5:45	16.2/C
6. Palos Verdes Drive East (N/S) / Club View Lane (E/W)	7:30 - 8:30	10.5/B	3:15 - 4:15	13.1/B
7. Silver Saddle Lane-Moccasin Lane (N/S) / Palos Verdes Drive North (E/W)	7:30 - 8:30	1460.0/F	3:15 - 4:15	44.7/E
8. Silver Spur Road-Latigo Lane (N/S) / Palos Verdes Drive North (E/W)	8:00 - 9:00	79.07/F	4:45 - 5:45	25.52/D
9. Strawberry Lane (N/S) / Palos Verdes Drive North (E/W)	7:00 - 8:00	109.0/F	4:45 - 5:45	124.4/F

The intersection counts were completed during the month of October, 2003 / January, 2004. All counts were conducted on either a Tuesday, Wednesday or Thursday weekday.