

**MEMORANDUM**

**TO:** CHAIRMAN AND MEMBERS OF THE PLANNING COMMISSION  
**FROM:** DIRECTOR OF PLANNING, BUILDING AND CODE ENFORCEMENT  
**DATE:** JUNE 24, 2008  
**SUBJECT:** VESTING TENTATIVE TRACT MAP NO. 68796, ET AL. (CASE NOS. SUB2007-00003 & ZON2007-00072); PROPOSED 27-UNIT CONDOMINIUM PROJECT AT 28220 HIGHRIDGE ROAD

Staff Coordinator: Kit Fox, AICP, Associate Planner 

**RECOMMENDATION**

Receive additional information regarding the revised project and silhouette, the view impact analysis for residences on Via La Cima, and the City traffic engineer's review of the cumulative traffic impact analysis; and continue the public hearing to July 22, 2008 for the re-circulation of the revised Mitigated Negative Declaration (MND) and adoption of appropriate P.C. resolutions for the MND and project.

**BACKGROUND**

On May 13, 2008, the Planning Commission received additional information regarding several issues of concern with the proposed 27-unit condominium project. The matter was continued to tonight's meeting to allow the applicant to revise the project plans and silhouette to address the issues of concern raised by the Planning Commission and the public; to allow Staff to complete the view analyses from residences on Via La Cima; and to allow the City's Traffic Engineer to review the applicant's cumulative traffic impact analysis. Staff now presents this information for the Planning Commission's consideration.

**DISCUSSION**

Revised Project Description and Plans

As originally proposed, the project required site plan review and a variance for portions of the project in excess of the 36-foot height limit. The revised project has eliminated these features, so the site plan review and variance applications are now moot. The revised building has been lowered another two feet six inches (2'-6") into the grade, and the height of the portions closest to Highridge Road have been reduced ten feet (10'-0") by eliminating the third floor, for an overall reduction in the maximum height of the project of twelve feet six inches (12'-6"). The building height at the rear of the project site remains at thirty-six feet (36'-0") as previously proposed, although portions of the building have been

closer to the rear of the site, thereby reducing the size of the common pool deck area. With the changes to the site plan and elimination of surface parking areas and some driveways, the site open space has increased from 37.5% to 41%. All off-street parking is now within the subterranean garage, but the project still provides two (2) surplus parking spaces. The project still proposes twenty-seven (27) single-level and townhouse-style units, but the size of the units has been reduced. Previously, the units ranged from one (1) to four (4) bedrooms and from 893 square feet to 2,880 square feet in size; they now range from one (1) to three (3) bedrooms and from 776 square feet to 1,995 square feet in size. The previous proposal required 12,588 cubic yards of total grading and export of 9,896 cubic yards, while the revised project increases total grading to 22,111 cubic yards and export to 21,583 cubic yards.

<b>RM-22 Standard</b>	<b>Required</b>	<b>Previous Proposal</b>	<b>Revised Proposal</b>
Minimum Lot Area/Unit	2,000 SF	2,017 SF	2,017 SF
Maximum No. of Units	27	27	27
Minimum Front Setback <sup>1</sup>	25'-0" for building 12'-6" for subterranean garage	39'-6" for building 12'-8" for subterranean garage	25'-1" for building 13'-8" for subterranean garage
Minimum Rear Setback	20'-0"	20'-0"	20'-0"
Minimum Side Setback	10'-0" each side	10'-0" each side	10'-0" each side
Minimum Open Space <sup>2</sup>	35%	37.5%	41%
Maximum Height <sup>3</sup>	36'	36' at main ridgeline 44' at garage entry ramp 42' at roof access stair tower	26' at front ridgeline 36' at rear ridgeline 29' at elevator penthouse
Minimum Parking Spaces			
1-Bedroom Units (2)	2	2	2
2+ Bedroom Units (25)	50	50	51
Guest Parking <sup>4</sup>	13	15	14
Total Parking	65	67	67

<sup>1</sup> The front setback for subterranean portions of the structure may be reduced by fifty percent (50%).

<sup>2</sup> In multi-family projects, up to thirty percent (30%) of the required open space area may be private open space (i.e., balconies and decks).

<sup>3</sup> For multi-family projects, building height is measured from the lower of either preconstruction or finished grade at any point within the building footprint.

<sup>4</sup> The guest parking requirement is equal to twenty-five percent (25%) of the total resident parking requirement.

Proposed Grading	Previous Proposal	Revised Proposal
Cut	11,242 CY	21,847 CY
Fill	1,436 CY	264 CY
Total	12,588 CY	22,111 CY
Net	<9,896 CY>	<21,583 CY>

View Impact Analysis

As discussed at the May 13, 2008, meeting, the City Attorney opined that the conditional use permit finding regarding “significant adverse [effects] on adjacent property” gave the Planning Commission the authority to modify or deny the project if the Planning Commission found that the project would result in “significant adverse [effects] on adjacent property,” which could include view impacts. Since the City Attorney determined that the 36-foot height limit does not have to be treated as a “by right” entitlement for this proposed condominium project—given the discretionary CUP findings that are also applicable—Staff believed it was imperative to assess the significance of the view impacts of the revised project from as many of the Via La Cima properties as possible before a decision is made by the Planning Commission. The applicant completed the re-silhouetting of the project to reflect the revised proposal between June 13 and June 16, 2008.

It should be noted that all ten (10) residences on Via La Cima have spilt-level “upside-down” floor plans, meaning that the main living areas (i.e., living room, dining room, kitchen, etc.) are on the upper level and the bedrooms on are mainly on lower level. Pursuant to Section III.B.4.b of the City’s Height Variation Guidelines,

*[the] "viewing area" may only be located on a second (or higher) story of a structure if...[the] viewing area is located in a part of the structure that constitutes the primary living area of the house, which is the living room, dining room, family room, or kitchen. However, the viewing area may be located in the master bedroom, if a view is not taken from one of the rooms comprising the primary living area, and the master bedroom is located on the same story of the house as the primary living area.*

The residences in the *La Cima* community were designed and oriented so that the main living areas on the upper level could take advantage of views of Santa Monica Bay, city lights, the San Gabriel Mountains and downtown Los Angeles and Long Beach. Unless otherwise noted below, these upper-level living areas are the “viewing area” for each residence. Accordingly, the following view analyses were conducted from the viewing areas of the residences on the afternoon of June 16, 2008 (no analysis was conducted for any residence to which Staff could not gain interior access, although Staff has attempted to estimate view impacts from other sources, if available).



Via La Cima and Project Site (Looking North)

1 Via La Cima (Hejna): From the viewing area of this residence, the residents enjoy a view of city lights and a portion of Santa Monica Bay. The revised project silhouette is not visible from the viewing area. Therefore, Staff believes that the revised project does not result in any view impairment from the viewing area of this residence.

2 Via La Cima (Bradley): From the viewing area of this residence, the residents enjoy a view of city lights and a portion of Santa Monica Bay. The revised project silhouette is not visible from the viewing area. Therefore, Staff believes that the revised project does not result in any view impairment from the viewing area of this residence.

3 Via La Cima (W. & C. Smith): Staff was unable to access the interior of this residence. However, given the residence's orientation and previous oral and written comments by the property owner, Staff believes that the revised project silhouette is not visible from the viewing area. Therefore, Staff believes that the revised project does not result in any view impairment from the viewing area of this residence.

4 Via La Cima (Ito): Staff was unable to access the interior of this residence. However, given previous oral and written comments from the property owners, Staff believes that the revised silhouette may no longer be visible from the viewing area. From the viewing area of this residence, Staff believes that the residents primarily enjoy a view of city lights and Santa Monica Bay to the northwest. There may be a view toward downtown Long Beach to the northeast, but Staff believes that this component of the view may not be easily visible

from a standing position inside the residence without standing at or very near the windows, or going out onto the balcony. Staff believes that the view to the northwest from the living and dining rooms is probably the “best and most important” view for this residence. Therefore, Staff believes that the revised project does not result in significant view impairment from the viewing area of this residence.

5 Via La Cima (B. & B. Smith): From the viewing area of this residence, the residents enjoy a view of city lights and Santa Monica Bay. The project silhouette is partially visible from the viewing area, at the far right edge of the view from the living room windows. The revised silhouette would block a small portion of city-lights view to the northeast. The property owners also claim that views of downtown Long Beach would be blocked, but Staff believes that this component of the view is not easily visible from a standing position inside the residence without standing at or very near the windows, or going out onto the balcony. Staff believes that the “best and most important” view is of city lights and Santa Monica Bay to the northwest, which is not affected by the proposed project. Therefore, Staff believes that the revised project does not result in significant view impairment from the viewing area of this residence.

6 Via La Cima (Hagenburger): From the viewing area of this residence, the residents enjoy a view of city lights, Santa Monica Bay and the San Gabriel Mountains. The project silhouette is partially visible from the viewing area, at the right edge of the view from the living room windows. The revised silhouette would block a small portion of city-lights and San Gabriel Mountains view to the north. The property owners also claim that city-light views to the northeast would be blocked, but Staff believes that this component of the view is not easily visible from a standing position inside the residence without standing at or very near the windows, or going out onto the balcony. Most of the San Gabriel Mountains view and all of the view toward Santa Monica Bay from inside the residence would be unaffected by the proposed project. Staff believes that the “best and most important” view is of city lights, Santa Monica Bay and the San Gabriel Mountains to the north and northwest, which is not significantly affected by the proposed project. Therefore, Staff believes that the revised project does not result in significant view impairment from the viewing area of this residence.

7 Via La Cima (Resing): From the viewing area of this residence, the residents enjoy a view of city lights and the San Gabriel Mountains. The revised project silhouette is visible from the viewing area, spanning the width of the living room and dining room windows. The revised silhouette would block the near city-lights view, although the San Gabriel Mountains and a small area of distant city-lights view would not be impaired. Staff believes that the “best and most important view” is of the near city lights and the San Gabriel Mountains to the north and northeast. The near city-lights view from the viewing area would be almost

completely blocked by the revised project. Therefore, Staff believes that the revised project results in significant view impairment from the viewing area of this residence.

8 Via La Cima (Miller): Staff was unable to access the interior of this residence. The property owner has never commented upon or otherwise expressed concern about the view impacts of the proposed project. Given this residence's orientation, Staff believes that the revised project silhouette is visible from the viewing area, probably to the left of the view frame. However, Staff cannot be certain of the significance of any view impairment that may be attributable to the proposed project, although it may be somewhat similar to the impairment experienced next door at 7 Via La Cima.

9 Via La Cima (Baker): From the viewing area of this residence, the residents enjoy a view of city lights and the San Gabriel Mountains. The revised project silhouette is visible from the viewing area, toward the left side of the living room and dining room windows. The revised silhouette would block a small portion of city-lights and San Gabriel Mountains view to the north. Most of the San Gabriel Mountains view and city-lights view toward the northeast from inside the residence would be unaffected by the proposed project. Staff believes that the "best and most important" view is of city lights and the San Gabriel Mountains to the northeast, which is not significantly affected by the proposed project. Therefore, Staff believes that the revised project does not result in significant view impairment from the viewing area of this residence.

10 Via La Cima (Conner): From the viewing area of this residence, the residents enjoy a view of city lights, the San Gabriel Mountains and downtown Long Beach. The revised project silhouette is visible from the viewing area, toward the far left side of the living room and dining room windows. The revised silhouette would block a small portion of city-lights view to the northwest. Most of the San Gabriel Mountains, city-lights and downtown Long Beach view toward the north and northeast from inside the residence would be unaffected by the proposed project. Staff believes that the "best and most important" view is of city lights, the San Gabriel Mountains and Long Beach to the northeast, which is not significantly affected by the proposed project. Therefore, Staff believes that the revised project does not result in significant view impairment from the viewing area of this residence.

Early in the review of this application, Staff identified potential view impacts as the most likely adverse impacts on adjacent properties, particularly for certain units in the *La Cima* community. For this reason, the applicant was asked to construct a certified silhouette of the proposed project. As mentioned above, the silhouette was revised and re-certified to reflect the revised project proposal. The RM-22 zoning district establishes a 36-foot height limit, which is measured from the lower of either preconstruction or finished grade at any point within the building footprint. The revised project has lowered the front portion of the

building from thirty-six feet (36'-0") to twenty-six feet (26'-0") by removing the former third story in this area. In combination with a further 2½-foot lowering of the site grade, a 12½-foot lowering of the overall maximum height of the structure has been achieved. Notwithstanding this, Staff believes that the revised project still results in significant view impairment for at least one residence on Via La Cima. The table below summarizes Staff's assessment of the view impacts of the revised project upon the ten (10) residences in the *La Cima* community.

<b>Address</b>	<b>Owner(s)</b>	<b>View Impairment</b>
1 Via La Cima	Hejna	None
2 Via La Cima	Bradley	None
3 Via La Cima	W. & C. Smith	None
4 Via La Cima	Ito	Probably Less than Significant
5 Via La Cima	B. & B. Smith	Less than Significant
6 Via La Cima	Hagenburger	Less than Significant
7 Via La Cima	Resing	Significant
8 Via La Cima	Miller	Unknown
9 Via La Cima	Baker	Less than Significant
10 Via La Cima	Conner	Less than Significant

In considering a request for a conditional use permit, Section 17.60.050 of the Rancho Palos Verdes Development Code (RPVDC) requires the Planning Commission to find that

*[in] approving the subject use at the specific location, there will be no significant adverse effect on adjacent property or the permitted use thereof.*

*La Cima* residents have enjoyed views over the subject property for many years and have come to consider these views as a crucial component of the value of their homes. For several homeowners, these views would be adversely affected by the loss of Los Angeles basin, mountain and nighttime city-light views. On the other hand, the subject property has been zoned and designated for multi-family residential use in the City's zoning and land use regulations since before the *La Cima* community was approved by the City in 1979. In addition, the height limit in the RM-22 zoning district is thirty-six feet (36'-0"), so there is no baseline height elevation above which view impacts are assessed, as is the case with the 16-foot "by right" height limit considered in height variations for single-family residences. As it turns out, however, the uprights of the revised silhouette have been marked at an elevation of sixteen feet (16'-0") above existing grade. As viewed from the viewing area at 7 Via La Cima, the portions of the revised project at or below the 16-foot-above-existing-grade level would still block a substantial portion of near city-lights view, and to relieve even this level of impairment Staff estimates that the overall height of the project would need a

further 5- to 6-foot reduction<sup>5</sup> and/or it would need to be pushed back further from the front property line. The applicant, his architect and his civil engineer indicate that such further modifications to reduce the overall height of the project more than a foot or so will make the project physically and/or fiscally infeasible, due to drainage issues in the subterranean garage, problems with the installation of mechanical systems in the common floor/ceiling assemblies of the units, and a further reduction in the sizes and/or numbers of units.

As the City Attorney discussed at the May 13, 2008, meeting, the Planning Commission has discretion to determine the acceptable view impairment threshold for the project so as to make the "significant adverse effect" finding for the conditional use permit component of the application. However, the City Attorney also advised the Planning Commission that the applicant has the right to develop a multi-family project under the RM-22 zoning, and that project modifications that make such development infeasible could be considered to be a taking. Based upon the foregoing discussion, Staff believes that the project might be further revised to slightly lower its height, but doing so would not appreciably reduce the view impairment from 7 Via La Cima. Thus, since the project has been reduced in overall height by twelve feet six inches (12'-6") by removing the third floor at the front the project, the result of this design modification has been to reduce the view impact upon all but one (1) of the Via La Cima residences to less-than-significant levels, whereas Staff believes that the previous proposal probably had significant view impacts upon at least three (3) of these residences. Therefore, Staff believes that, notwithstanding the view impacts upon 7 Via La Cima, all of the required findings for the approval of the requested conditional use permit can be made for the revised project.

#### Analysis of Cumulative Traffic Impacts

The City of Rolling Hills Estates, in comments on the proposed MND for the project, asked for cumulative traffic impacts analysis focusing on three (3) intersections along Hawthorne Boulevard: Highridge Road, Indian Peak Road and Silver Spur Road. Additional analysis of this issue was supported by Commissioner Tetreault and other members of the Planning Commission. The applicant's traffic consultant prepared this analysis and submitted it to Staff on May 7, 2008 (see attachments), which was not in time for the City's Traffic Engineer to review it before the May 13, 2008, meeting. Staff forwarded the traffic study to the City's Traffic Engineer on May 13, 2008, and received the attached comments on June 11, 2008.

The City Traffic Engineer's comments are mainly regarding typographical errors and minor mathematical miscalculations. In addition, some of her comments regarding the surface parking and driveways at the front of the site are rendered moot by the redesigned project.

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<sup>5</sup> This is based upon Staff's assumption that the 16-foot-above-existing-grade marking on the silhouette uprights would correspond to roughly 20- to 21-feet above proposed finished grade at the front of the building.

However, based upon the City Traffic Engineer's comments, the applicant's consultant concluded that the project would contribute in a small part to increased peak-hour congestion at the intersection of Hawthorne Boulevard and Highridge Road. The applicant's consultant has identified a mitigation measure to reduce this impact to less-than-significant levels, and the applicant would be responsible for paying for the project's fare share of this mitigation. The proposed mitigation would re-stripe the northbound lanes of Highridge Road at Hawthorne Boulevard to create two (2) dedicated right-turn lanes. As of the date that this report was completed, the City Traffic Engineer had not reviewed the applicant's consultant's responses to her previous comment on the draft study. It should also be noted that the applicant still proposes a left-turn pocket and a break in the median of Highridge Road for access to the project. However, Staff believes that this will require further analysis by the City's Traffic Engineer since the left-turn pocket would now be much closer to the existing left-turn pocket at Highridge Road and Peacock Ridge Road. Staff recommends making such review and approval a condition to be satisfied prior to recordation of a final tract map.

### **ADDITIONAL INFORMATION**

#### **CEQA Compliance**

Staff prepared a Mitigated Negative Declaration (MND) for the project as originally proposed. With the applicant's modifications, the MND needs to be modified to reflect the revised project description. Furthermore, the revised traffic study identified a new environmental impact and mitigation measure that were not identified or addressed in the original MND. Therefore, Staff intends to revise the MND and re-circulate it prior to its certification before the Planning Commission. It should also be noted that the City Council will need to take final action on the MND and project applications since the Planning Commission's action is only advisory.

#### **Additional Public Correspondence**

Attached to tonight's report are copies of additional public correspondence received since the May 13, 2008, Planning Commission meeting. The additional correspondence raised issues related to a possible request for continuance by *La Cima* community residents and clarification of the City's guidelines for assessing view impacts. Staff's response to each of these issues is included with the attached correspondence.

#### **Density Bonus Request**

On June 18, 2008, the applicant submitted a request for a density bonus pursuant to State law and RPVDC Section 17.11.060. The density bonus provisions of State law and the City's Development Code are intended to serve as incentives for developers to provide more affordable units than the minimum number required, in exchange for an allowance to build more units than otherwise would be allowed by the underlying zoning designation and/or some other concession such as a waiver of a development standard. Due to the lateness of this submission, Staff did not have adequate time to fully assess the implications of this request for inclusion in tonight's report. However, provided below is a brief summary of the developer's request.

In exchange for providing two (2) affordable units that are required by the City's Municipal Code, the developer is now asking to construct a total of twenty-eight (28) units, one (1) more than the twenty-seven (27) units previously proposed, which is the maximum number of units allowed under the RM-22 zoning designation. Although the developer is also asking for concessions for increased lot coverage for the project, it does not appear that the revised project requires the granting of such concessions. Under this proposal, the building's height and overall size would not change in order to accommodate the additional unit and the minimum parking requirement would still be met, but the amount of private open space for each unit and common open space for the project would be reduced.

Copies of the density bonus request, the revised floor plans and the relevant Development Code section are attached. Staff will be prepared to discuss this issue in greater detail on the night of the meeting.

## **CONCLUSION**

Based upon the foregoing discussion in this and the previous Staff reports of April 8 and May 13, 2008, Staff believes that all of the necessary findings for the approval of the revised project can be made. Staff believes that, although the revised project will have view impacts upon some residences in the *La Cima* community, it is not feasible to reduce all of these impacts to less-than-significant levels without making the development of the subject property for multi-family residential purposes infeasible. Therefore, Staff recommends that the Planning Commission continue the public hearing to July 22, 2008, for the adoption of appropriate P.C. resolutions for the MND and project. In the meantime, Staff will revise and re-circulate the MND and prepare P.C. resolutions forwarding a recommendation of conditional approval to the City Council for the Planning Commission's consideration. The applicant will also proceed with finalizing the revised architectural plans, grading plan, vesting tentative tract map and traffic study. The project is tentatively agendaized for the City Council's review on August 5, 2008, although this may change.

**ALTERNATIVES**

In addition to Staff's recommendation, the following alternatives are available for the Planning Commission's consideration:

1. Identify any remaining issues of concern with the project, provide the applicant with direction in modifying the project (if necessary), and continue the public hearing to a date certain.

**Attachments:**

Memorandum from the City's Traffic Engineer  
Draft Traffic Impact Analysis  
Additional public correspondence  
Previous PC Staff reports

- May 13, 2008
- April 8, 2008

Density Bonus request and floor plans (submitted 6/18/08)  
RPVDC Section 17.11.060  
Revised project plans



## MEMORANDUM

# RANCHO PALOS VERDES

**TO: KIT FOX, ASSOCIATE PLANNER**  
**FROM: JOANNE ITAGAKI, CONSULTANT TRAFFIC ENGINEER**  
**DATE: June 11, 2008**  
**SUBJECT: DRAFT TRAFFIC IMPACT ANALYSIS FOR 28220 HIGHRIDGE ROAD RESIDENTIAL DEVELOPMENT – May 6, 2008**

As requested, I have reviewed the traffic impact analysis for the subject project located at 28220 Highridge Road. These comments are based on my review of the traffic study conducted by DKS Associates dated May 6, 2008. My comments are as follows:

1. Page 3, "Site Location and Study Area", 2<sup>nd</sup> sentence – This sentence indicates the project is located "between **Peacock Road** and Via Granada." This should be **Peacock Ridge Road** as shown on Figure 1.
2. Page 5, Table A – This table describes the V/C ratios for signalized intersections. The V/C ratios are confusing with the ranges overlapping. Does the V/C ratio range include 0.70 – 0.80 and 0.80 – 0.90, etc.? Should this be 0.71 – 0.80 and 0.81 – 0.90, etc.?
3. Page 11, Table E – The trip generation rates shown do not correspond to the rates published in the Los Angeles County Traffic Impact Report Guidelines. However, the trips calculated for the proposed project are correct. These trip generation rates must be corrected.
4. Page 14, Last paragraph, 2<sup>nd</sup> sentence – **Secondary** is incorrectly capitalized. This must be corrected.
5. Page 15, Levels of Service – The analysis provided in Appendix B provides for traffic volume adjustments ("User adj.", "PHF adj.", etc.). There should be no adjustment factors in the ICU analysis. The ICU analyses must be recalculated without adjustment factors.
6. Page 26, Table K – With the revisions of Table A (see comment #2), the 2010 Plus Project LOS of Highridge Road/Hawthorne Boulevard in the PM peak should be LOS D. Revised the LOS of this intersection appropriately.
7. Page 27, 1<sup>st</sup> paragraph – This paragraph needs to be revised to reflect the change in Table K.

**Draft Traffic Impact Analysis for  
28220 Highridge Road - Highridge Road  
Residential Development - May 6, 2008**

June 11, 2008

Page 2

8. Page 29 – The discussion of the Project Access and Circulation needs to be expanded. The expanded discussion needs to address the following:
  - a. What are the impacts of the 7 on-street parking spaces to traffic on the frontage road? What measures should be taken to maximize visibility? Is there a better location for these 7 parking spaces?
  - b. Does the proposed location of the full-access driveway provide adequate visibility within this horizontal curve? What measures should be taken to maximize visibility? Provide a sight line analysis at the driveway.
  - c. For the southbound left turn access on Highridge Road, what length should the left turn pocket be? What measures should be taken to maximize visibility of northbound traffic? Will any existing vegetation on the center median need to be removed?
  
9. Page 30 – This page should be revised as necessary based on previous comments.

Should you have any questions, please contact me at (562) 908-6226.

Copy: Siamak Motahari, Senior Engineer

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DRAFT Traffic Impact Analysis  
28220 HIGHRIDGE ROAD  
RESIDENTIAL DEVELOPMENT  
CITY OF RANCHO PALOS VERDES

*Prepared by*

***DKS Associates***  
TRANSPORTATION SOLUTIONS

Project No. 07219-000-000  
May 6, 2008

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## APPENDICES

- Appendix A – Raw Traffic Count Data Sheets
- Appendix B – Intersection Level of Service Worksheets
- Appendix C – Cumulative Trip Generation & Cumulative Trip Assignment from LLG and DKS  
Traffic Studies

## 1.0 INTRODUCTION

The following presents the Traffic Impact Analysis (TIA) prepared by DKS Associates (DKS) for the proposed 27 unit residential condominium development at 28220 Highridge Road (proposed project), in the City of Rancho Palos Verdes (City). The proposed project would develop 27 condominiums on a 1.24 acre site located approximately one-half mile south of the intersection of Highridge Road/Hawthorne Boulevard in Rancho Palos Verdes. This TIA has been prepared consistent with the policies of the City of Rancho Palos Verdes' General Plan Circulation Element, Los Angeles County's *Traffic Impact Analysis Report Guidelines*, and methodologies from the Institute of Transportation Engineers (ITE).

### ***Purpose and Objectives of the TIA***

The purpose of this TIA is to evaluate the traffic and circulation, and parking impacts of the proposed project. The study objectives of this TIA include:

- Documentation of existing traffic conditions and future traffic conditions corresponding to the "opening year" (existing plus ambient growth plus cumulative projects) of the proposed project when it would be completely built-out and fully occupied.
- Determination of additional circulation system features and system management actions needed to achieve City level of service requirements with implementation of the proposed project (if required).
- Determination of the adequacy of proposed on-site parking facilities based on the peak demands of the project's proposed land uses.

Per review of Appendix B of the 2004 Los Angeles County Congestion Management Program's (CMP) *Guidelines for CMP Transportation Impact Analysis*, a regional CMP-level traffic analysis is not required for the proposed project since it would not add 50 or more weekday peak hour trips to a CMP facility.

### ***Site Location and Study Area***

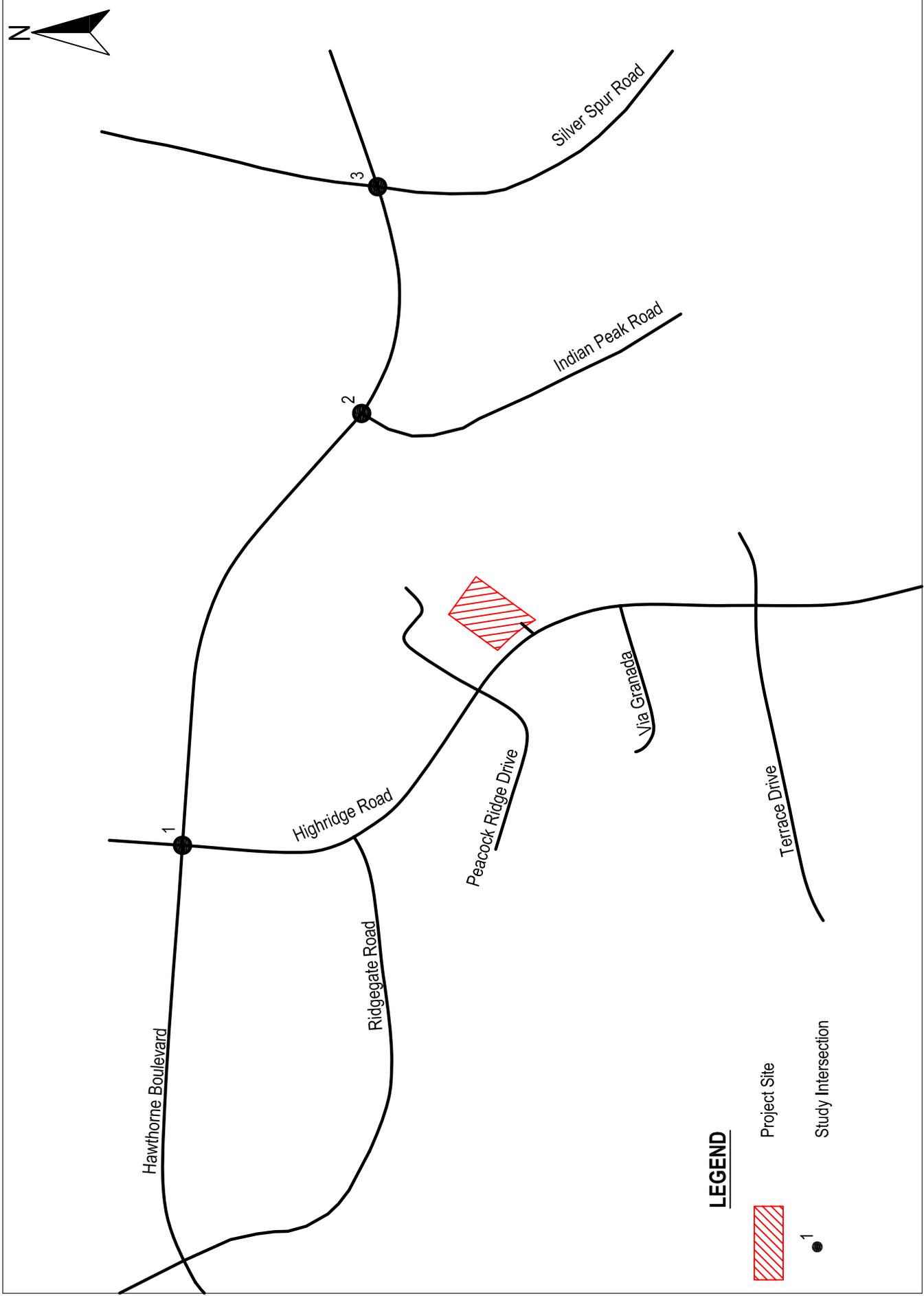
The project site is located within the City of Rancho Palos Verdes and currently consists of vacant land. Specifically, the project site is located at 28220 Highridge Road, between Peacock Road and Via Granada.

The project site is generally located in the center of the City. Regional access is provided by the Harbor Freeway (I-110) and the San Diego Freeway (I-405). Local access to the site is provided by Highridge Road and Hawthorne Boulevard.

Per discussion with the City, the study area intersections are as follows:

1. Highridge Road/Hawthorne Boulevard (within jurisdiction of Rancho Palos Verdes)
2. Indian Peak Road/Hawthorne Boulevard (within jurisdiction of Rolling Hills Estates)
3. Silver Spur Road/Hawthorne Boulevard (within jurisdiction of Rolling Hills Estates)

Figure 1 illustrates the project site location and study area intersections.



## Methodology

Per consultation with the City Traffic Engineer, DKS was directed to use the County of Los Angeles (County), *Traffic Impact Analysis Report Guidelines* (1997). Analyses of signalized intersections were based on peak hour Intersection Capacity Utilization (ICU) methodology. The assessment of intersection conditions addresses levels of service (LOS), in terms of volume-to-capacity (V/C) ratios values for signalized intersections. For unsignalized intersections, the methodologies contained in the *Highway Capacity Manual* (HCM) would be used to determine control delay. The TRAFFIX level of service software package was used to determine intersection LOS in the study area.

The degree of congestion at an intersection is described by the level of service, which ranges from LOS A to LOS F, with LOS A representing free-flow conditions with little delay and LOS F representing over-saturated traffic flow throughout the peak hour. A complete description of the meaning of level of service can be found in the Highway Research Board Special Report 209, *Highway Capacity Manual* (HCM 2000). Brief descriptions of the six levels of service for signalized and unsignalized intersections are shown in Tables A and B, respectively.

Table A – Level of Service Definitions for Signalized Intersections Based on ICU

Level of Service	V/C Ratio or ICU
A	≤ 0.60
B	> 0.60 – 0.70
C	> 0.70 – 0.80
D	> 0.80 – 0.90
E	> 0.90 – 1.00
F	> 1.00

Table B – Level of Service Definitions for Unsignalized Intersections Based on Delay

Level of Service	Delay per Vehicle (in seconds)
A	≤ 10
B	> 10 – 15
C	> 15 – 25
D	> 25 – 35
E	> 35 – 50
F	> 50

SOURCE: Highway Capacity Manual, Transportation Research Board, Special Report No. 209, Washington, D.C., 2000.

Table C provides a description of each specific level of service grade (LOS A through LOS F).

Table C – Level of Service Descriptions

LOS	Description
A	No approach phase is fully utilized by traffic, and no vehicle waits longer than one red indication. Typically, the approach appears quite open, turns are made easily, and nearly all drivers find freedom of operation.
B	This service level represents stable operation, where an occasional approach phase is fully utilized and a substantial number are nearing full use. Many drivers begin to feel restricted within platoons of vehicles.
C	This level still represents stable operating conditions. Occasionally drivers may have to wait through more than one red signal indication, and backups may develop behind turning vehicles. Most drivers feel somewhat restricted, but not objectionably so.
D	This level encompasses a zone of increasing restriction approaching instability at the intersection. Delays to approaching vehicles may be substantial during short peaks within the peak period; however, enough cycles with lower demand occur to permit periodic clearance of developing queues, thus preventing excessive backups.
E	Capacity occurs at the upper end of this service level. It represents the most vehicles that any particular intersection approach can accommodate. Full utilization of every signal cycle is seldom attained no matter how great the demand.
F	This level describes forced flow operations at low speeds, where volumes exceed capacity. These conditions usually result from queues of vehicles backing up from a restriction downstream. Speeds are reduced substantially, and stoppages may occur for short or long periods of time due to the congestion. In the extreme case, both speed and volume can drop to zero.

SOURCE: Highway Capacity Manual, Transportation Research Board, Special Report No. 209, Washington, D.C., 2000.

## Significance Criteria

### City of Rancho Palos Verdes

Based on review of the City’s General Plan, there is no specific minimum level of service criteria established. To determine project-specific impacts, the relevant significance criteria for intersections in the City of Rancho Palos Verdes are defined in the County’s *Traffic Impact Analysis Report Guidelines*. The significance criteria used for intersections in this TIA is shown in Table D.

According to the guidelines, if the proposed project is forecast to cause an intersection to be significantly impacted, mitigation measures must be identified to bring the intersection LOS back to a level of insignificance. This criteria would apply to the intersection of Highridge Road/Hawthorne Boulevard.

For intersections significantly impacted by the project in the weekday a.m. and/or p.m. peak hours, mitigation measures will be provided to bring the intersection LOS back to baseline (i.e., “before project”) LOS levels.

Table D – Significant Impact Thresholds for Intersections

Baseline (pre-project) Condition		Project V/C Increase
LOS	V/C	
C	0.71 to 0.80	0.04 or more
D	0.81 to 0.90	0.02 or more
E/F	0.91 or more	0.01 or more

SOURCE: County of Los Angeles, Traffic Impact Analysis Report Guidelines, 1997.

### City of Rolling Hills Estates

Based on review of the City's General Plan, the minimum intersection level of service value is LOS C. To determine project-specific impacts, the relevant significance criteria for intersections within the City of Rolling Hills Estates are defined in the City's *Traffic Impact Analysis Methodology Guidelines*. The significance criteria used for this TIA is described below:

*"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."*

For intersections significantly impacted by the project in the weekday a.m. and/or p.m. peak hours, mitigation measures will be provided to bring the intersection LOS back to baseline (i.e., "before project") LOS levels.

### **Traffic Analysis Scenarios**

This TIA analyzed the following traffic scenarios:

#### **Existing Condition**

Existing traffic volumes in the study area were taken in October 2007 for the intersection of Silver Spur Road/Hawthorne Boulevard, and May 2008 for the intersections of Highridge Road/Hawthorne Boulevard and Indian Peak Road/Hawthorne Boulevard. The existing traffic scenario constitutes the environmental setting in accordance with the California Environmental Quality Act (CEQA) analysis at the time that the hearing body reviews the proposed project.

#### **2010 Opening Year Baseline Condition**

The proposed project is anticipated to be completely built-out and fully occupied by year 2010. Opening year traffic in this scenario was forecast for 2010 by applying an ambient growth rate of 1.0 percent per year (a total of 3.0 percent from 2007 to 2010 for traffic volumes taken in 2007 and a total of 2.0 percent for the traffic volumes taken in 2008) to the existing traffic volumes. In addition to the ambient growth rate, traffic from approved and pending projects (i.e. cumulative projects) in the project's vicinity has been added. Under the City's approval, specific data related to some of the cumulative projects' locations, proposed land uses, and sizes were obtained from the *Focused Traffic Analysis and Parking Study for Mediterranean Village*, prepared by Linscott,

Law, and Green Span Engineers (LLG) in May 2007, and the *828 Silver Spur Road Traffic Impact Analysis*, prepared by DKS in April 2008.

### **2010 Opening Year plus Project Condition**

The Opening Year plus Project Condition traffic was developed by adding the proposed project traffic to the Opening Year Baseline Condition. This scenario was the basis for determining project-specific impacts and mitigation measures.

## **2.0 PROJECT DESCRIPTION**

The following section provides information on the permanent operation of the proposed project relative to the local and regional circulation network.

### ***Project Size and Description***

Figure 2 illustrates the site plan of the proposed project. The proposed project would develop 27 residential condominiums on a 1.24 acre site located approximately one-half a mile south of the intersection of Highridge Road/Hawthorne Boulevard.

A total of 67 parking spaces would be provided on-site. Of those spaces, 52 would be reserved for residents in a subterranean parking garage. The remaining 15 spaces (seven spaces on-street and eight spaces in the subterranean parking garage) spaces would be reserved for guests.

Vehicular access into the site would occur off Highridge Road via a new median break for southbound access on Highridge Road. From the driveway off Highridge Road, the existing frontage road would be improved and utilized as additional pedestrian access and provide seven perpendicular parking spaces. Access to the subterranean parking garage would be provided from a ramp located directly across the driveway on Highridge Road.

### ***Project Traffic***

#### **Trip Generation**

Per the County's TIA criteria, trip generation estimates for the proposed project were developed using trip rates provided in Los Angeles County's *Traffic Impact Guidelines* (January 1997) for residential uses. A summary of the trip generation rates and resulting vehicle trips for the proposed project is presented in Table E.

As shown in the table, the proposed project would generate approximately 216 daily trips, 15 trips in the a.m. peak hour (2 inbound and 13 outbound), and 20 trips in the p.m. peak hour (13 inbound and 7 outbound).

#### **Trip Distribution and Assignment**

Trip distribution percentages for the medical and general office uses of the proposed project were based on review of current commute corridors and travel routes in the study area and review of Regional Statistical Area (RSA) data for the Palos Verdes Peninsula as published in the CMP.



SITE / PODIUM BUILDING PLAN

SITE / PARKING PLAN

Source: Wilbur Smith Architects, LLP, April 2008.

Table E – Project Trip Generation Estimates

Land Use	Size <sup>2</sup>		Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
<i>LA County Trip Rates</i> <sup>1</sup>									
Condominiums/Townhomes	per	DU	8.0	1.36	0.19	1.55	0.25	1.24	1.49
<i>Trip Generation</i>									
Condominiums	27	DUs	216	2	13	15	13	7	20

Note:

<sup>1</sup> Trip rates based on Los Angeles County Traffic Impact Report Guidelines, January 1, 1997.

<sup>2</sup> DU = dwelling unit

Figure 3 illustrates the trip distribution percentages for the proposed project. The trip distribution percentages at each intersection were applied to the proposed project's trip generation to calculate the turn movement volumes that the project would generate at each study area intersection (i.e. trip assignment). The resulting a.m. and p.m. peak hour trip assignments are shown in Figure 4.

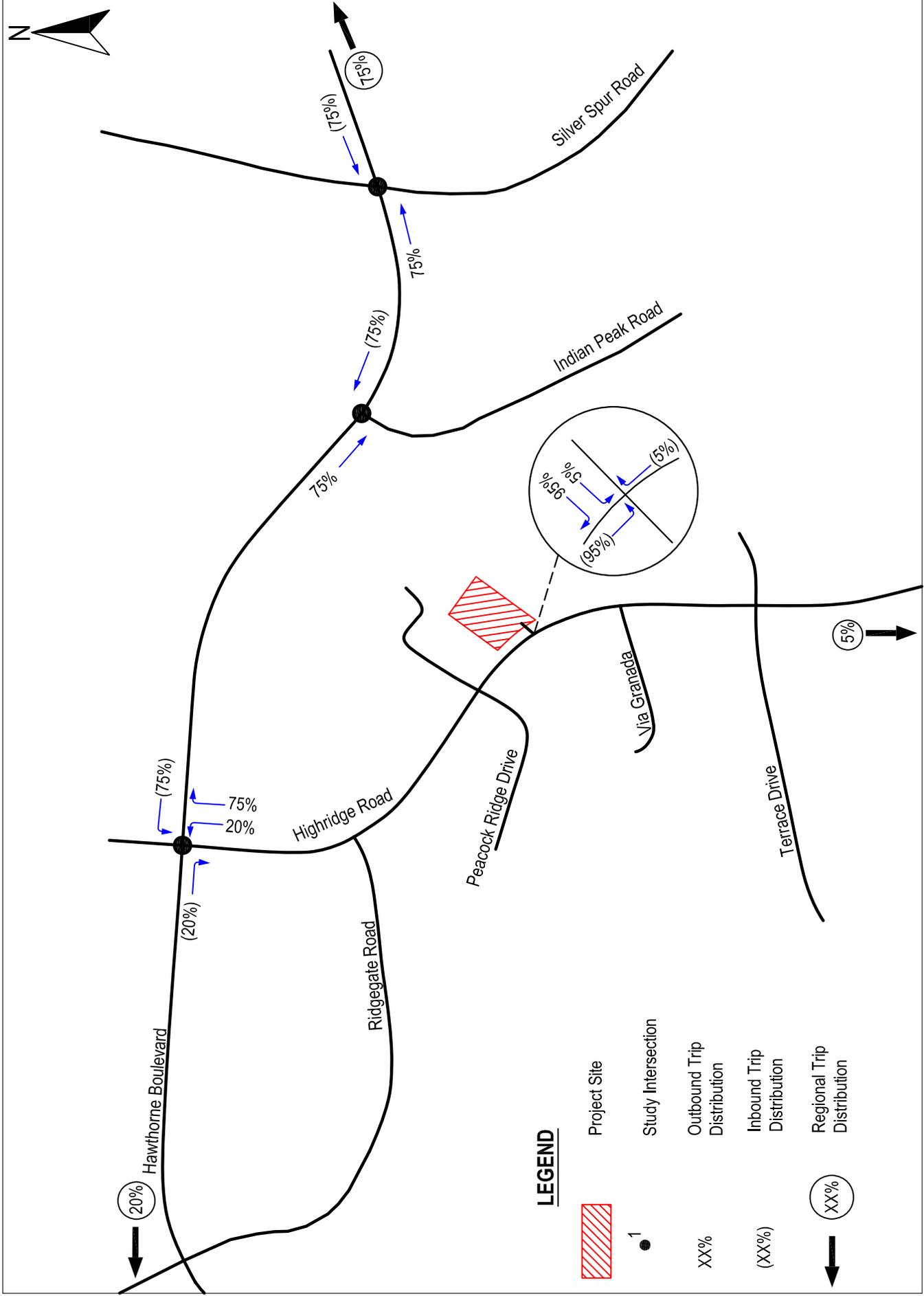


Figure 3  
Project Trip Distribution

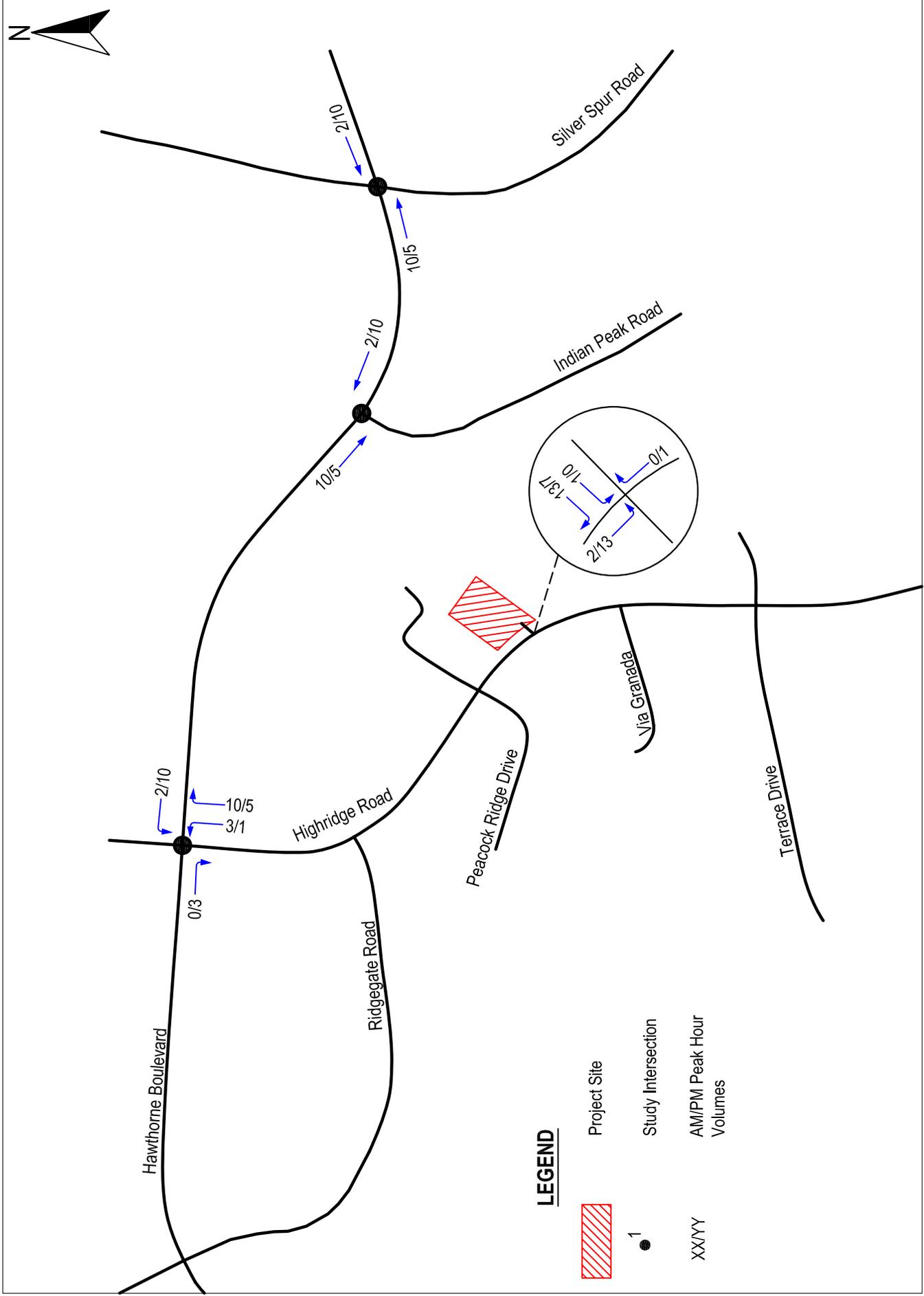


Figure 4  
Project Trip Assignment

### **3.0 AREA CONDITIONS**

The following section describes the existing traffic conditions in the project study area. Existing a.m. and p.m. peak hour traffic counts were collected in the study area in October 2007 for the Silver Spur Road/Hawthorne Boulevard intersection and in May 2008 for the Highridge Road/Hawthorne Boulevard and Indian Peak Road/Hawthorne Boulevard intersections.

#### ***Existing Traffic Conditions***

##### **Roadways**

Regional access to the project vicinity is provided by the Harbor Freeway, or Interstate 110 (I-110) east of the project site, and State Route 1, or Pacific Coast Highway (PCH) north of the project site. Local access is provided via Hawthorne Boulevard, north of the project site, and Highridge Road immediately adjacent to the project site. The following describes the existing roads in the study area.

##### **Harbor Freeway – Interstate 110**

Within the vicinity of the project site, I-110 runs north-south and is an eight-lane freeway (four-lanes in each direction). I-110 is located approximately 10 miles east of the project site, and connects to the major freeways and highways in the Los Angeles area such as Interstate Freeways 405 (I-405), 10 (I-10) and 5 (I-5) and State Route 1 (Pacific Coast Highway or PCH). I-110 provides regional access to the downtown Los Angeles, as well as Ventura County to the north, the City of Long Beach, as well as Orange County and San Diego County to the south and Riverside County to the west.

##### **Pacific Coast Highway**

Pacific Coast Highway (PCH), or the State Route 1, generally runs in an east-west direction in the project vicinity and is a six-lane roadway (three-lanes in each direction). PCH is located approximately three miles north of the project site, and provides regional access through Los Angeles County, south to Orange County. Currently, PCH carries 58,000 ADT east of Crenshaw Boulevard and 45,000 ADT west of Crenshaw Boulevard. The posted speed limit on the PCH varies from 35 miles per hour (MPH) to 45 MPH.

##### **Hawthorne Boulevard**

Hawthorne Boulevard provides direct access to the project site via Highridge Road. Hawthorne Boulevard is designated as a major arterial street and runs east-west in the project's vicinity. Hawthorne Boulevard is a four-lane divided roadway with raised medians. The posted speed limit is 45 MPH.

##### **Indian Peak Road**

Indian Peak Road is located east of the project site. Indian Peak Road is a two-lane divided roadway with raised median and is a Secondary arterial street. The posted speed limit on Indian Peak Road is 40 MPH.

Highridge Road

Highridge Road is a two-lane divided roadway with a landscaped median. Highridge Road serves as a collector road for adjacent residential subdivisions, and would provide direct access to the project site. The posted speed limit on Highridge Road is 35 MPH.

**Traffic Controls and Intersection Geometrics**

As shown in Figure 5, all of the study area intersections are currently controlled by traffic signals.

**Traffic Volumes**

Figure 6 illustrates the existing a.m. and p.m. peak hour traffic volumes at the study intersections.

**Levels of Service**

Based on the analysis methodology described in Section 1.0, the existing a.m. and p.m. peak hour traffic volumes were input into the TRAFFIX LOS software to determine the existing intersection ICU values. Table F presents the results of the existing intersection LOS analysis, while the LOS calculation sheets are provided in Appendix B.

Table F – Existing Condition Intersection Level of Service Summary

Intersection	Control	AM Peak Hour		PM Peak Hour	
		ICU	LOS	ICU	LOS
1. Highridge Road/Hawthorne Boulevard	signal	1.18	F	0.87	D
2. Indian Peak Road/Hawthorne Boulevard	signal	0.66	B	0.71	C
3. Silver Spur Road/Hawthorne Boulevard	signal	0.66	B	0.97	E

Note: LOS based on Intersection Capacity Utilization (ICU) methodology. Bold values denote unsatisfactory LOS.

Based on the City of Rolling Hills Estates' level of service thresholds, the intersection of Silver Spur Road/Hawthorne Boulevard is currently operating with unsatisfactory levels of service in the p.m. peak hour at LOS E.

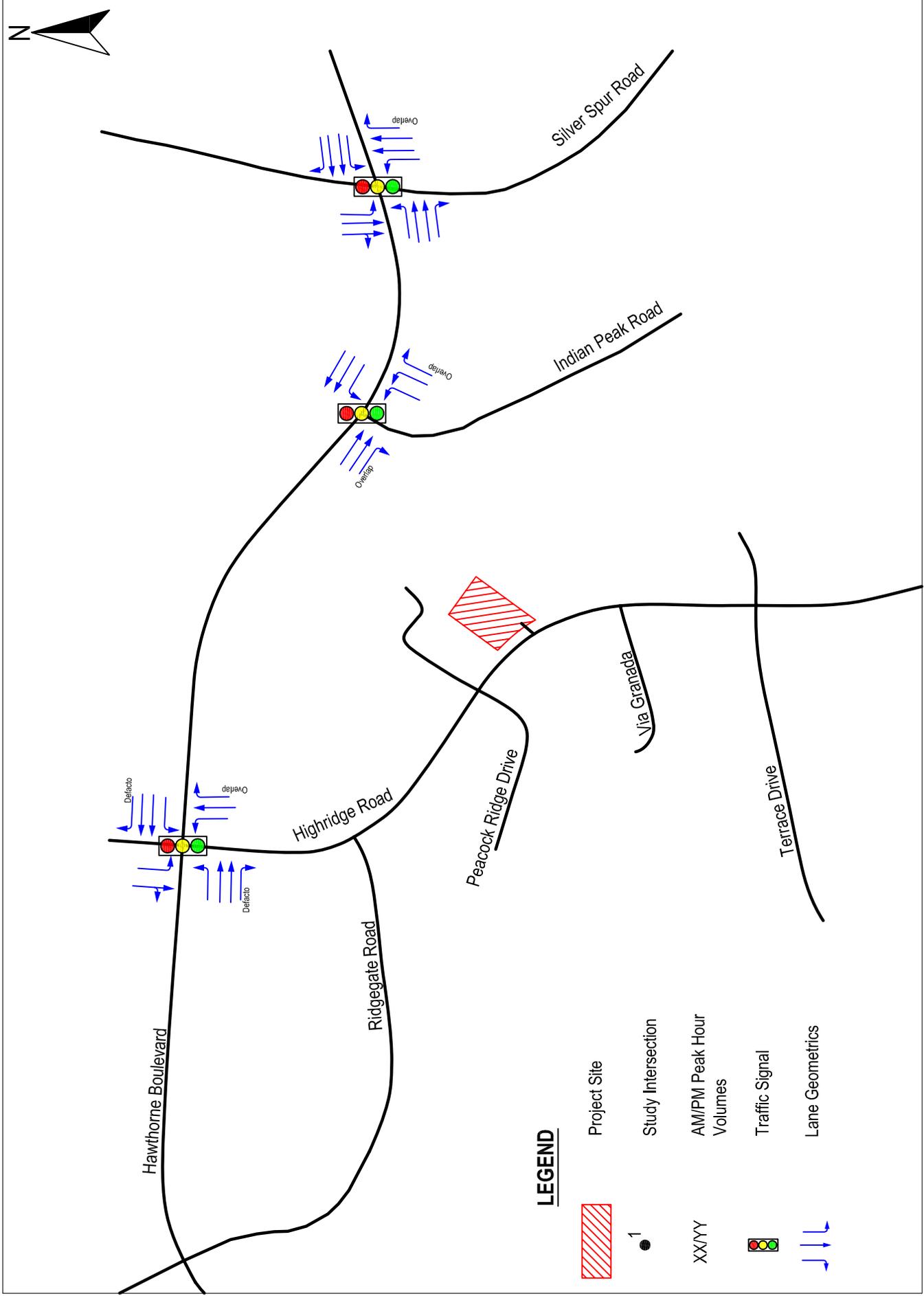


Figure 5  
Existing Geometrics and Traffic Controls

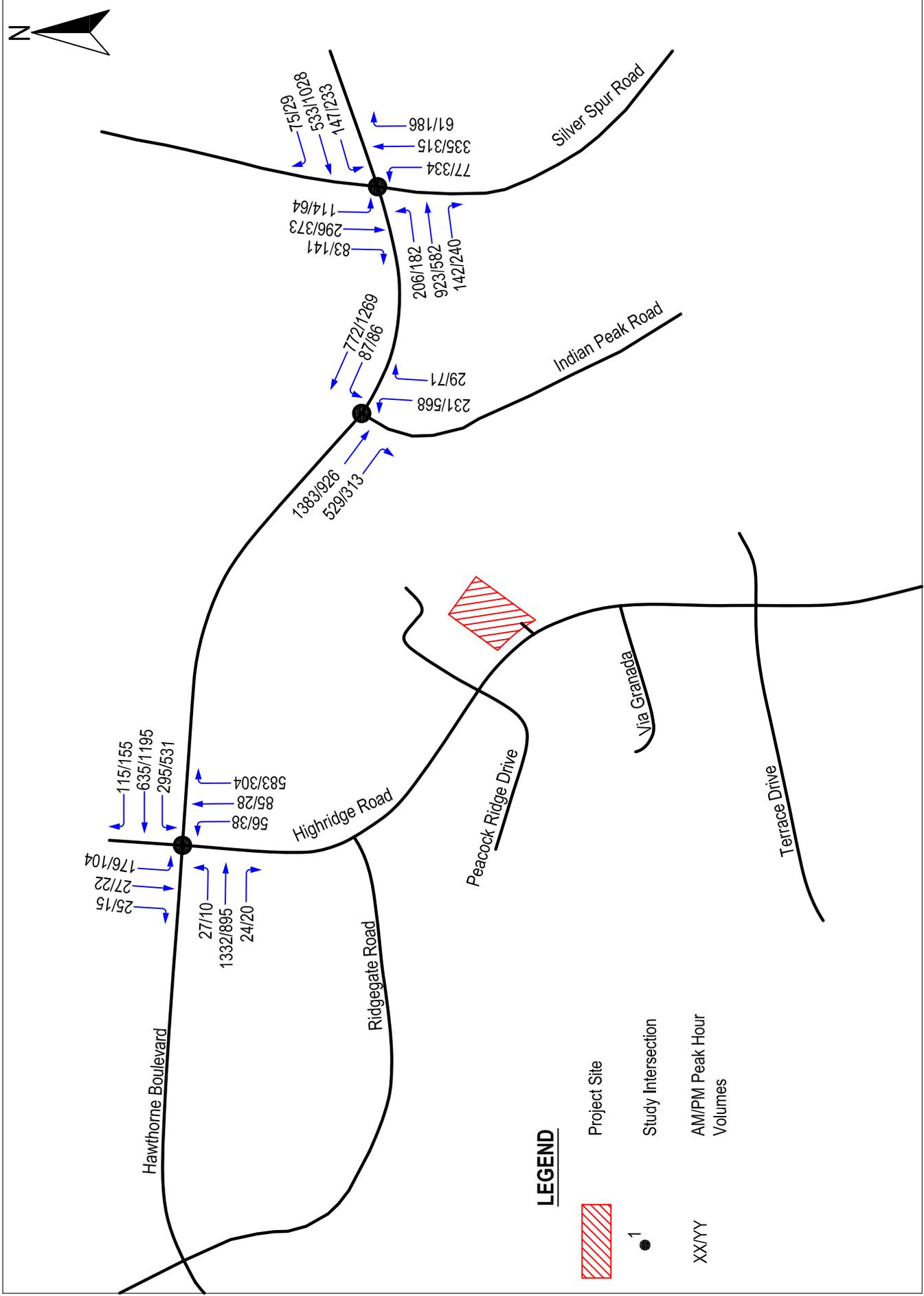


Figure 6  
Existing Traffic Volumes

## **Transit Service**

Transit services in the project vicinity are provided by the Palos Verdes Peninsula Transportation Authority. There are seven routes that serve Palos Verdes Estates, Rancho Palos Verdes, and Rolling Hills Estates. These routes are: White, Silver, Gold, Blue, Green, Green Eastview, and Orange. All routes operate from 6:30 a.m. to 6:30 p.m. from Monday through Friday except holidays. These routes also connect with other regional transit services provided by the Metropolitan Transportation Authority (MTA), the Municipal Area Express (MAX), and the Los Angeles Department of Transportation (LADOT).

## **Pedestrian and Bicycle Facilities**

There are three basic categories of bike trails within the City, as defined by Caltrans. Class I bike paths involve designs which are completely separated from traffic lanes. Class II lanes are on-street paths that are located along the edge of a street with a striped lane denoting this bike path. Class III facilities also are located along a street edge, but are not striped. These paths are identified by street signs only.

As noted in the General Plan, Hawthorne Boulevard and Highridge Road are noted as being in the *Conceptual Bikeways Network* (Figure 20 in City's Infrastructure Element). Currently, there are no striped bike lanes (Class II) along either street; therefore these streets would have Class III bicycle facilities.

## 4.0 FUTURE TRAFFIC CONDITIONS

This section describes the future traffic conditions related to the following traffic scenarios:

- 2010 Opening Year
- 2010 Opening Year + Project

### **2010 Opening Year**

This scenario is comprised of existing traffic conditions plus traffic from all approved and/or pending developments in the study area. These approved and/or pending projects are located in the cities of Rancho Palos Verdes, Rolling Hills Estates and Los Angeles, and have not yet been constructed, but have been approved or are pending approval, through a discretionary action or building permit issuance. Under the City's approval, specific data related to some of the cumulative projects' locations, proposed land uses, and sizes were obtained from the *Focused Traffic Analysis and Parking Study for Mediterranean Village*, prepared by Linscott, Law, and Green Span Engineers (LLG) in May 2007, and the *828 Silver Spur Road Traffic Impact Analysis*, prepared by DKS in April 2008.

In addition to traffic from these cumulative projects, the application of an ambient growth rate of 1.0 percent per year (a total of 3.0 percent from 2007 to 2010) to the existing traffic volumes was also calculated. This ambient growth rate is based on regional growth rates for the South Bay area published in the *Los Angeles County Congestion Management Program* (CMP, 2004) in its *Appendix B, Exhibit B-1*.

### **Traffic Controls and Intersection Geometrics**

No additional improvements to the study area roadways and intersections are anticipated to occur in the 2010 Opening Year Scenario. Therefore, the existing intersection traffic controls and geometrics were utilized in the level of service analysis.

### **Traffic Volumes**

Traffic volumes for the 2010 Opening Year scenario were determined by adding the traffic generated by the approved/pending projects in the study area to the existing a.m. and p.m. peak hour traffic volumes in addition to the growth rate stated above. Trip generation estimates for the approved/pending projects were either obtained from the LLG and/or DKS traffic studies noted above, or have been estimated based from trip rates from ITE's *Trip Generation*, 7<sup>th</sup> Edition, and the County of Los Angeles *Traffic Impact Study Guidelines*, January 1997 (for residential uses).

Tables G, H, and I provide the trip generation estimates of the approved/pending projects for the cities of Rancho Palos Verdes, Rolling Hills Estates, and Los Angeles. Traffic data for the cumulative projects data received from the LLG and DKS traffic studies are provided in Appendix C.

Table G - City of Rancho Palos Verdes Cumulative Projects Trip Generation Estimates

Land Use	Size <sup>2</sup>	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
<b>Trip Generation</b>								
<i>Trump National Golf (Ocean Trails) - Palos Verdes Drive Southwest of Shoreline Park</i> <sup>1</sup>								
-Single Family Detached Housing	75 DU							
-Affordable Housing Units	4 DU							
-18 Hole Golf Course	18 Holes							
<b>Total Trip Generation for Trump National Golf - Palos Verdes Drive Southwest of Shoreline Park</b>		<b>1,399</b>	<b>47</b>	<b>52</b>	<b>99</b>	<b>73</b>	<b>56</b>	<b>129</b>
<i>Point View - Palos Verdes Drive South</i> <sup>1</sup>								
-Single Family Detached Housing	84 DU							
<b>Total Trip Generation for Point View - Palos Verdes Drive South</b>		<b>804</b>	<b>16</b>	<b>47</b>	<b>63</b>	<b>54</b>	<b>31</b>	<b>85</b>
<i>Long Point Resort Hotel - Palos Verdes Drive South</i> <sup>1</sup>								
<b>Total Trip Generation for Long Point Resort Hotel - Palos Verdes Drive South</b>		<b>6,263</b>	<b>195</b>	<b>118</b>	<b>313</b>	<b>247</b>	<b>252</b>	<b>499</b>
<i>Pointe Vicente Interpretative Center</i> <sup>1</sup>								
-General Office	2,000 TSF							
<b>Total Trip Generation for Pointe Vicente Interpretative Center - Palos Verdes Drive South</b>		<b>170</b>	<b>6</b>	<b>3</b>	<b>9</b>	<b>4</b>	<b>9</b>	<b>13</b>
<i>Marymount College Facilities Expansion - 30800 Palos Verdes Drive East</i> <sup>1</sup>								
-College Facilities Expansion	136,008 TSF							
<b>Total Trip Generation for Marymount College Facilities Expansion - 30800 Palos Verdes Drive East</b>		<b>416</b>	<b>35</b>	<b>3</b>	<b>38</b>	<b>32</b>	<b>14</b>	<b>46</b>
<i>TTM No. 52666 - 3200 Palos Verdes Drive West</i> <sup>1</sup>								
-Single Family Detached Housing	13,000 DU							
<b>Total Trip Generation for TTM No. 52666 - 3200 Palos Verdes Drive West</b>		<b>124</b>	<b>2</b>	<b>7</b>	<b>9</b>	<b>8</b>	<b>5</b>	<b>13</b>
<i>Ocean Front Estates - Palos Verdes Drive South and Hawthorne Blvd.</i> <sup>1</sup>								
-Single Family Detached Housing	79,000 DU							
<b>Total Trip Generation for Ocean Front Estates - Palos Verdes Drive South and Hawthorne Blvd.</b>		<b>756</b>	<b>15</b>	<b>44</b>	<b>59</b>	<b>51</b>	<b>29</b>	<b>80</b>
<i>Golden Cove Shopping Center - Palos Verdes Drive West and Hawthorn Blvd.</i> <sup>1</sup>								
-Addition to Shopping Center	12,600 TSF							
<b>Total Trip Generation for Golden Cove Shopping Center - Palos Verdes Drive West and Hawthorne Blvd.</b>		<b>487</b>	<b>8</b>	<b>5</b>	<b>13</b>	<b>15</b>	<b>17</b>	<b>32</b>
<i>7-11 Convenience Market/Gas Station - 31186 Hawthorne Blvd.</i> <sup>1</sup>								
-Convenience Market and Gas Station	2,754 TSF							
<b>Total Trip Generation for 7-11 Convenience Market/Gas Station - 31186 Hawthorn Blvd.</b>		<b>118</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>5</b>	<b>5</b>	<b>10</b>
<i>Hawthorne/Crest Office Building - 29941 Hawthorne Blvd.</i> <sup>1</sup>								
-General Office Uses	7,232 TSF							
<b>Total Trip Generation for Hawthorne/Crest Office Building - 29941 Hawthorne Blvd</b>		<b>177</b>	<b>20</b>	<b>3</b>	<b>23</b>	<b>15</b>	<b>72</b>	<b>87</b>
<i>Highridge Condominium Project - 28220 Highridge Road</i> <sup>1</sup>								
-Condominiums	27 DU							
<b>Total Trip Generation for Highridge Condominium Project - 28220 Highridge Road</b>		<b>158</b>	<b>2</b>	<b>8</b>	<b>10</b>	<b>8</b>	<b>4</b>	<b>12</b>
<i>Salvation Army Crestridge</i> <sup>1</sup>								
-Apartments	20 DU							
-Retail	28,627 TSF							
<b>Total Trip Generation for Salvation Army Crestridge - 30840 Hawthorne Blvd</b>		<b>134</b>	<b>2</b>	<b>8</b>	<b>10</b>	<b>8</b>	<b>4</b>	<b>12</b>
<b>Total Trip Generation for the City of Rancho Palos Verdes Cumulative Projects</b>		<b>11,006</b>	<b>350</b>	<b>299</b>	<b>649</b>	<b>520</b>	<b>498</b>	<b>1,018</b>

Note:  
<sup>1</sup> Land use and trip generation data taken from *Focused Traffic Analysis and Parking Study for Mediterranean Village, May 7, 2007*.  
<sup>2</sup> TSF GLA = thousand square feet of gross leasable area, TSF GFA = thousand square feet of gross floor area, DU = dwelling unit  
<sup>3</sup> Trips may be off by 1 due to rounding.

Table H - City of Rolling Hills Estates Cumulative Project Trip Generation Estimates

Land Use	Size <sup>2</sup>	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
<b>Trip Generation</b>								
<b>901 Deep Valley Drive - Rolling Hills Villas <sup>1</sup></b>								
-Senior Condominiums	41 DU							
-Retail Uses	1.526 TSF GLA							
<b>Total Trip Generation 901 Deep Valley Drive - Rolling Hills Villas</b>		<b>211</b>	<b>3</b>	<b>3</b>	<b>6</b>	<b>5</b>	<b>4</b>	<b>9</b>
<b>981 Silver Spur Road - Silver Spur Court <sup>1</sup></b>								
-Condominiums	18 DU	105	1	7	8	6	3	9
<b>Total Trip Generation 981 Silver Spur Road - Silver Spur Court</b>		<b>105</b>	<b>1</b>	<b>7</b>	<b>8</b>	<b>6</b>	<b>3</b>	<b>9</b>
<b>5880 Crest Road - Crest Road Building <sup>1</sup></b>								
-General Office	4.545 TSF							
-Retail	1.215 TSF							
<b>Total Trip Generation 5880 Crest Road - Crest Road Building</b>		<b>175</b>	<b>15</b>	<b>2</b>	<b>17</b>	<b>16</b>	<b>72</b>	<b>88</b>
<b>627 Deep Valley Drive <sup>1</sup></b>								
-Condominiums	58 DU							
-Retail Uses	5.810 TSF GLA							
<b>Total Trip Generation 627 Deep Valley Drive</b>		<b>636</b>	<b>-3</b>	<b>15</b>	<b>12</b>	<b>30</b>	<b>21</b>	<b>51</b>
<b>655 Deep Valley Drive (Laing Urban) <sup>1</sup></b>								
-Existing Office Uses	61.293 TSF GLA							
-Condominiums	100 DU							
-Townhomes	69 DU							
<b>Total Trip Generation - 655 Deep Valley Drive (Laing Urban)</b>		<b>1,584</b>	<b>21</b>	<b>67</b>	<b>88</b>	<b>74</b>	<b>50</b>	<b>124</b>
<b>Butcher Subdivision - Palos Verdes Drive North and Montecillo Drive <sup>1</sup></b>								
-Single Family Detached Housing	13 DU							
<b>Total Trip Generation - Palos Verdes Drive North and Montecillo Drive</b>		<b>124</b>	<b>2</b>	<b>7</b>	<b>9</b>	<b>8</b>	<b>5</b>	<b>13</b>
<b>Chandler Ranch - Chandler's Landfill, Palos Verdes Drive East <sup>1</sup></b>								
-Single Family Detached Housing	112 DU							
-Clubhouse	45 TSF							
<b>Total Trip Generation - Chandler's Landfill, Palos Verdes Drive East</b>		<b>1,235</b>	<b>25</b>	<b>72</b>	<b>97</b>	<b>83</b>	<b>48</b>	<b>131</b>
<b>827 Deep Valley Drive <sup>1</sup></b>								
-Condominiums	16 DU							
<b>Total Trip Generation for 827 Deep Valley Drive</b>		<b>128</b>	<b>1</b>	<b>8</b>	<b>9</b>	<b>8</b>	<b>4</b>	<b>12</b>
<b>Silver Center - 449 Silver Spur Road <sup>3</sup></b>								
-General Office Uses	13.833 TSF							
-Retail	6.167 TSF							
<b>Total Trip Generation for Silver Center - 449 Silver Spur Road</b>		<b>426</b>	<b>19</b>	<b>3</b>	<b>21</b>	<b>11</b>	<b>27</b>	<b>37</b>
<b>Promenade on the Peninsula - 550 Deep Valley Drive <sup>4</sup></b>								
-Condominiums <sup>3</sup>	66 DU							
-Retail	18.900 TSF							
<b>Total Trip Generation for Promenade on the Peninsula - 550 Deep Valley Drive</b>		<b>1,366</b>	<b>4</b>	<b>32</b>	<b>36</b>	<b>54</b>	<b>46</b>	<b>99</b>
<b>Continental Development <sup>4</sup></b>								
-Condominiums <sup>3</sup>	70 DU							
-Retail	30.000 TSF							
<b>Total Trip Generation for Continental Development</b>		<b>1,890</b>	<b>4</b>	<b>34</b>	<b>38</b>	<b>69</b>	<b>64</b>	<b>132</b>
<b>Medeteranean Village - 927 Deep Valley Drive <sup>1</sup></b>								
-Existing General Office Uses	13.588 TSF							
-Existing Medical Office	14.126 TSF							
-Existing Retail Uses	1.601 TSF							
-Condominiums	75.000 DU							
-Retail Uses	2.000 TSF							
<b>Total Trip Generation for Medeteranean Village - 927 Deep Valley Drive</b>		<b>-42</b>	<b>-41</b>	<b>27</b>	<b>-14</b>	<b>17</b>	<b>-34</b>	<b>-17</b>
<b>Total Trip Generation for the City of Rolling Hills Estates Cumulative Projects</b>		<b>7,837</b>	<b>51</b>	<b>276</b>	<b>327</b>	<b>380</b>	<b>309</b>	<b>689</b>

Note:  
<sup>1</sup> Land use and trip generation data taken from *Focused Traffic Analysis and Parking Study for Mediterranean Village, May 7, 2007*.  
<sup>2</sup> TSF GLA = thousand square feet of gross leasable area, TSF GFA = thousand square feet of gross floor area, DU = dwelling unit  
<sup>3</sup> Trip rates for condominiums based on LA County Traffic Impact Study Guidelines.  
<sup>4</sup> Trip generation calculated from ITE Trip Rates.  
<sup>5</sup> Trips may be off by 1 due to rounding.

Table I - Cumulative Projects and Trip Generation Estimates for City of Los Angeles Projects

<i>City of Los Angeles Cumulative Projects</i>								
<i>Ponte Vista Project - 26900 South Western Avenue<sup>1</sup></i>								
-Residential Condominiums	1725 DU							
-Senior Housing	575 DU							
-Baseball Fields	2 FIELDS							
<b>Total Trip Generation for Ponte Vista Project - 26900 South Western Avenue</b>		<b>9,355</b>	<b>135</b>	<b>501</b>	<b>636</b>	<b>473</b>	<b>287</b>	<b>760</b>
<b>Total Trip Generation for City of Los Angeles</b>		<b>9,355</b>	<b>135</b>	<b>501</b>	<b>636</b>	<b>473</b>	<b>287</b>	<b>760</b>

Note:

<sup>1</sup> Project data and trip generation data taken from *Draft Environmental Impact Report for the Ponte Vista Project, November 2006*.

<sup>2</sup> DU = dwelling unit

<sup>3</sup> Trips may be off by 1 due to rounding.

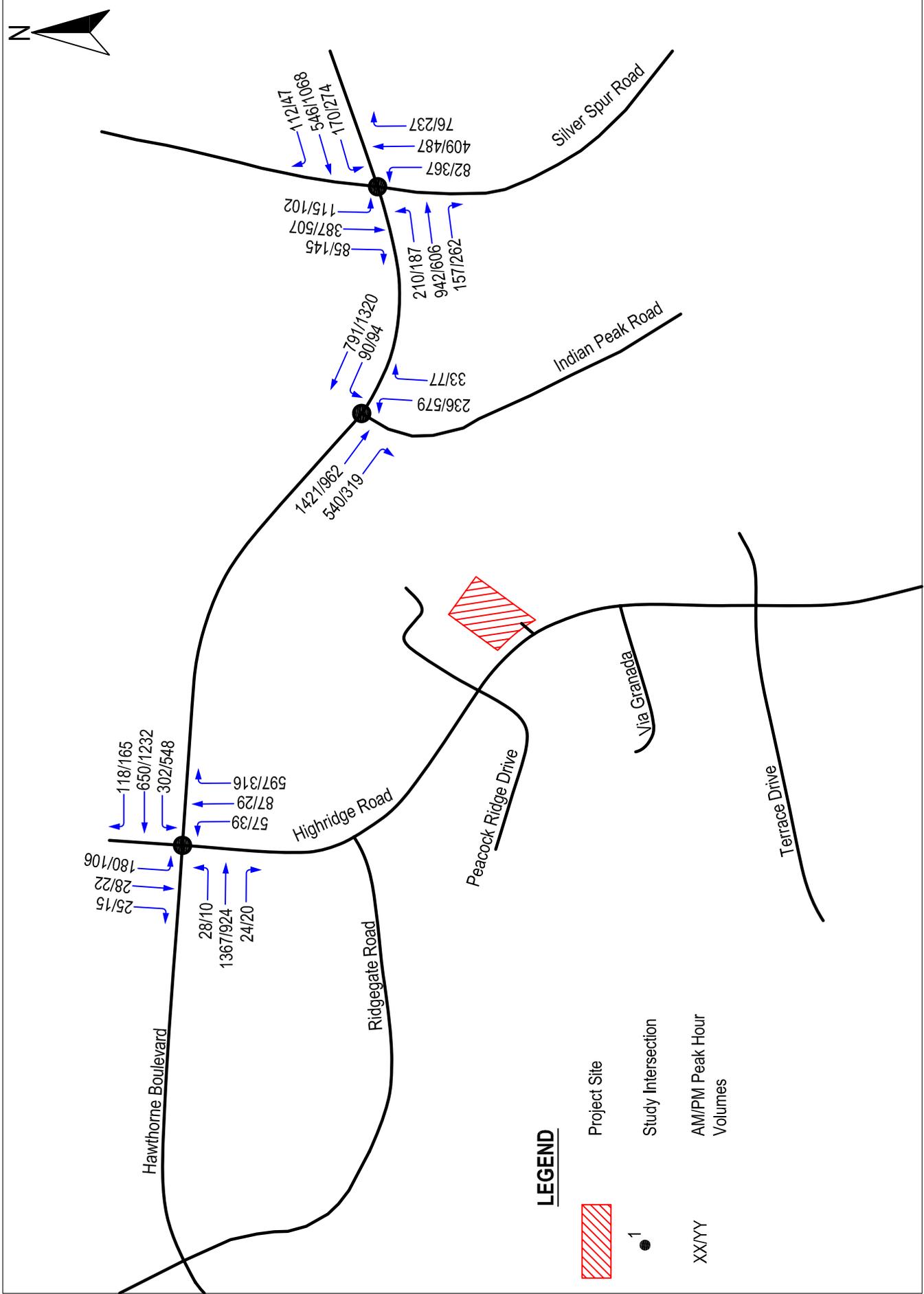


Figure 7  
2010 Opening Year Traffic Volumes

Based on the tables, the approved/pending projects in the project’s vicinity would generate a total of 28,198 daily trips, 1,612 trips (536 inbound and 1,076 outbound) in the a.m. peak hour, and 2,467 trips (1,373 inbound and 1,094 outbound) in the p.m. peak hour. Figure 7 illustrates the a.m. and p.m. peak hour traffic volumes applicable to the study area intersections.

**Levels of Service**

The 2010 Opening Year a.m. and p.m. peak hour traffic volumes were input into the TRAFFIX LOS software to determine this scenario’s intersection ICU values. Table J presents the results of the 2010 intersection LOS analysis. Appendix B provides the LOS calculation worksheets at each study area intersection.

Table J – 2010 Opening Year Intersection Level of Service Summary

Intersection	Control	AM Peak Hour		PM Peak Hour	
		ICU	LOS	ICU	LOS
1. Highridge Road/Hawthorne Boulevard	signal	1.21	F	0.89	D
2. Indian Peak Road/Hawthorne Boulevard	signal	0.67	B	0.73	C
3. Silver Spur Road/Hawthorne Boulevard	signal	<b>0.80</b>	<b>D</b>	<b>1.06</b>	<b>F</b>

Note: LOS based on Intersection Capacity Utilization (ICU) methodology. Bold values denote unsatisfactory LOS.

According to the table, in the 2010 Baseline condition, the intersection of Silver Spur Road/Hawthorne Boulevard, in the City of Rolling Hills Estates, is forecast to operate with unsatisfactory LOS in the a.m. and p.m. peak hours, at LOS D and LOS F, respectively.

**2010 Opening Year + Project**

Traffic generated by the proposed project was added to the 2010 Opening Year scenario, and the project impacts on the circulation system were analyzed. This scenario would determine project-specific impacts and mitigation measures (if required).

**Traffic Volumes**

The project trip assignment noted in Figure 4 was added to the 2010 Opening Year traffic volumes in Figure 8 which resulted in the 2010 Opening Year + Project traffic condition.

**Levels of Service**

The 2010 Opening Year + Project a.m. and p.m. peak hour traffic volumes were input into the TRAFFIX software to determine this scenario’s intersection ICU values. Table K presents the results of the intersection LOS analysis and provides a comparison between the 2010 Opening Year, with and without project scenarios, as well as the change in ICU values. The LOS calculation sheets are provided in Appendix B.

Applying the significance criteria for each City (discussed previously), with the addition of project traffic, there would be no significant impacts to the study intersections as discussed in detail below:

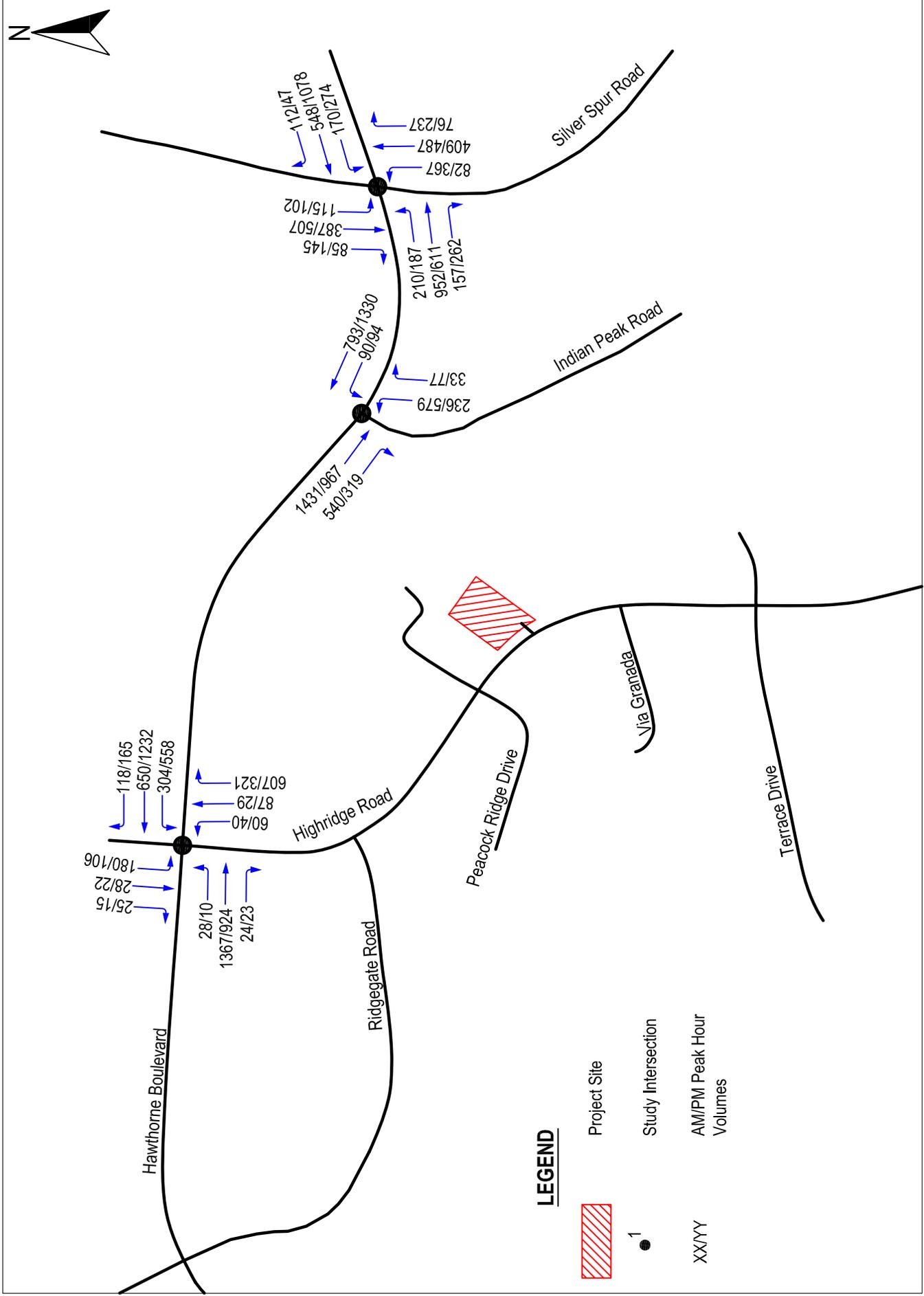


Figure 8  
Opening Year 2010 plus Project Traffic Volumes

Table K – 2010 Opening Year + Project Intersection Level of Service Summary

Intersection Name	2010 Baseline			2010 Plus Project				
	AM Peak Hour ICU/Delay	PM Peak Hour ICU/Delay	LOS	AM Peak Hour ICU/Delay	PM Peak Hour ICU/Delay	LOS	Change in in ICU	Change in in ICU
1. Highridge Road/Hawthorne Boulevard	1.21	0.89	F	1.21	0.90	F	0.00	0.01
2. Indian Peak Road/Hawthorne Boulevard	0.67	0.73	B	0.68	0.74	B	0.01	0.01
3. Silver Spur Road/Hawthorne Boulevard	0.80	1.06	D	0.81	1.06	D	0.01	0.00

Note: LOS based on Intersection Capacity Utilization (ICU) methodology. Bold values denote unsatisfactory LOS.

Highridge Road/Hawthorne Boulevard

With the addition of project traffic to the 2010 Baseline condition, there would be no increase in V/C in the a.m. peak hour and the intersection would continue to operate at LOS F. For the p.m. peak hour, the increase in V/C would be 0.01 and the intersection LOS would change from LOS D to LOS E. However, based on the City of Rancho Palos Verdes significance criteria, the change in V/C in the p.m. peak hour would not be a significant impact because it would not result in an increase of 0.02 or more, at the LOS D baseline condition.

Indian Peak Road/Hawthorne Boulevard

With the addition of project traffic to the 2010 Baseline condition, the V/C increase in the a.m. peak hour would be 0.01 V/C and the intersection would continue to operate at LOS B. For the p.m. peak hour, the increase in V/C would also be 0.01 and the intersection would continue to operate at LOS C. Per the City of Rolling Hills Estates' significance criteria, the proposed project would not impact this intersection as it would continue to operate at LOS C or better with addition of project traffic.

Silver Spur Road/Hawthorne Boulevard

With the addition of project traffic to the 2010 Baseline condition, the V/C increase in the a.m. peak hour would be 0.01 V/C and the intersection would continue to operate at LOS D. Based on the City of Rolling Hills Estates significance criteria, the project would not create a significant impact since the V/C increase at LOS D would not be greater than 0.02 V/C. For the p.m. peak hour, there would be no increase in V/C and the intersection would continue to operate at LOS F. However, based on the City of Rolling Hills Estates significance criteria, there would not be a significant impact because it would not result in an increase of 0.01 or more at LOS F.

**Mitigation Measures**

Based on the traffic analysis for the Opening Year 2010 plus Project condition, addition of traffic from the proposed project to the three study area intersections would not create any significant traffic impacts. The proposed project would contribute traffic to a cumulative impact at the intersection of Silver Spur Road/Hawthorne Boulevard, however there would be no significant increase in intersection V/C in the a.m. peak hour (< 0.02 V/C at LOS D), and no increase in V/C in the p.m. peak hour (0.00 V/C at LOS F).

Table L provides the project's fair share contribution percentage at this intersection. The project's fair share cost is calculated using the formula below:

$$\text{Project Fair Share} = \frac{(\text{Project Traffic})}{(\text{Year 2010} + \text{Project Traffic}) - (\text{Existing Traffic})}$$

Table L – Project Fair Share Contribution

Intersection	Existing Volumes	Project Traffic	2010 Opening Year + Project Traffic Volumes	Fair-Share Percentage
3. Silver Spur Road/Hawthorne Boulevard (PM)	3,707	15	4,305	2.5 %

## 5.0 PROJECT ACCESS & CIRCULATION, AND ON-SITE PARKING

### ***Project Access and Circulation***

Based on review of the project site plan, one full-access driveway (unsignalized) along Highridge Road is proposed on-site. Drive aisles on all parking levels are 25 feet in width, and parking stalls are approximately 20 feet by 9 feet.

Given that the internal circulation and parking facilities have been designed to meet the City's standards (i.e. parking stall dimensions, drive aisle widths, turn radii, etc.), the proposed project would allow for adequate vehicular circulation for public and emergency vehicles.

### ***On-site Parking***

Parking demand is a function of parking rates applied to the size of a particular land use. Based on City code, the project would require 66 spaces (52 spaces allocated for residents and 14 spaces allocated for guests). Table M illustrates the parking requirements of the proposed land uses.

Table M – City of Rancho Palos Verdes Parking Requirements

Land Use	Size	City's Parking Requirements	Spaces Required
<i>PROPOSED USES</i>			
Residential (1 bedroom) Uses	2 DU	1 space per DU	2 spaces
Residential (2 bedroom) Uses	25 DU	2 spaces per DU	50 spaces
Residential Guest Parking	52 spaces	¼ space per every residential use	14 spaces
<b>Total Spaces Required</b>			<b>66 spaces</b>

Note: Parking rates based on City of Rancho Palos Verdes Zoning Code.

As indicated in the table, the proposed residential use is required to provide 52 parking spaces exclusively for residents. An additional 14 spaces is required for residential guest parking. Based on the site plan, the project proposes to provide 67 spaces, which results in a surplus of one space. Therefore, the project would meet the City's parking code.

## **6.0 SUMMARY AND CONCLUSIONS**

### ***Project Traffic***

Based on the traffic analysis for the Opening Year 2010 plus Project condition, addition of traffic from the proposed project to the three study area intersections would not create any significant traffic impacts.

The proposed project would contribute traffic to a cumulative impact at the intersection of Silver Spur Road/Hawthorne Boulevard, however there would be no significant increase in intersection V/C in the a.m. peak hour (< 0.02 V/C at LOS D), and no increase in V/C in the p.m. peak hour (0.00 V/C at LOS F).

### ***Project Access and Circulation***

Based on review of the project site plan, the proposed project would allow for adequate vehicular circulation for public and emergency vehicles. Therefore, no significant impacts to project access and circulation would occur.

### ***Parking***

Based on a review of the site plan, the proposed project would meet the City requirement of 66 parking spaces. Therefore, no significant impacts to on-site parking would occur.

## 7.0 REFERENCES

City of Rancho Palos Verdes, *General Plan, 1975*.

City of Rolling Hills Estates, *General Plan, 1992*.

City of Rolling Hills Estates, *Traffic Impact Analysis Methodology Guidelines*.

Linscott, Law, and Greenspan Engineers, *Focused Traffic Analysis and Parking Study for Mediterranean Village, May 7, 2007*.

DKS Associates, *Revised Traffic Impact Analysis 828 Silver Spur Road Silverdes Development, April 29, 2008*.

County of Los Angeles, *Traffic Impact Study Guidelines, January 1997*.

Transportation Research Board, *Highway Capacity Manual, Special Report No. 209, Washington, D.C., 2000*.

## APPENDIX A

### RAW EXISTING AM AND PM PEAK HOUR TURN MOVEMENT COUNTS

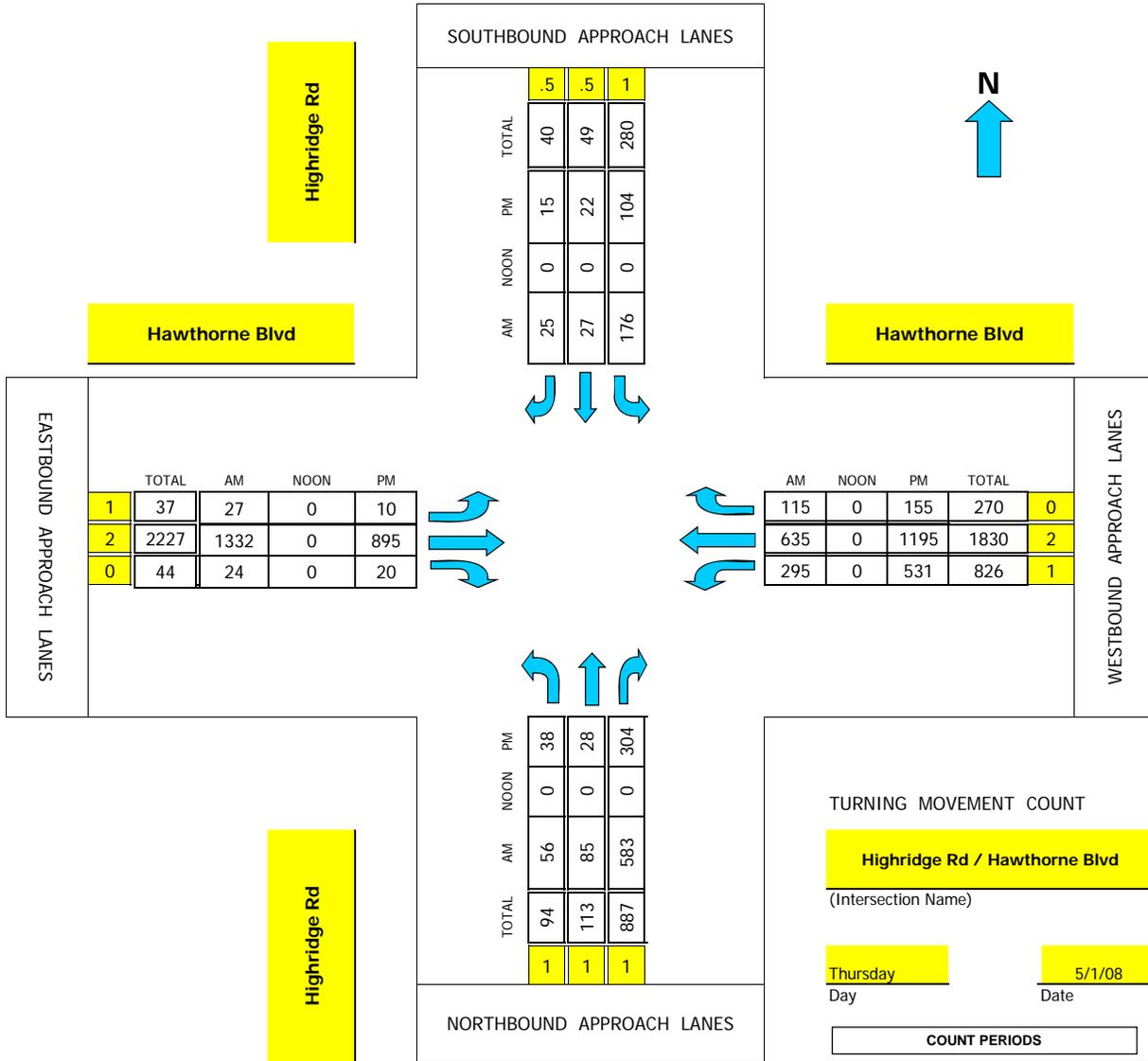
# Intersection Turning Movement



National Data & Surveying Services

## TMC Summary of Highridge Rd/Hawthorne Blvd

Project #: 08-2218-001



AM PEAK HOUR 730 AM  
 NOON PEAK HOUR 0 AM  
 PM PEAK HOUR 500 PM

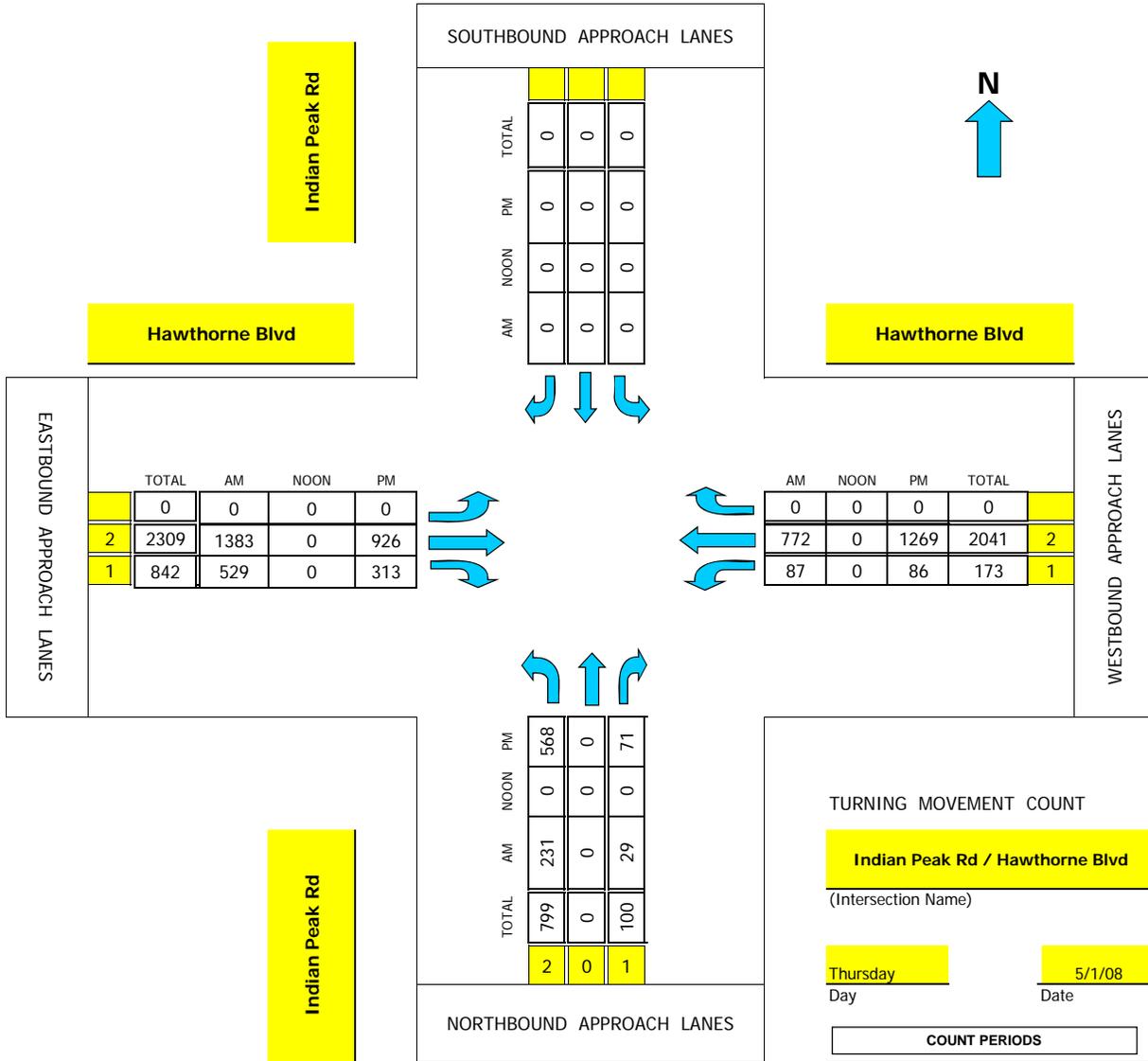
# Intersection Turning Movement



National Data & Surveying Services

## TMC Summary of Indian Peak Rd/Hawthorne Blvd

Project #: 08-2218-002



AM PEAK HOUR 800 AM

NOON PEAK HOUR 0 AM

PM PEAK HOUR 500 PM

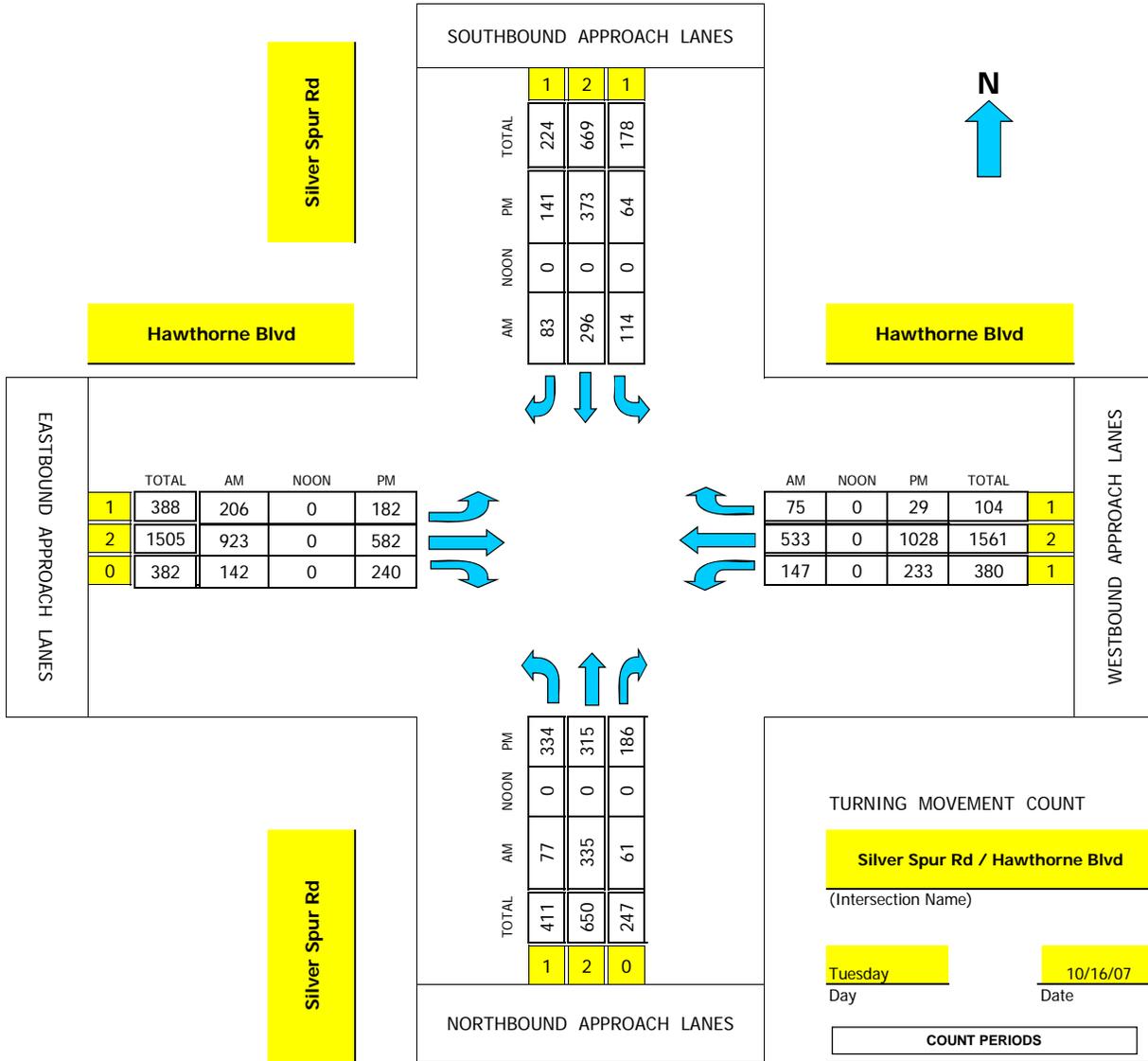
# Intersection Turning Movement



National Data & Surveying Services

## TMC Summary of Silver Spur Rd/Hawthorne Blvd

Project #: 07-2470-007



AM PEAK HOUR 715 AM

NOON PEAK HOUR 0 AM

PM PEAK HOUR 500 PM

## APPENDIX B

### Intersection Level of Service (LOS) Worksheets

## Existing Conditions Level of Service (LOS) Worksheets

## Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #1 Highridge/Hawthorne

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 1.180

Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 180 Level Of Service: F

\*\*\*\*\*

Street Name: Highridge Road Hawthorne Blvd

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

-----|-----|-----|-----|

Control: Permitted Permitted Protected Protected

Rights: Ovl Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 1 0 1 0 1 1 0 0 1 0 1 0 2 0 1 1 0 2 0 1

-----|-----|-----|-----|

## Volume Module:

Base Vol: 56 85 583 176 27 25 27 1332 24 295 635 115

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 56 85 583 176 27 25 27 1332 24 295 635 115

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 0.82 0.82 0.82 0.65 0.65 0.65 0.90 0.90 0.90 0.78 0.78 0.78

PHF Volume: 69 104 715 272 42 39 30 1483 27 377 812 147

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 69 104 715 272 42 39 30 1483 27 377 812 147

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 69 104 715 272 42 39 30 1483 27 377 812 147

OvlAdjVol: 338

-----|-----|-----|-----|

## Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 1.00 1.00 1.00 1.00 0.52 0.48 1.00 2.00 1.00 1.00 2.00 1.00

Final Sat.: 1600 1600 1600 1600 831 769 1600 3200 1600 1600 3200 1600

-----|-----|-----|-----|

## Capacity Analysis Module:

Vol/Sat: 0.04 0.07 0.45 0.17 0.05 0.05 0.02 0.46 0.02 0.24 0.25 0.09

OvlAdjV/S: 0.21

Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

\*\*\*\*\*

```

-----
Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
*****
Intersection #2 Indian Peak/Hawthorne
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.659
Loss Time (sec):     10 (Y+R=4.0 sec)  Average Delay (sec/veh):          xxxxxx
Optimal Cycle:       45          Level Of Service:          B
*****
Street Name:          Indian Peak Road          Hawthorne Blvd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Protected          Protected          Protected          Protected
Rights:               Ovl              Include          Ovl              Include
Min. Green:           0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                2  0  0  0  1    0  0  0  0  0    0  0  2  0  1    1  0  2  0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             231  0  29    0  0  0    0 1383  529    87  772  0
Growth Adj:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          231  0  29    0  0  0    0 1383  529    87  772  0
User Adj:             1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           231  0  29    0  0  0    0 1383  529    87  772  0
Reduct Vol:           0  0  0    0  0  0    0  0  0    0  0  0  0
Reduced Vol:          231  0  29    0  0  0    0 1383  529    87  772  0
PCE Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:          231  0  29    0  0  0    0 1383  529    87  772  0
OvlAdjVol:            0                                414
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                2.00 0.00  1.00  0.00 0.00  0.00  0.00 2.00  1.00  1.00 2.00  0.00
Final Sat.:           3200  0  1600    0  0  0    0 3200  1600  1600 3200  0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.07 0.00  0.02  0.00 0.00  0.00  0.00 0.43  0.33  0.05 0.24  0.00
OvlAdjV/S:            0.00                                0.26
Crit Moves:          ****                                ****          ****
*****

```

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-----
Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
*****
Intersection #3 Silver Spur/Hawthorne
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.656
Loss Time (sec):      10 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        45          Level Of Service:              B
*****
Street Name:          Silver Spur Road          Hawthorne Blvd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Protected          Protected          Protected          Protected
Rights:               Ovl              Include           Include           Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  0  1          1  0  1  1  0          1  0  2  0  1          1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             77  335   61   114  296   83   206  923  142   147  533   75
Growth Adj:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          77  335   61   114  296   83   206  923  142   147  533   75
User Adj:             1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           77  335   61   114  296   83   206  923  142   147  533   75
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          77  335   61   114  296   83   206  923  142   147  533   75
PCE Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:          77  335   61   114  296   83   206  923  142   147  533   75
OvlAdjVol:            0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                1.00 2.00  1.00  1.00 1.56  0.44  1.00 2.00  1.00  1.00 2.00  1.00
Final Sat.:           1600 3200  1600  1600 2499   701  1600 3200  1600  1600 3200  1600
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.05 0.10  0.04  0.07 0.12  0.12  0.13 0.29  0.09  0.09 0.17  0.05
OvlAdjV/S:            0.00
Crit Moves:           ****          ****          ****          ****
*****

```

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #1 Highridge/Hawthorne

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.872

Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 88 Level Of Service: D

\*\*\*\*\*

Street Name: Highridge Road Hawthorne Blvd

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

-----|-----|-----|-----|

Control: Permitted Permitted Protected Protected

Rights: Ovl Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 1 0 1 0 1 1 0 0 1 0 1 0 2 0 1 1 0 2 0 1

-----|-----|-----|-----|

Volume Module:

Base Vol: 38 28 304 104 22 15 10 895 20 531 1195 155

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 38 28 304 104 22 15 10 895 20 531 1195 155

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 0.80 0.80 0.80 0.80 0.80 0.80 0.92 0.92 0.92 0.92 0.92 0.92

PHF Volume: 48 35 381 130 28 19 11 978 22 580 1306 169

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 48 35 381 130 28 19 11 978 22 580 1306 169

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 48 35 381 130 28 19 11 978 22 580 1306 169

OvlAdjVol: 0

-----|-----|-----|-----|

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 1.00 1.00 1.00 1.00 0.59 0.41 1.00 2.00 1.00 1.00 2.00 1.00

Final Sat.: 1600 1600 1600 1600 951 649 1600 3200 1600 1600 3200 1600

-----|-----|-----|-----|

Capacity Analysis Module:

Vol/Sat: 0.03 0.02 0.24 0.08 0.03 0.03 0.01 0.31 0.01 0.36 0.41 0.11

OvlAdjV/S: 0.00

Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

\*\*\*\*\*

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

\*\*\*\*\*
Intersection #2 Indian Peak/Hawthorne
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.712
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: C
\*\*\*\*\*

Street Name: Indian Peak Road Hawthorne Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Ovl Include Ovl Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 0 0 1 0 0 0 0 0 0 0 2 0 1 1 0 2 0 0

Volume Module:
Base Vol: 568 0 71 0 0 0 0 0 926 313 86 1269 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 568 0 71 0 0 0 0 0 926 313 86 1269 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.91 0.91 0.91 1.00 1.00 1.00 0.85 0.85 0.85 0.95 0.95 0.95
PHF Volume: 626 0 78 0 0 0 0 0 1091 369 90 1333 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 626 0 78 0 0 0 0 0 1091 369 90 1333 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 626 0 78 0 0 0 0 0 1091 369 90 1333 0
OvlAdjVol: 0 56

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 0.00 1.00 0.00 0.00 0.00 0.00 2.00 1.00 1.00 2.00 0.00
Final Sat.: 3200 0 1600 0 0 0 0 3200 1600 1600 3200 0

Capacity Analysis Module:
Vol/Sat: 0.20 0.00 0.05 0.00 0.00 0.00 0.00 0.34 0.23 0.06 0.42 0.00
OvlAdjV/S: 0.00 0.03
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\*

\*\*\*\*\*

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-----
Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
*****
Intersection #3 Silver Spur/Hawthorne
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.971
Loss Time (sec):     10 (Y+R=4.0 sec)  Average Delay (sec/veh):          xxxxxx
Optimal Cycle:       155          Level Of Service:          E
*****
Street Name:          Silver Spur Road          Hawthorne Blvd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Protected          Protected          Protected          Protected
Rights:               Ovl              Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  0  1          1  0  1  1  0          1  0  2  0  1          1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             334  315  186          64  373  141          182  582  240          233 1028  29
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          334  315  186          64  373  141          182  582  240          233 1028  29
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              0.90 0.90  0.90          0.89 0.89  0.89          0.92 0.92  0.92          0.96 0.96  0.96
PHF Volume:           369  348  206          72  421  159          199  635  262          243 1071  30
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          369  348  206          72  421  159          199  635  262          243 1071  30
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          369  348  206          72  421  159          199  635  262          243 1071  30
OvlAdjVol:            0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1600 1600  1600          1600 1600  1600          1600 1600  1600          1600 1600  1600
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                1.00 2.00  1.00          1.00 1.45  0.55          1.00 2.00  1.00          1.00 2.00  1.00
Final Sat.:           1600 3200  1600          1600 2322  878          1600 3200  1600          1600 3200  1600
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.23 0.11  0.13          0.05 0.18  0.18          0.12 0.20  0.16          0.15 0.33  0.02
OvlAdjV/S:            0.00
Crit Moves:          ****              ****              ****              ****
*****

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## 2010 Opening Year Level of Service (LOS) Worksheets

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #1 Highridge/Hawthorne

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 1.206

Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 180 Level Of Service: F

\*\*\*\*\*

Street Name: Highridge Road Hawthorne Blvd

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected

Rights: Ovl Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 1 0 1 0 1 1 0 0 1 0 1 0 2 0 1 1 0 2 0 1

-----|-----|-----|-----|

Volume Module:

Base Vol: 56 85 583 176 27 25 27 1332 24 295 635 115

Growth Adj: 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02

Initial Bse: 57 87 595 180 28 26 28 1359 24 301 648 117

Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0

LLG&DKS: 0 0 2 0 0 0 0 8 0 1 2 1

Initial Fut: 57 87 597 180 28 26 28 1367 24 302 650 118

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 0.82 0.82 0.82 0.65 0.65 0.65 0.90 0.90 0.90 0.78 0.78 0.78

PHF Volume: 70 106 732 277 43 39 31 1522 27 386 831 151

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 70 106 732 277 43 39 31 1522 27 386 831 151

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 70 106 732 277 43 39 31 1522 27 386 831 151

OvlAdjVol: 346

-----|-----|-----|-----|

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 1.00 1.00 1.00 1.00 0.52 0.48 1.00 2.00 1.00 1.00 2.00 1.00

Final Sat.: 1600 1600 1600 1600 831 769 1600 3200 1600 1600 3200 1600

-----|-----|-----|-----|

Capacity Analysis Module:

Vol/Sat: 0.04 0.07 0.46 0.17 0.05 0.05 0.02 0.48 0.02 0.24 0.26 0.09

OvlAdjV/S: 0.22

Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

\*\*\*\*\*

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-----
Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
*****
Intersection #2 Indian Peak/Hawthorne
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.674
Loss Time (sec):      10 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        47          Level Of Service:              B
*****
Street Name:          Indian Peak Road          Hawthorne Blvd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Protected          Protected          Protected          Protected
Rights:               Ovl              Include          Ovl              Include
Min. Green:           0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                2  0  0  0  1    0  0  0  0  0    0  0  2  0  1    1  0  2  0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             231   0   29   0   0   0   0 1383  529   87  772   0
Growth Adj:           1.02 1.02  1.02  1.02 1.02  1.02  1.02 1.02  1.02  1.02 1.02  1.02
Initial Bse:          236   0   30   0   0   0   0 1411  540   89  787   0
Added Vol:            0   0   0   0   0   0   0   0   0   0   0   0
LLG&DKS:             0   0   3   0   0   0   0   10   0   1   4   0
Initial Fut:          236   0   33   0   0   0   0 1421  540   90  791   0
User Adj:             1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           236   0   33   0   0   0   0 1421  540   90  791   0
Reduct Vol:           0   0   0   0   0   0   0   0   0   0   0   0
Reduced Vol:          236   0   33   0   0   0   0 1421  540   90  791   0
PCE Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:          236   0   33   0   0   0   0 1421  540   90  791   0
OvlAdjVol:            0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                2.00 0.00  1.00  0.00 0.00  0.00  0.00 2.00  1.00  1.00 2.00  0.00
Final Sat.:           3200 0 1600   0   0   0   0 3200  1600  1600 3200   0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.07 0.00  0.02  0.00 0.00  0.00  0.00 0.44  0.34  0.06 0.25  0.00
OvlAdjV/S:            0.00
Crit Moves:          ****              ****              ****
*****

```

Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #3 Silver Spur/Hawthorne
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.802
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 67 Level Of Service: D
\*\*\*\*\*

Table with columns for Street Name (Silver Spur Road, Hawthorne Blvd), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, and Lanes.

Volume Module: Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, LLG&DKS, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume, and OvlAdjVol.

Saturation Flow Module: Table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with columns for Vol/Sat, OvlAdjV/S, and Crit Moves.

\*\*\*\*\*

Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #1 Highridge/Hawthorne

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.894

Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 97 Level Of Service: D

\*\*\*\*\*

Street Name: Highridge Road Hawthorne Blvd

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

-----|-----|-----|-----|

Control: Permitted Permitted Protected Protected

Rights: Ovl Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 1 0 1 0 1 1 0 0 1 0 1 0 2 0 1 1 0 2 0 1

-----|-----|-----|-----|

Volume Module:

Base Vol: 38 28 304 104 22 15 10 895 20 531 1195 155

Growth Adj: 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02

Initial Bse: 39 29 310 106 22 15 10 913 20 542 1219 158

Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0

LLG&DKS: 0 0 6 0 0 0 0 11 0 6 13 7

Initial Fut: 39 29 316 106 22 15 10 924 20 548 1232 165

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 0.80 0.80 0.80 0.88 0.88 0.88 0.90 0.90 0.90 0.92 0.92 0.92

PHF Volume: 49 36 397 120 25 17 11 1031 23 598 1346 180

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 49 36 397 120 25 17 11 1031 23 598 1346 180

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 49 36 397 120 25 17 11 1031 23 598 1346 180

OvlAdjVol: 0

-----|-----|-----|-----|

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 1.00 1.00 1.00 1.00 0.59 0.41 1.00 2.00 1.00 1.00 2.00 1.00

Final Sat.: 1600 1600 1600 1600 951 649 1600 3200 1600 1600 3200 1600

-----|-----|-----|-----|

Capacity Analysis Module:

Vol/Sat: 0.03 0.02 0.25 0.08 0.03 0.03 0.01 0.32 0.01 0.37 0.42 0.11

OvlAdjV/S: 0.00

Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

\*\*\*\*\*

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #2 Indian Peak/Hawthorne  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.733  
 Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 54 Level Of Service: C  
 \*\*\*\*\*

Street Name: Indian Peak Road Hawthorne Blvd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Protected Protected Protected Protected  
 Rights: Ovl Include Ovl Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 2 0 0 0 1 0 0 0 0 0 0 0 2 0 1 1 0 2 0 0  
 -----|-----|-----|-----|

Volume Module:  
 Base Vol: 568 0 71 0 0 0 0 0 926 313 86 1269 0  
 Growth Adj: 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02  
 Initial Bse: 579 0 72 0 0 0 0 0 945 319 88 1294 0  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
 LLG&DKS: 0 0 5 0 0 0 0 0 17 0 6 26 0  
 Initial Fut: 579 0 77 0 0 0 0 0 962 319 94 1320 0  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 0.91 0.91 0.91 1.00 1.00 1.00 1.00 0.85 0.85 0.85 0.95 0.95 0.95  
 PHF Volume: 638 0 85 0 0 0 0 0 1133 376 98 1387 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 638 0 85 0 0 0 0 0 1133 376 98 1387 0  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 638 0 85 0 0 0 0 0 1133 376 98 1387 0  
 OvlAdjVol: 0 57  
 -----|-----|-----|-----|

Saturation Flow Module:  
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 2.00 0.00 1.00 0.00 0.00 0.00 0.00 2.00 1.00 1.00 2.00 0.00  
 Final Sat.: 3200 0 1600 0 0 0 0 0 3200 1600 1600 3200 0  
 -----|-----|-----|-----|

Capacity Analysis Module:  
 Vol/Sat: 0.20 0.00 0.05 0.00 0.00 0.00 0.00 0.35 0.24 0.06 0.43 0.00  
 OvlAdjV/S: 0.00 0.04  
 Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\*  
 \*\*\*\*\*

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #3 Silver Spur/Hawthorne

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 1.059

Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 180 Level Of Service: F

\*\*\*\*\*

Street Name: Silver Spur Road Hawthorne Blvd

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

-----|-----|-----|-----|

Control: Protected Protected Protected Protected

Rights: Ovl Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 1 0 2 0 1 1 0 1 1 0 1 0 2 0 1

-----|-----|-----|-----|

Volume Module:

Base Vol: 334 315 186 64 373 141 182 582 240 233 1028 29

Growth Adj: 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03

Initial Bse: 344 324 192 66 384 145 187 599 247 240 1059 30

Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0

LLG&DKS: 23 163 45 36 123 0 0 7 15 34 9 17

Initial Fut: 367 487 237 102 507 145 187 606 262 274 1068 47

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 0.90 0.90 0.90 0.89 0.89 0.89 0.92 0.92 0.92 0.96 0.96 0.96

PHF Volume: 406 539 262 115 572 164 205 662 286 285 1112 49

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 406 539 262 115 572 164 205 662 286 285 1112 49

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 406 539 262 115 572 164 205 662 286 285 1112 49

OvlAdjVol: 0

-----|-----|-----|-----|

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 1.00 2.00 1.00 1.00 1.55 0.45 1.00 2.00 1.00 1.00 2.00 1.00

Final Sat.: 1600 3200 1600 1600 2488 712 1600 3200 1600 1600 3200 1600

-----|-----|-----|-----|

Capacity Analysis Module:

Vol/Sat: 0.25 0.17 0.16 0.07 0.23 0.23 0.13 0.21 0.18 0.18 0.35 0.03

OvlAdjV/S: 0.00

Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

\*\*\*\*\*

## 2010 Opening Year plus Project Level of Service (LOS) Worksheets

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #1 Highridge/Hawthorne

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 1.214

Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 180 Level Of Service: F

\*\*\*\*\*

Street Name: Highridge Road Hawthorne Blvd

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected

Rights: Ovl Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 1 0 1 0 1 1 0 0 1 0 1 0 2 0 1 1 0 2 0 1

-----|-----|-----|-----|

Volume Module:

Base Vol: 56 85 583 176 27 25 27 1332 24 295 635 115

Growth Adj: 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02

Initial Bse: 57 87 595 180 28 26 28 1359 24 301 648 117

Added Vol: 3 0 10 0 0 0 0 0 0 2 0 0

LLG&DKS: 0 0 2 0 0 0 0 8 0 1 2 1

Initial Fut: 60 87 607 180 28 26 28 1367 24 304 650 118

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 0.82 0.82 0.82 0.65 0.65 0.65 0.90 0.90 0.90 0.78 0.78 0.78

PHF Volume: 74 106 744 277 43 39 31 1522 27 389 831 151

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 74 106 744 277 43 39 31 1522 27 389 831 151

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 74 106 744 277 43 39 31 1522 27 389 831 151

OvlAdjVol: 356

-----|-----|-----|-----|

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 1.00 1.00 1.00 1.00 0.52 0.48 1.00 2.00 1.00 1.00 2.00 1.00

Final Sat.: 1600 1600 1600 1600 831 769 1600 3200 1600 1600 3200 1600

-----|-----|-----|-----|

Capacity Analysis Module:

Vol/Sat: 0.05 0.07 0.47 0.17 0.05 0.05 0.02 0.48 0.02 0.24 0.26 0.09

OvlAdjV/S: 0.22

Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

\*\*\*\*\*

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-----
Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
*****
Intersection #2 Indian Peak/Hawthorne
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.677
Loss Time (sec):     10 (Y+R=4.0 sec)  Average Delay (sec/veh):          xxxxxx
Optimal Cycle:       47          Level Of Service:          B
*****
Street Name:          Indian Peak Road          Hawthorne Blvd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Protected          Protected          Protected          Protected
Rights:               Ovl              Include          Ovl              Include
Min. Green:           0  0  0          0  0  0          0  0  0          0  0  0
Lanes:                2  0  0  0  1    0  0  0  0  0    0  0  2  0  1    1  0  2  0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             231  0  29  0  0  0          0 1383  529  87  772  0
Growth Adj:           1.02 1.02  1.02  1.02 1.02  1.02  1.02 1.02  1.02  1.02 1.02  1.02
Initial Bse:          236  0  30  0  0  0          0 1411  540  89  787  0
Added Vol:            0  0  0  0  0  0          0  10  0  0  2  0
LLG&DKS:             0  0  3  0  0  0          0  10  0  1  4  0
Initial Fut:          236  0  33  0  0  0          0 1431  540  90  793  0
User Adj:             1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           236  0  33  0  0  0          0 1431  540  90  793  0
Reduct Vol:           0  0  0  0  0  0          0  0  0  0  0  0
Reduced Vol:          236  0  33  0  0  0          0 1431  540  90  793  0
PCE Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:         236  0  33  0  0  0          0 1431  540  90  793  0
OvlAdjVol:           0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                2.00 0.00  1.00  0.00 0.00  0.00  0.00 2.00  1.00  1.00 2.00  0.00
Final Sat.:           3200  0 1600  0  0  0          0 3200  1600  1600 3200  0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.07 0.00  0.02  0.00 0.00  0.00  0.00 0.45  0.34  0.06 0.25  0.00
OvlAdjV/S:           0.00
Crit Moves:          ****          ****          ****
*****

```

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #3 Silver Spur/Hawthorne  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.805  
 Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 68 Level Of Service: D  
 \*\*\*\*\*

Street Name: Silver Spur Road Hawthorne Blvd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 -----|-----|-----|-----|  
 Control: Protected Protected Protected Protected  
 Rights: Ovl Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 1 0 2 0 1 1 0 1 1 0 1 0 2 0 1  
 -----|-----|-----|-----|

Volume Module:  
 Base Vol: 77 335 61 114 296 83 206 923 142 147 533 75  
 Growth Adj: 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02  
 Initial Bse: 79 342 62 116 302 85 210 941 145 150 544 77  
 Added Vol: 0 0 0 0 0 0 0 10 0 0 2 0  
 LLG&DKS: 3 67 14 -1 85 0 0 1 12 20 2 35  
 Initial Fut: 82 409 76 115 387 85 210 952 157 170 548 112  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 0.69 0.69 0.69 0.76 0.76 0.76 0.95 0.95 0.95 0.94 0.94 0.94  
 PHF Volume: 118 591 110 151 508 111 221 1002 165 181 583 119  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 118 591 110 151 508 111 221 1002 165 181 583 119  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 118 591 110 151 508 111 221 1002 165 181 583 119  
 OvlAdjVol: 0  
 -----|-----|-----|-----|

Saturation Flow Module:  
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 1.00 2.00 1.00 1.00 1.64 0.36 1.00 2.00 1.00 1.00 2.00 1.00  
 Final Sat.: 1600 3200 1600 1600 2626 574 1600 3200 1600 1600 3200 1600  
 -----|-----|-----|-----|

Capacity Analysis Module:  
 Vol/Sat: 0.07 0.18 0.07 0.09 0.19 0.19 0.14 0.31 0.10 0.11 0.18 0.07  
 OvlAdjV/S: 0.00  
 Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*  
 \*\*\*\*\*

Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #1 Highridge/Hawthorne

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.901

Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: E

\*\*\*\*\*

Street Name: Highridge Road Hawthorne Blvd

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected

Rights: Ovl Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 1 0 1 0 1 1 0 0 1 0 1 0 2 0 1 1 0 2 0 1

-----|-----|-----|-----|

Volume Module:

Base Vol: 38 28 304 104 22 15 10 895 20 531 1195 155

Growth Adj: 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02

Initial Bse: 39 29 310 106 22 15 10 913 20 542 1219 158

Added Vol: 1 0 5 0 0 0 0 0 3 10 0 0

LLG&DKS: 0 0 6 0 0 0 0 0 11 0 6 13 7

Initial Fut: 40 29 321 106 22 15 10 924 23 558 1232 165

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 0.80 0.80 0.80 0.88 0.88 0.88 0.90 0.90 0.90 0.92 0.92 0.92

PHF Volume: 50 36 403 120 25 17 11 1031 26 609 1346 180

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 50 36 403 120 25 17 11 1031 26 609 1346 180

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 50 36 403 120 25 17 11 1031 26 609 1346 180

OvlAdjVol: 0

-----|-----|-----|-----|

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 1.00 1.00 1.00 1.00 0.59 0.41 1.00 2.00 1.00 1.00 2.00 1.00

Final Sat.: 1600 1600 1600 1600 951 649 1600 3200 1600 1600 3200 1600

-----|-----|-----|-----|

Capacity Analysis Module:

Vol/Sat: 0.03 0.02 0.25 0.08 0.03 0.03 0.01 0.32 0.02 0.38 0.42 0.11

OvlAdjV/S: 0.00

Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

\*\*\*\*\*

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #2 Indian Peak/Hawthorne

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.736

Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 55 Level Of Service: C

\*\*\*\*\*

Street Name: Indian Peak Road Hawthorne Blvd

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

-----|-----|-----|-----|

Control: Protected Protected Protected Protected

Rights: Ovl Include Ovl Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 2 0 0 0 1 0 0 0 0 0 0 0 2 0 1 1 0 2 0 0

-----|-----|-----|-----|

Volume Module:

Base Vol: 568 0 71 0 0 0 0 0 926 313 86 1269 0

Growth Adj: 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02

Initial Bse: 579 0 72 0 0 0 0 0 945 319 88 1294 0

Added Vol: 0 0 0 0 0 0 0 0 5 0 0 10 0

LLG&DKS: 0 0 5 0 0 0 0 0 17 0 6 26 0

Initial Fut: 579 0 77 0 0 0 0 0 967 319 94 1330 0

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 0.91 0.91 0.91 1.00 1.00 1.00 1.00 0.85 0.85 0.85 0.95 0.95 0.95

PHF Volume: 638 0 85 0 0 0 0 0 1138 376 98 1397 0

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 638 0 85 0 0 0 0 0 1138 376 98 1397 0

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 638 0 85 0 0 0 0 0 1138 376 98 1397 0

OvlAdjVol: 0 57

-----|-----|-----|-----|

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 2.00 0.00 1.00 0.00 0.00 0.00 0.00 2.00 1.00 1.00 2.00 0.00

Final Sat.: 3200 0 1600 0 0 0 0 0 3200 1600 1600 3200 0

-----|-----|-----|-----|

Capacity Analysis Module:

Vol/Sat: 0.20 0.00 0.05 0.00 0.00 0.00 0.00 0.36 0.24 0.06 0.44 0.00

OvlAdjV/S: 0.00 0.04

Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\*

\*\*\*\*\*

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #3 Silver Spur/Hawthorne

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 1.062

Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 180 Level Of Service: F

\*\*\*\*\*

Street Name: Silver Spur Road Hawthorne Blvd

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

-----|-----|-----|-----|

Control: Protected Protected Protected Protected

Rights: Ovl Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 1 0 2 0 1 1 0 1 1 0 1 0 2 0 1

-----|-----|-----|-----|

Volume Module:

Base Vol: 334 315 186 64 373 141 182 582 240 233 1028 29

Growth Adj: 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03

Initial Bse: 344 324 192 66 384 145 187 599 247 240 1059 30

Added Vol: 0 0 0 0 0 0 0 5 0 0 10 0

LLG&DKS: 23 163 45 36 123 0 0 7 15 34 9 17

Initial Fut: 367 487 237 102 507 145 187 611 262 274 1078 47

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 0.90 0.90 0.90 0.89 0.89 0.89 0.92 0.92 0.92 0.96 0.96 0.96

PHF Volume: 406 539 262 115 572 164 205 668 286 285 1123 49

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 406 539 262 115 572 164 205 668 286 285 1123 49

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 406 539 262 115 572 164 205 668 286 285 1123 49

OvlAdjVol: 0

-----|-----|-----|-----|

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 1.00 2.00 1.00 1.00 1.55 0.45 1.00 2.00 1.00 1.00 2.00 1.00

Final Sat.: 1600 3200 1600 1600 2488 712 1600 3200 1600 1600 3200 1600

-----|-----|-----|-----|

Capacity Analysis Module:

Vol/Sat: 0.25 0.17 0.16 0.07 0.23 0.23 0.13 0.21 0.18 0.18 0.35 0.03

OvlAdjV/S: 0.00

Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

\*\*\*\*\*

## APPENDIX C

### Cumulative Trip Generation & Cumulative Trip Assignment from LLG and DKS Traffic Studies

**AM TRIP ASSIGNMENT**

ID	Intersection Name	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	Silver Spurr/Hawthorne Blvd	1	79	4	21	76	0	0	8	0	5	3	38
Projects NOT INCLUDED IN SILVERDES STUDY													
0	Rolling Hills Covenant Church	0	-3	0	0	-1	0	0	0	0	0	0	0
0	South Coast County Golf Course	0	-2	0	0	0	0	0	0	0	0	0	0
0	Ocean Trails	0	0	0	0	0	0	0	0	0	0	0	0
0	930 Indian Peak Homes	0	-2	0	0	-2	0	0	0	0	0	0	0
0	Silverdes Medical Building	0	-8	0	0	-1	0	0	0	0	0	0	-2
0	Town & Country Center Exp.	0	0	-3	-14	0	0	-6	-1	0	-1	-1	-4
0	Total Projects Not Included	0	-15	-3	-16	-4	0	-7	-7	0	-1	-1	-7
0	Mediterranean Village (added)	0	0	-2	-6	0	0	0	0	0	1	0	4
<b>1</b>	<b>Total Assignment from LLG</b>	<b>1</b>	<b>64</b>	<b>-1</b>	<b>-1</b>	<b>72</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>35</b>

**PM TRIP ASSIGNMENT**

ID	Intersection Name	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	Silver Spurr/Hawthorne Blvd	0	145	12	48	118	0	0	12	0	13	18	47
Projects NOT INCLUDED IN SILVERDES STUDY													
0	Rolling Hills Covenant Church	0	-2	0	0	-3	0	0	0	0	0	0	0
0	South Coast County Golf Course	0	-1	0	0	-1	0	0	0	0	0	0	0
0	Ocean Trails	0	0	0	0	0	0	0	0	0	0	0	0
0	930 Indian Peak Homes	0	-3	0	0	-3	0	0	0	0	0	0	0
0	Silverdes Medical Building	0	-5	0	-2	-8	0	0	0	0	0	0	-1
0	Town & Country Center Exp.	0	0	-1	-7	0	0	-3	-3	0	-4	-7	-18
0	Total Projects Not Included	0	-11	-2	-15	-15	0	-5	-5	0	-5	-9	-25
0	Mediterranean Village (added)	0	0	1	3	0	0	0	0	0	-2	0	-5
<b>0</b>	<b>Total Assignment from LLG</b>	<b>0</b>	<b>134</b>	<b>11</b>	<b>36</b>	<b>103</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>6</b>	<b>9</b>	<b>17</b>

**TABLE 1R**  
**LOCATION AND DESCRIPTION OF UPDATED RELATED PROJECTS**  
**MEDITERRANEAN VILLAGE, ROLLING HILLS ESTATES**

No.	Cumulative Project	Location/Address	Description
<i>City of Rolling Hills Estates</i> <sup>1</sup>			
1.	Rolling Hills Covenant Church Expansion	2221/2222 Palos Verdes Drive North	1,650 seat sanctuary, 500 space parking garage and the conversion of the 1,200 seat auditorium into a multipurpose room/gymnasium
2.	South Coast County Golf Course	160 acres between Crenshaw Boulevard and Hawthorne Boulevard	18 hole golf course with a 29,000 SF club house
3.	Silver Spur Court	981 Silver Spur Road	18 DU Condominiums
4.	Rolling Hills Villas	901 Deep Valley Drive	41 DU Senior Condominiums & 1,526 SF retail shops
5.	Crest Road Building	5880 Crest Road	4,545 SF office and 1,215 SF retail
6.	627 Deep Valley Drive Mixed-Use Development	627 Deep Valley Drive	58 DU Condominiums and 5,810 SF Retail
7.	655 Deep Valley Drive Mixed-Use and 930 Indian Peak Townhomes	655 Deep Valley Drive and 930 Indian Peak	100 DU Condominiums, 14,360 SF Retail and 69 DU Townhomes in place of 61,293 SF of office
8.	Butcher Subdivision	Palos Verdes Drive North and Montecillo Drive	13 DU Single Family Detached
9.	Chandler Ranch	Chandler's Landfill, Palos Verdes Drive East	112 DU Single Family Detached, extend existing Rolling Hills Country Club to 7,000 yards and expand the clubhouse to 55,000 SF
10.	827 Deep Valley Condominiums	827 Deep Valley Drive	16 DU Condominium Complex
11.	Silverdes Medical/Retail Building	828 Silver Spur Road	29,656 SF office/commercial building with 24,532 SF of medical office space and 5,124 SF of retail/commercial space
12.	Town & Country Center Expansion	901 Silver Spur Road	10,472 SF expansion and additional of new drive-through pharmacy to existing 87,037 SF retail center

<sup>1</sup> Source: City of Rolling Hills Estates.

**TABLE 1R (CONTINUED)**  
**LOCATION AND DESCRIPTION OF UPDATED RELATED PROJECTS**  
**MEDITERRANEAN VILLAGE, ROLLING HILLS ESTATES**

No.	Cumulative Project	Location/Address	Description
<i>City of Rancho Palos Verdes</i> <sup>2</sup>			
13.	Trump National Golf Club (Ocean Trails)	Palos Verdes Drive southwest of Shoreline Park	59 DU Single Family Detached, 4 DU Affordable Housing, 18 Hole Golf Course with clubhouse and driving range
14.	Point View	Palos Verdes Drive South	72 DU Single Family Detached
15.	Long Point Resort Hotel	Palos Verdes Drive South	582 hotel room accommodations (includes villas and casitas, banquet facilities, restaurants, spa, golf practice facility and clubhouse. For trip generation information see EIR TIA prepared by Urban Crossroads.
16.	Point Vicente Interpretive Center	Palos Verdes Drive South	Reconstruction of a 3,000 SF office building and construction of a 7,000 SF addition to the office building
17.	Marymount College Facilities Expansion	30800 Palos Verdes Drive East	139,008 SF of additional floor area consisting of a new gymnasium, academic buildings and residence halls for 270 students
18.	TTM No. 52666	3200 Palos Verdes Drive West	13 DU Single Family Detached
19.	Ocean Front Estates	Palos Verdes Drive South and Hawthorne Boulevard	79 DU Single Family Detached
20.	Golden Cove Shopping Center	Palos Verdes Drive West and Hawthorne Boulevard	12,600 SF of new commercial floor area within 77,550 SF existing retail center
21.	7-11 Convenience Market and Gas Station	31186 Hawthorne Boulevard	Demolish existing 1,430 SF service bays and construct a new 2,754 SF convenience market
22.	Hawthorne/Crest Office Building	29941 Hawthorne Boulevard	7,232 SF office, 6,370 SF subterranean garage & 4,613 SF parking lot
23.	Crestridge Villas and Peninsula Senior Center	North of Crestridge Road and west of Crenshaw Boulevard	85 condominium units, 5 affordable housing units and a 5,440 SF recreation community center; 12,000 SF senior center
24.	Highridge Condominium Project	28220 Highridge Road	27 DU condominium building with subterranean parking
25.	Salvation Army Crestridge College	30840 Hawthorne Boulevard	28,627 SF three-story dormitory building with 20 new apartment units

<sup>2</sup> Source: City of Rancho Palos Verdes.

**TABLE 2R**  
**UPDATED RELATED PROJECTS TRAFFIC GENERATION FORECAST<sup>3</sup>**  
**MEDITERRANEAN VILLAGE, ROLLING HILLS ESTATES**

Related Projects Description	Daily 2-Way	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
<b><u>Rolling Hills Estates Development</u></b>							
1. Rolling Hills Covenant Church <sup>4</sup>	--	68	28	96	41	59	100
2. South Coast County Golf Course	643	32	8	40	22	28	50
3. Silver Spur Court	105	1	7	8	6	3	9
4. Peninsula Villas	211	3	3	6	5	4	9
5. Crest Road Building	175	15	2	17	16	72	88
6. 627 Deep Valley Dr Mixed-Use Project	858	-3	26	23	43	29	72
7. 655 Deep Valley and 930 Indian Peak	1,988	19	87	106	96	66	162
8. Butcher Subdivision	124	2	7	9	8	5	13
9. Chandler Ranch	1,072	21	63	84	72	41	113
10. 827 Deep Valley Drive Condominiums	128	1	8	9	8	4	12
11. Silverdes Medical/Retail Building	943	55	14	69	26	73	99
12. Town & Country Center Expansion	473	6	4	10	22	23	45
<b><u>Rancho Palos Verdes Development</u></b>							
13. Trump National Golf (Ocean Trails)	1,246	44	43	87	62	51	113
14. Point View	689	14	40	54	46	27	73
15. Long Point Resort Hotel <sup>5</sup>	6,263	195	118	313	247	252	499
16. Point Vicente Interpretative Center	247	16	4	20	6	18	24
17. Marymount College Facilities Exp <sup>6</sup>	1,561	80	40	120	78	51	129
18. Tentative Tract Map No. 52666	124	2	7	9	8	5	13
19. Ocean Front Estates	756	15	44	59	51	29	80
20. Golden Cove Shopping Center <sup>7</sup>	487	8	5	13	15	17	32
21. 7-11 Convenience Market/Gas Station	118	2	1	3	5	5	10
22. Hawthorne/Crest Office Building	177	20	3	23	15	72	87
23. Crestridge Villas and Peninsula Senior Center <sup>8</sup>	995	18	51	69	48	38	86
24. Highridge Condominium Project	158	2	10	12	9	5	14
25. Salvation Army Crestridge College	134	2	8	10	8	4	12
<b>Total Related Projects (No. 1-25) Trip Generation</b>	<b>19,675</b>	<b>638</b>	<b>631</b>	<b>1,269</b>	<b>963</b>	<b>981</b>	<b>1,944</b>

<sup>3</sup> Source: *Trip Generation*, 7<sup>th</sup> Edition, Institute of Transportation Engineers (ITE) [Washington, D.C. (2003)].

<sup>4</sup> Source: *Rolling Hills Covenant Church Traffic Impact Study*, prepared by LLG.

<sup>5</sup> Source: *Long Point Resort Traffic Study*, prepared by Urban Crossroads.

<sup>6</sup> Source: *Marymount College Facilities Expansion Project Traffic and Parking Impact Analysis*, prepared by RBF Consulting.

<sup>7</sup> The trips presented above include adjustments for pass-by. Source: *Trip Generation Handbook*, ITE June 2004. The following pass-by reduction factors were utilized: -Land Use 820: Shopping Center (Daily = assume 10% and PM Peak Hour = 34%)

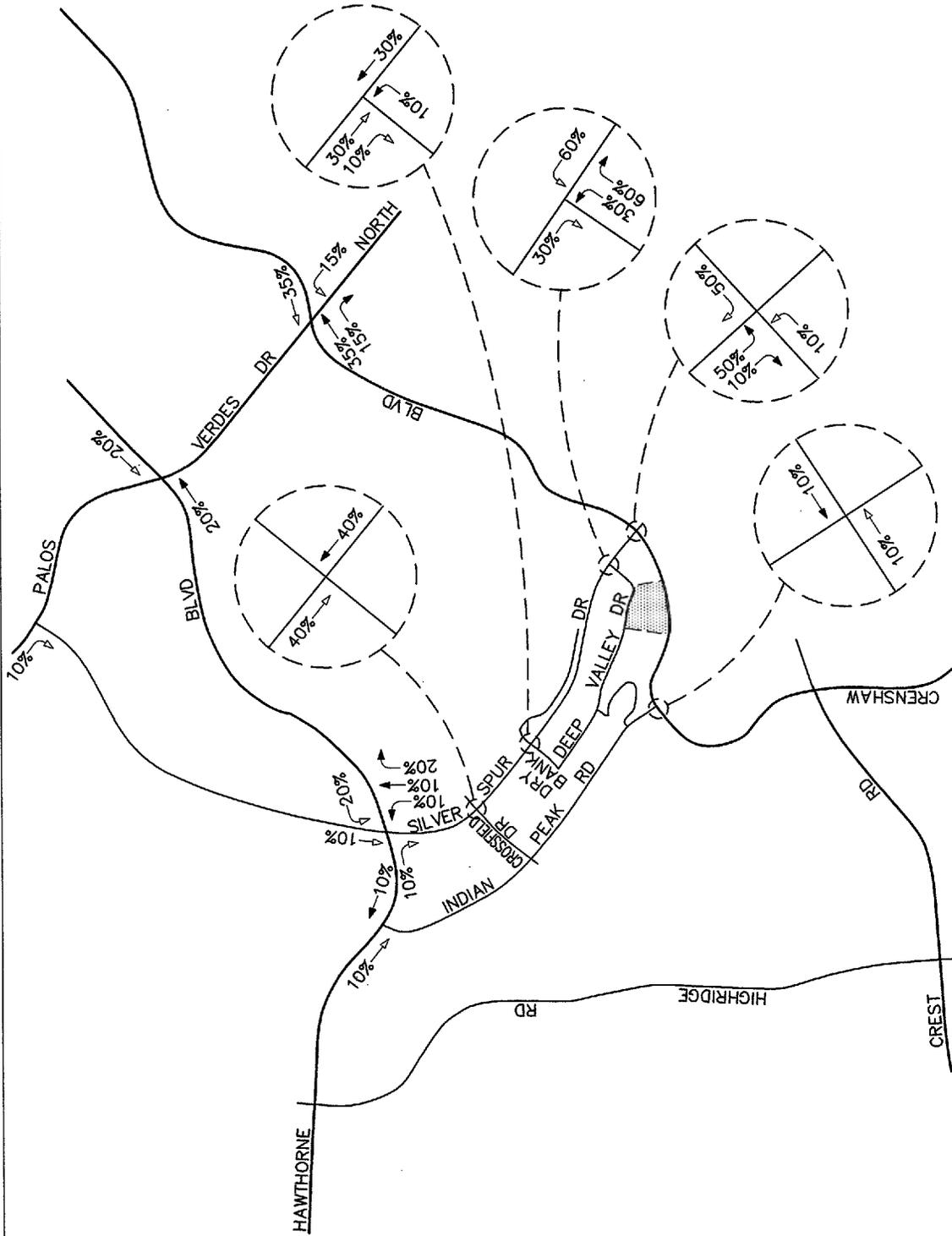
<sup>8</sup> Source: *Traffic Impact Analysis for Crestridge Villas*, prepared by LLG.

**TABLE 3R**  
**PROJECT TRAFFIC GENERATION FORECAST COMPARISON**  
**MEDITERRANEAN VILLAGE, ROLLING HILLS ESTATES**

ITE Land Use Code / Project Description	Daily 2-Way	AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
<b><i>Generation Rates<sup>9</sup></i></b>							
▪ Residential Condominium / Townhouse (TE/DU) <sup>10</sup>	8.00	0.06	0.48	0.54	0.47	0.26	0.73
▪ 710: General Office Building (TE/1000 SF)	11.01	1.36	0.19	1.55	0.25	1.24	1.49
▪ 720: Medical-Dental Office Building (TE/1000 SF)	36.13	1.96	0.52	2.48	1.00	2.72	3.72
▪ 814: Specialty Retail Center (TE/1000 SF)	44.32	0.63	0.40	1.03	1.19	1.52	2.71
<b><i>Generation Forecast:</i></b>							
<u><i>Existing Land Use</i></u>							
▪ General Office (13,588 SF)	150	18	3	21	3	17	20
▪ Medical Office (14,126 SF)	510	28	7	35	15	38	53
▪ Retail Shops (1,601 SF)	<u>71</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>2</u>	<u>2</u>	<u>4</u>
Total Existing Trip Generation	731	47	10	57	20	57	77
<u><i>Proposed Project</i></u>							
▪ Residential Condominiums (75 DU)	600	5	36	41	35	20	55
▪ Retail Shops (2,000 SF)	<u>89</u>	<u>1</u>	<u>1</u>	<u>2</u>	<u>2</u>	<u>3</u>	<u>5</u>
Total Alternative Project Trip Generation	689	6	37	43	37	23	60
<b>Net Difference in Trip Generation Potential: Proposed Project minus Existing Land Uses</b>	<b>- 42</b>	<b>- 41</b>	<b>27</b>	<b>- 14</b>	<b>17</b>	<b>- 34</b>	<b>- 17</b>

<sup>9</sup> Source: *Trip Generation*, 7<sup>th</sup> Edition, Institute of Transportation Engineers (ITE), Washington, D.C. (2003). AM peak hour trip rates for Land Use 814: Specialty Retail Center were estimated based on Land Use 820: Shopping Center AM peak hour average trip rates.

<sup>10</sup> Source: *Los Angeles County Traffic Impact Analysis Report Guidelines*, dated January 1, 1997.

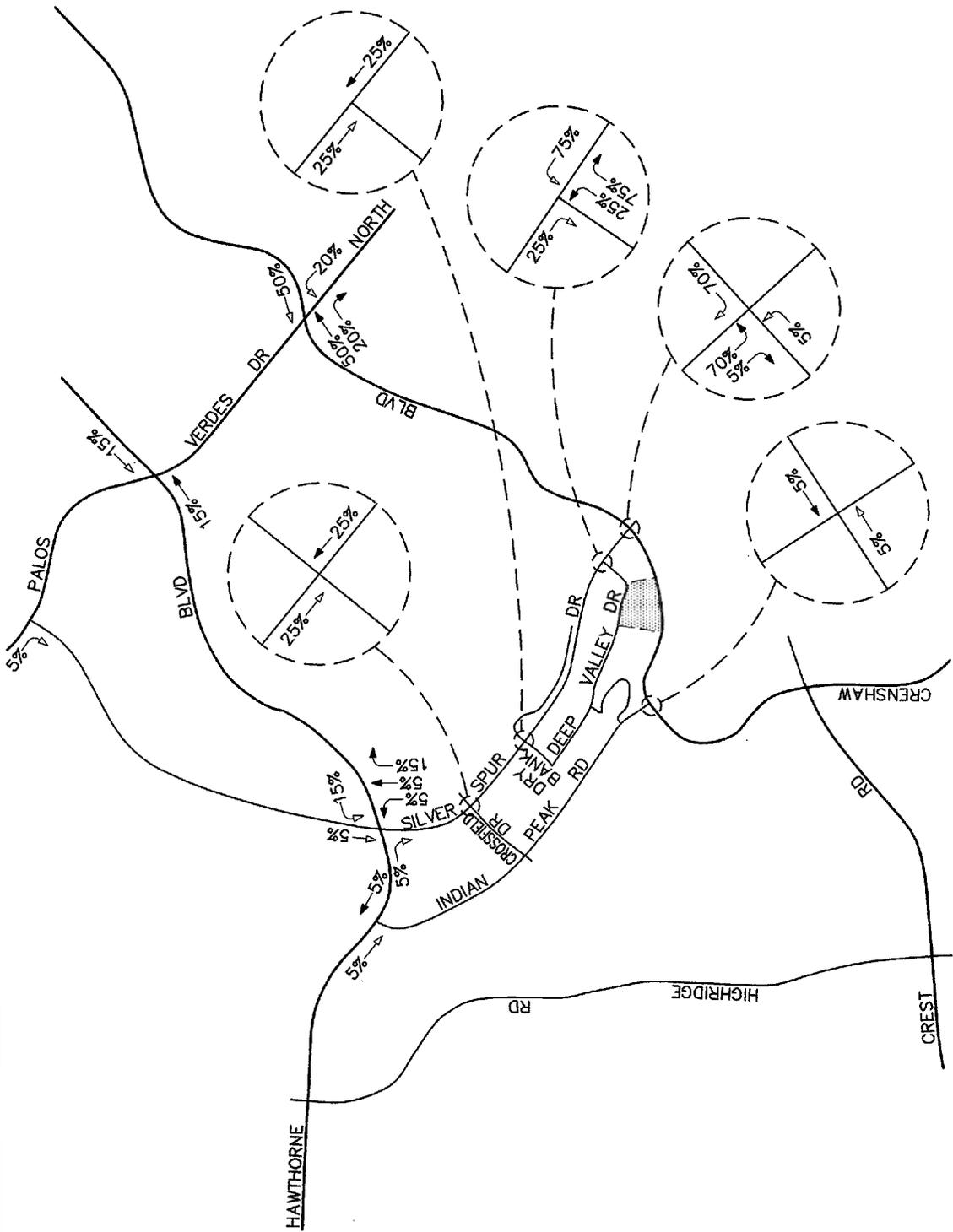


**FIGURE 3A**  
 EXISTING OFFICE PROJECT TRAFFIC DISTRIBUTION PATTERN  
 MEDITERRANEAN VILLAGE, ROLLING HILLS ESTATES

**KEY**  
 —XX% = INBOUND PERCENTAGE  
 - -XX% = OUTBOUND PERCENTAGE  
 = PROJECT SITE



LINSCOTT  
 LAW &  
 GREENSPAN  
 engineers



**FIGURE 3B**  
 PROPOSED RESIDENTIAL PROJECT TRAFFIC DISTRIBUTION PATTERN  
 MEDITERRANEAN VILLAGE, ROLLING HILLS ESTATES

**KEY**  
 <--- XX% = INBOUND PERCENTAGE  
 ---> XX% = OUTBOUND PERCENTAGE  
 [Shaded Area] = PROJECT SITE



LINSCOTT  
 LAW &  
 GREENSPAN  
 engineers

RELATED PROJECT TRIP GENERATION VOLUMES														
RELATED PROJECT	#1 Rolling Hills Governant	#2 South Coast County/Gov Course	#3 Silver Spu Court	#4 Peninsula Villas	#5 Crest Road Building	#6 627 Deep Valley Retail	#7 627 Deep Valley Residential	#8 627 Deep Valley Residential	#9 Ocean Trails	#10 Point View	#11 Long Point Resort/Hotel	#12 Point Vicente Interpretive Center	#13 Maymount College Facilities Exp	
#	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT
RELATED PROJECT	Volume	Percent	Volume	Percent	Volume	Percent	Volume	Percent	Volume	Percent	Volume	Percent	Volume	Percent
638	68	0%	32	0%	15	0%	3	0%	44	14%	185	16%	80	2%
631	25	0%	8	0%	2	0%	28	0%	43	14%	116	4%	40	7%
983	41	0%	22	0%	16	0%	27	0%	62	21%	247	6%	78	8%
881	59	0%	28	0%	72	0%	15	0%	51	17%	252	18%	51	5%
<b>Montone Boulevard at Silver Spur Road</b>														
TOTAL	145	0%	82	0%	103	0%	93	0%	159	10%	600	0%	250	0%
RELATED PROJECT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT
#1	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
#2	3	5%	2	5%	1	30%	0	0%	2	4%	24	1	0	0%
#3	4	0%	0	0%	0	0%	0	0%	0	0%	0	0	0	0%
#4	0	0%	0	10%	0	0%	0	0%	0	0%	0	0	0	0%
#5	21	0%	0	25%	0	0%	1	35%	0	0%	0	0	0	0%
#6	76	1%	0	0%	5	30%	0	0%	2	10%	39	3	0	0%
#7	0	0%	0	0%	0	0%	0	0%	0	0%	0	0	0	0%
#8	0	0%	0	0%	0	0%	0	0%	0	0%	0	0	0	0%
#9	0	0%	0	0%	0	0%	0	0%	0	0%	0	0	0	0%
#10	0	0%	0	0%	0	0%	0	0%	0	0%	0	0	0	0%
#11	0	0%	0	0%	0	0%	0	0%	0	0%	0	0	0	0%
#12	0	0%	0	0%	0	0%	0	0%	0	0%	0	0	0	0%
#13	0	0%	0	0%	0	0%	0	0%	0	0%	0	0	0	0%
#14	0	0%	0	0%	0	0%	0	0%	0	0%	0	0	0	0%
#15	0	0%	0	0%	0	0%	0	0%	0	0%	0	0	0	0%
#16	0	0%	0	0%	0	0%	0	0%	0	0%	0	0	0	0%
#17	0	0%	0	0%	0	0%	0	0%	0	0%	0	0	0	0%
#18	0	0%	0	0%	0	0%	0	0%	0	0%	0	0	0	0%
#19	0	0%	0	0%	0	0%	0	0%	0	0%	0	0	0	0%
#20	0	0%	0	0%	0	0%	0	0%	0	0%	0	0	0	0%
#21	0	0%	0	0%	0	0%	0	0%	0	0%	0	0	0	0%
#22	0	0%	0	0%	0	0%	0	0%	0	0%	0	0	0	0%
#23	0	0%	0	0%	0	0%	0	0%	0	0%	0	0	0	0%
#24	0	0%	0	0%	0	0%	0	0%	0	0%	0	0	0	0%
#25	0	0%	0	0%	0	0%	0	0%	0	0%	0	0	0	0%
#26	0	0%	0	0%	0	0%	0	0%	0	0%	0	0	0	0%
#27	0	0%	0	0%	0	0%	0	0%	0	0%	0	0	0	0%
#28	0	0%	0	0%	0	0%	0	0%	0	0%	0	0	0	0%

RELATED PROJECT TRIP GENERATION VOLUMES														
RELATED PROJECT	#1 Rolling Hills Governant	#2 South Coast County/Gov Course	#3 Silver Spu Court	#4 Peninsula Villas	#5 Crest Road Building	#6 627 Deep Valley Retail	#7 627 Deep Valley Residential	#8 627 Deep Valley Residential	#9 Ocean Trails	#10 Point View	#11 Long Point Resort/Hotel	#12 Point Vicente Interpretive Center	#13 Maymount College Facilities Exp	
#	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT
RELATED PROJECT	Volume	Percent	Volume	Percent	Volume	Percent	Volume	Percent	Volume	Percent	Volume	Percent	Volume	Percent
145	0	0%	1	5%	0	0%	0	0%	0	0%	50	4	0	0%
12	0	0%	0	0%	0	0%	0	0%	0	0%	0	0	0	0%
48	0	0%	0	0%	0	0%	0	0%	0	0%	0	0	0	0%
118	3	5%	1	5%	5	30%	0	0%	0	0%	49	1	0	0%
0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0	0	0%
0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0	0	0%
12	0	0%	0	0%	0	0%	0	0%	0	0%	0	0	0	0%
0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0	0	0%
13	0	0%	0	0%	0	0%	0	0%	0	0%	0	0	0	0%
18	0	0%	0	0%	0	0%	0	0%	0	0%	0	0	0	0%
47	0	0%	0	0%	0	0%	0	0%	0	0%	0	0	0	0%



Table C – Project Trip Generation Estimates

Land Use	Size <sup>2</sup>	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
<i>ITE Trip Rates</i> <sup>1</sup>								
General Office Building (ITE Code 710)	per TSF GFA	11.01	1.36	0.19	1.55	0.25	1.24	1.49
Medical Office Building (ITE Code 720)	per TSF GFA	36.13	1.96	0.52	2.48	1.00	2.72	3.72
<i>Trip Generation</i>								
Proposed General Office Use	5.124 TSF GFA	56	7	1	8	1	6	8
Proposed Medical Office Use	24.532 TSF GFA	886	48	13	61	25	67	91
<b>Total Trip Generation</b>		<b>943</b>	<b>55</b>	<b>14</b>	<b>69</b>	<b>26</b>	<b>73</b>	<b>99</b>

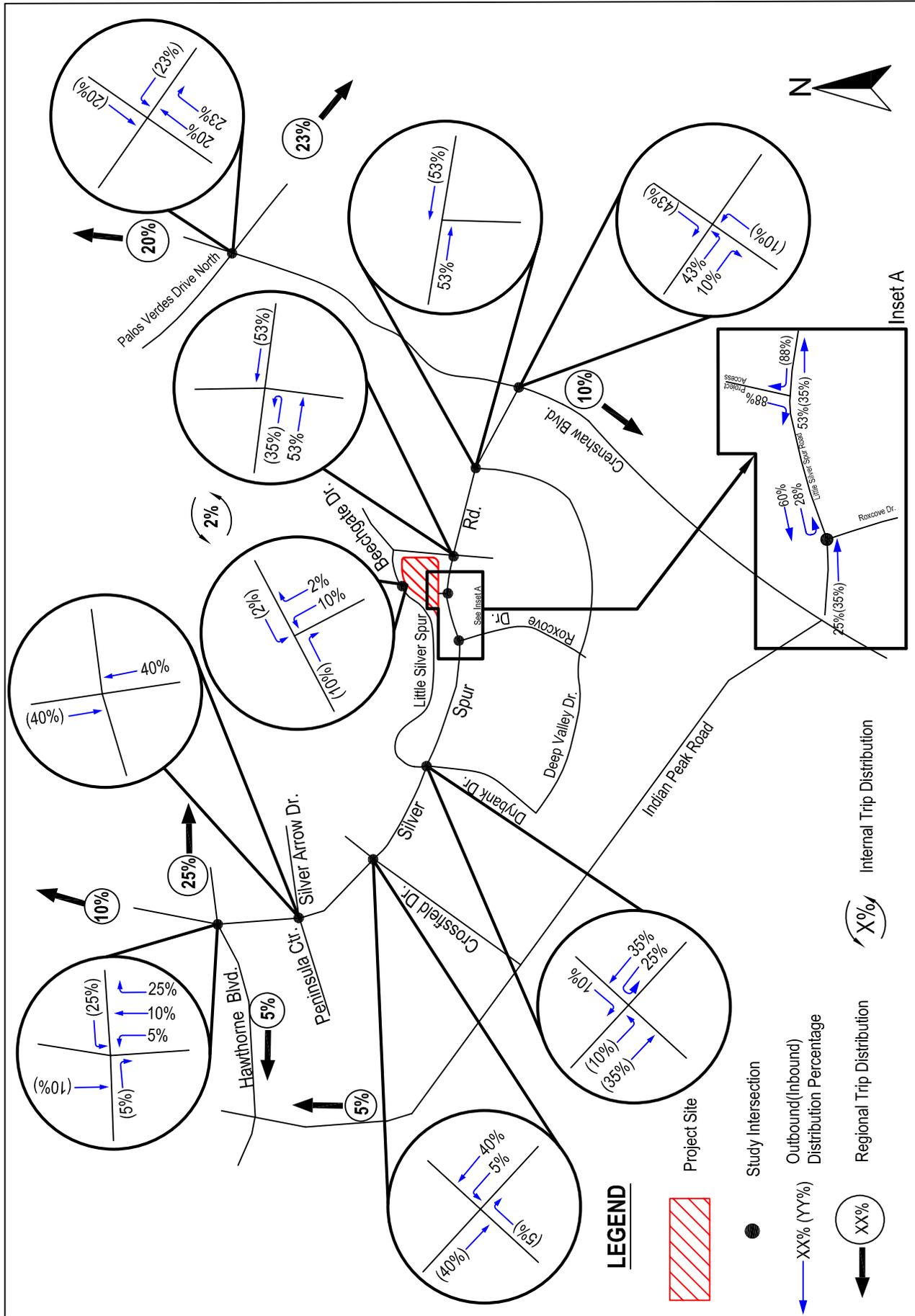
Note:

<sup>1</sup> Trip rates based on Institute of Transportation Engineers (ITE) Trip Generation, 7th Edition

<sup>2</sup> TSF GFA = thousand square feet of gross floor area

Figure 3 illustrates the trip distribution percentages for the medical and general office uses of the project.

The trip distribution percentages at each intersection were applied to the proposed project's trip generation to calculate the turn movement volumes that the project would generate at each study area intersection (i.e. trip assignment). The resulting a.m. and p.m. peak hour trip assignments are shown in Figure 4.



**Figure 3**  
Project Trip Distribution

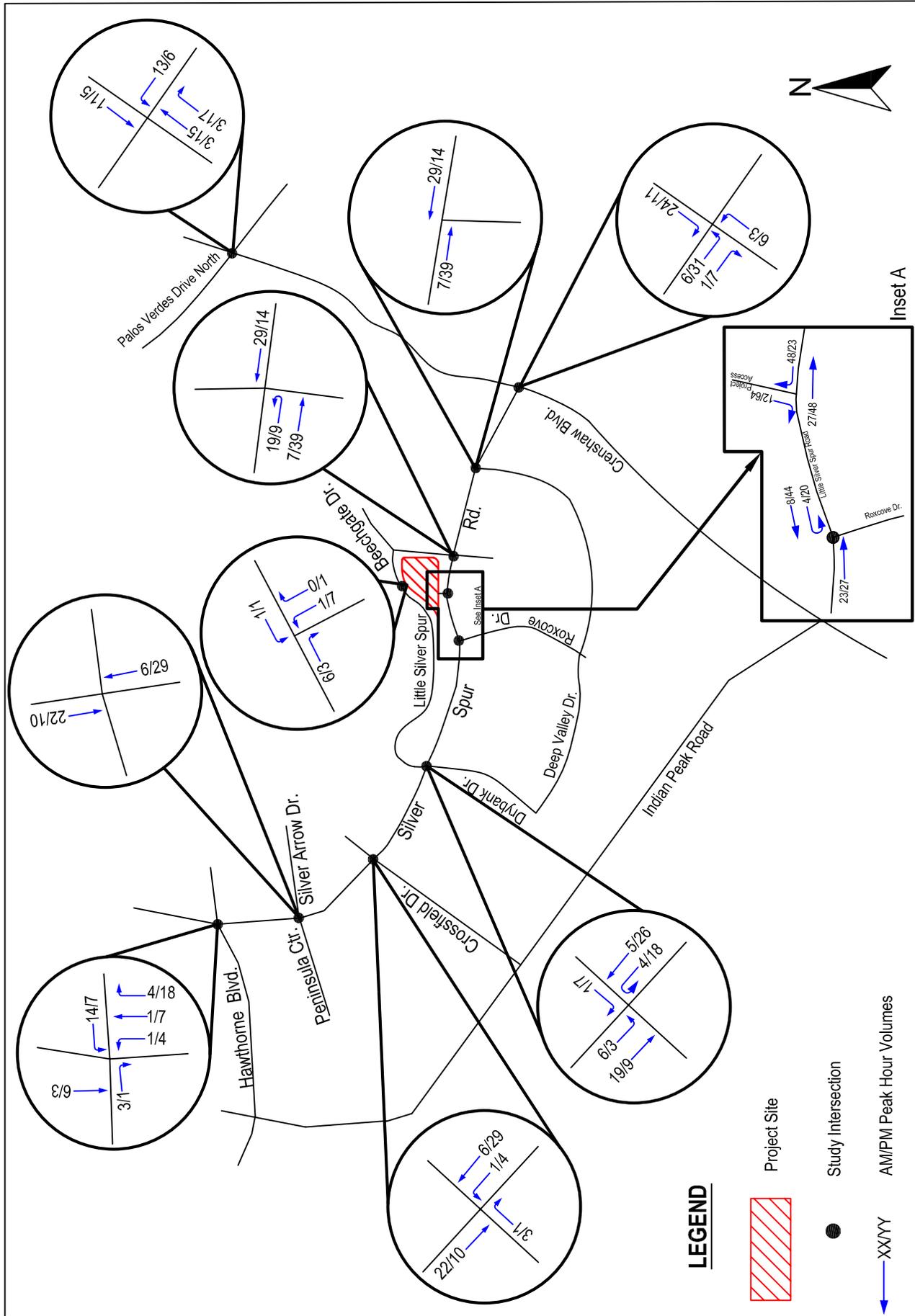


Figure 4  
Project Trip Assignment

-----  
 Turning Movement Report  
 Project AM  
 -----

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#101 Silver Spur/Hawthorne													
Base	77	335	61	114	296	83	206	923	142	147	533	75	2992
Added	1	1	4	0	6	0	0	0	3	14	0	0	29
Total	78	336	65	114	302	83	206	923	145	161	533	75	3021
#102 Silver Spur/Peninsula Ctr-Silver Arrow Dr													
Base	74	351	32	120	424	53	56	17	50	34	22	104	1337
Added	0	6	0	0	22	0	0	0	0	0	0	0	28
Total	74	357	32	120	446	53	56	17	50	34	22	104	1365
#103 Silver Spur/Crossfield Dr													
Base	122	7	56	2	0	2	40	412	101	50	334	9	1135
Added	0	0	3	0	0	0	0	22	0	1	6	0	32
Total	122	7	59	2	0	2	40	434	101	51	340	9	1167
#104 Drybank Dr/Silver Spur													
Base	29	1	26	5	0	8	18	428	33	32	365	31	976
Added	0	0	0	0	0	1	6	19	0	4	5	0	35
Total	29	1	26	5	0	9	24	447	33	36	370	31	1011
#105 Roxcove/Silver Spur Rd													
Base	6	0	4	0	0	0	0	373	50	21	436	0	890
Added	0	0	0	0	0	0	0	23	0	4	8	0	35
Total	6	0	4	0	0	0	0	396	50	25	444	0	925
#106 Project Access/Silver Spur													
Base	0	0	0	0	0	0	0	367	0	0	457	0	824
Added	0	0	0	0	0	12	0	27	0	0	0	48	87
Total	0	0	0	0	0	12	0	394	0	0	457	48	911
#107 Beechgate Dr/Silver Spur													
Base	30	8	34	140	4	14	23	311	33	35	413	161	1206
Added	0	0	0	0	0	0	19	7	0	0	29	0	55
Total	30	8	34	140	4	14	42	318	33	35	442	161	1261
#108 Deep Valley Dr/Silver Spur													
Base	14	0	85	0	0	0	0	459	45	175	611	0	1389
Added	0	0	0	0	0	0	0	7	0	0	29	0	36
Total	14	0	85	0	0	0	0	466	45	175	640	0	1425
#109 Crenshaw Blvd/Silver Spur													
Base	230	1191	0	1	606	552	416	0	119	0	0	1	3116
Added	6	0	0	0	0	24	6	0	1	0	0	0	37
Total	236	1191	0	1	606	576	422	0	120	0	0	1	3153
#110 Crenshaw Blvd/Palos Verdes Drive North													
Base	113	1085	644	66	683	249	543	644	74	616	546	161	5424
Added	0	3	3	0	11	0	0	0	0	13	0	0	30
Total	113	1088	647	66	694	249	543	644	74	629	546	161	5454

---

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#111 Project Access/Little Silver Spur													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	1	0	0	0	0	0	0	0	6	1	0	0	8
Total	1	0	0	0	0	0	0	0	6	1	0	0	8

-----  
 Turning Movement Report  
 Project PM  
 -----

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#101 Silver Spur/Hawthorne													
Base	334	315	186	64	373	141	182	582	240	233	1028	29	3707
Added	4	7	18	0	3	0	0	0	1	7	0	0	40
Total	338	322	204	64	376	141	182	582	241	240	1028	29	3747
#102 Silver Spur/Peninsula Ctr-Silver Arrow Dr													
Base	215	652	26	25	697	92	102	48	101	26	20	30	2034
Added	0	29	0	0	10	0	0	0	0	0	0	0	39
Total	215	681	26	25	707	92	102	48	101	26	20	30	2073
#103 Silver Spur/Crossfield Dr													
Base	143	4	148	49	3	18	22	711	131	218	848	20	2315
Added	0	0	1	0	0	0	0	10	0	4	29	0	44
Total	143	4	149	49	3	18	22	721	131	222	877	20	2359
#104 Drybank Dr/Silver Spur													
Base	504	12	75	22	10	72	82	751	132	90	562	13	2325
Added	0	0	0	0	0	7	3	9	0	18	26	0	63
Total	504	12	75	22	10	79	85	760	132	108	588	13	2388
#105 Roxcove/Silver Spur Rd													
Base	27	0	40	0	0	0	0	767	41	23	609	0	1507
Added	0	0	0	0	0	0	0	27	0	20	44	0	91
Total	27	0	40	0	0	0	0	794	41	43	653	0	1598
#106 Project Access/Silver Spur													
Base	0	0	0	0	0	0	0	766	0	0	657	0	1423
Added	0	0	0	0	0	64	0	48	0	0	0	23	135
Total	0	0	0	0	0	64	0	814	0	0	657	23	1558
#107 Beechgate Dr/Silver Spur													
Base	124	18	61	103	15	35	50	633	83	53	498	116	1789
Added	0	0	0	0	0	0	9	39	0	0	14	0	62
Total	124	18	61	103	15	35	59	672	83	53	512	116	1851
#108 Deep Valley Dr/Silver Spur													
Base	63	0	348	0	0	0	0	729	163	175	611	0	2089
Added	0	0	0	0	0	0	0	39	0	0	14	0	53
Total	63	0	348	0	0	0	0	768	163	175	625	0	2142
#109 Crenshaw Blvd/Silver Spur													
Base	194	510	0	2	764	693	706	0	302	0	0	1	3172
Added	3	0	0	0	0	11	31	0	7	0	0	0	52
Total	197	510	0	2	764	704	737	0	309	0	0	1	3224
#110 Crenshaw Blvd/Palos Verdes Drive North													
Base	106	634	662	160	816	205	261	535	62	896	532	92	4961
Added	0	15	17	0	5	0	0	0	0	6	0	0	43
Total	106	649	679	160	821	205	261	535	62	902	532	92	5004

---

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#111 Project Access/Little Silver Spur													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	7	0	1	0	0	0	0	0	3	1	0	0	12
Total	7	0	1	0	0	0	0	0	3	1	0	0	12

**Kit Fox**

---

**From:** Joel Rojas [joelr@rpv.com]  
**Sent:** Wednesday, May 14, 2008 4:29 PM  
**To:** marleneresing@cox.net  
**Cc:** 'Jeffrey Lewis'; 'Kit Fox'  
**Subject:** FW: Planning Meeting /June24th

Dear Ms. Resing

Commissioner Lewis forwarded me your question. Unfortunately, as explained below it is not a simple answer.

Only the Planning Commission (as a body) has the authority to continue a public hearing and such an action has to be taken while the item is before them at a duly noticed meeting. In other words, continuing the hearing further to July 8<sup>th</sup> needed to have happened last night. Since the Commission continued the public hearing to a date certain (June 24<sup>th</sup>), the matter cannot be brought before them sooner than that. In other words, your continuance request cannot be presented to the Commission for consideration until June 24<sup>th</sup>. Emailing or calling each Commissioner before then to ask for a continuance also doesn't work since the Commission cannot make any decisions outside of a public hearing without violating due process laws.

The only thing that can be done is to have the 5 residents who cannot attend the June 24<sup>th</sup> meeting write a letter requesting that the Commission not make a final decision on June 24<sup>th</sup> since they will not be able to be present. The letter will be included in the staff report that will be transmitted to the Commission prior to the meeting. It will then be up to the Commission that night on how to act on the request. In the mean time, given the Commission's direction last night, Staff will be seeking access to all the affected units to perform the required view analysis for presentation on June 24<sup>th</sup>.

Joel Rojas

---

Begin forwarded message:

**From:** Marlene Resing <marleneresing@cox.net>  
**Date:** May 14, 2008 1:36:11 PM PDT  
**To:** jeff@jefflewislaw.com  
**Subject:** Planning Meeting /June24th

Dear Mr. Lewis,

Would you please explain the procedure to request a continuance until July 8<sup>th</sup>. Five of the most affected people will be out of the state on June 24<sup>th</sup>. We want to be at the meetings so we can participate.

The residents of La Cima appreciate the interest you have show regarding this project.

Thank you,  
 Marlene Resing  
 7 Via La Cima  
 RPV,CA. 90275  
 310-377-4429

June 11, 2008

RECEIVED

JUN 12 2008

PLANNING, BUILDING AND  
CODE ENFORCEMENT

Joel Rojas  
Director of Planning, Building and  
Code Enforcement  
City of Rancho Palos Verdes  
30940 Hawthorne Blvd  
Rancho Palos Verdes, CA 90275

**RE:** Planning Case Nos. SUB2007-00003 and ZON2007-00072, Proposed  
Condominiums Located at 28220 Highridge Road, Rancho Palos Verdes, CA.

Director Rojas:

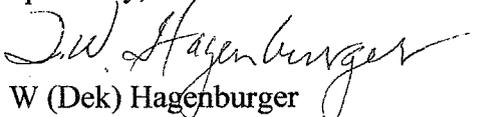
During the Planning Commission hearing on May 13, 2008, concerning the above referenced matter, there was an on-going discussion regarding view preservation, including, but not limited to, the Commission's imperative to assess the significance of the view impacts of the project from the Via La Cima properties.

In response to certain statements occurring during the public comment segment, you clarified a point by stating, in part, that "Staff makes its view analysis and recommendations based on site visits under the regulations set forth by the Code as to how to assess views."

The Via La Cima property owners have read the View Preservation and Restoration Ordinance, Title 17, Chapter 02, Section 040. Is there some additional document or other material that also describes the Code?

What we are unable to determine are the standards and any and all other methods or measurements Staff will utilize to "assess views." We would expect that you deploy some set of objective standards, methods or measurements that allow for your assessment, which can be replicated by a professional third party who is experienced and qualified in such matters. We hereby request a reference to or, preferably, a copy of the standards or any other methods you will use in assessing views during your site visit. We further request that any response be in writing.

Respectfully,



D W (Dek) Hagenburger  
6 Via La Cima  
Rancho Palos Verdes, CA 90275  
310-541-7771  
[dwhhssi@msn.com](mailto:dwhhssi@msn.com)

CC: Kit Fox, Associate Planner, City of Rancho Palos Verdes

12 June 2008

D.W. Hagenburger  
6 Via La Cima  
Rancho Palos Verdes, CA 90275

**SUBJECT: View Impact Analysis for Highridge Condominiums**

Dear Mr. Hagenburger:

Thank you for your correspondence of 11 June 2008. In addition to the provisions of Section 17.02.040 of the Rancho Palos Verdes Development Code (RPVDC), Staff uses the City Council-adopted Height Variation Guidelines when assessing the significance of view impacts for structures. A copy of the Guidelines are enclosed as you requested.

If you have any questions or need additional information, please feel free to contact me at (310) 544-5228 or via e-mail at [kitf@rpv.com](mailto:kitf@rpv.com).

Sincerely,



**Kit Fox, AICP**  
Associate Planner

enclosure

cc: Joel Rojas, Director of Planning, Building & Code Enforcement  
✓Project file (SUB2007-00003 & ZON2007-00072)

M:\Letters\20080612\_Hagenburger\_HighridgeCondos.doc

**MEMORANDUM**

**TO:** CHAIRMAN AND MEMBERS OF THE PLANNING COMMISSION  
**FROM:** DIRECTOR OF PLANNING, BUILDING AND CODE ENFORCEMENT  
**DATE:** MAY 13, 2008  
**SUBJECT:** VESTING TENTATIVE TRACT MAP NO. 68796, ET AL. (CASE NOS. SUB2007-00003 & ZON2007-00072): PROPOSED 27-UNIT CONDOMINIUM PROJECT AT 28220 HIGHRIDGE ROAD

Staff Coordinator: Kit Fox, AICP, Associate Planner 

**RECOMMENDATION**

Receive additional information regarding the proposed project, identify issues of concern, provide the applicant with direction in modifying the project if necessary, and continue the public hearing to June 10, 2008.

**BACKGROUND**

On April 8, 2008, the Planning Commission first considered the request for this 27-unit condominium project. The Commission asked for additional information and possible revisions to the project plans and traffic impact analysis. Although much of this information has been provided by the applicant, some items remain outstanding and Staff needs additional time to review these materials. Therefore, Staff is recommending that the Planning Commission continue this matter after receiving the additional information that is available at this time.

**DISCUSSION**

At the conclusion of discussion on April 8, 2008, the Planning Commission identified several issues for further study and investigation. The following is a summary of the responses to these issues as of the date that this report was completed.

**Reduce the Height of the Roof-Access Stair Tower**

As originally proposed, the project required site plan review for a 42-foot-tall roof-access stair tower. At the April 2, 2008, meeting, Staff indicated that it believed that the necessary findings to allow the roof-access stair tower to exceed the 36-foot height limit could not be made. The applicant's architect stated that the roof of the tower could be removed so that it would not exceed the 36-foot height limit. The project plans have been revised to accomplish this. Therefore, the site plan review component of the project is now moot.

### Costs and Benefits of the Proposed Left-Turn Pocket

Members of Planning Commission and the general public expressed concern about the proposed left-turn pocket in the median of Highridge Road. The City's Traffic Engineer has previously reviewed the proposed left-turn pocket and found that it would be generally feasible (see attached memoranda). He recommended conditions limiting the height of vegetation near the driveway; requiring final approval of signing and striping by the Public Works Department; and requiring the applicant to pay for the construction of the left-turn pocket. Clearly, providing this left-turn pocket would primarily benefit the future residents of the proposed project. Since the City's Traffic Engineer found that the turn pocket is "acceptable from a planning perspective to provide adequate access to the site" and the applicant is required to pay for its construction, Staff believes that the "cost" of the turn pocket to the general public would be negligible, both financially and from the standpoint of general health, safety and welfare.

### Quality of the Proposed Landscape Plan

Members of the Planning Commission expressed concern that the conceptual landscaping depicted on the plans was not indicative of a "high-end" condominium project. At this level of review, it is not common to require applicants to prepare detailed landscape plans. Such plans are typically required as a condition of project approval prior to building permit issuance, subject to the review of the Director of Planning, Building and Code Enforcement. If the Planning Commission wishes, it could require the applicant to prepare detailed landscape plans prior to Planning Commission action. However, Staff suggests that the Planning Commission provide very specific direction about what "high-end" elements it wishes incorporated in the final landscape plan reviewed by the Director so that they may be included in the project conditions of approval.

### Feasibility of Additional Grading to Reduce Overall Building Height

Members of the Planning Commission and the general public questioned the applicant's ability to lower the overall height of the project through additional grading, which would result in more export from the site than is currently proposed. As discussed at the April 8, 2008, meeting, the applicant's architect opined that the overall height of the building would need to be lowered up to six feet (6'-0") before there was an appreciable reduction in view impairment for properties located across Highridge Road. Staff agrees with this assessment. However, the applicant's engineer opined that the grade of the subject property could only be lowered about two feet (2'-0") further before the site drainage would be affected. The applicant has provided no additional information about the feasibility of additional grading. The Planning Commission may wish to ask the applicant for a quantifiable analysis addressing the effect of such grading prior to the next meeting.

### Planning Commission Authority under the Conditional Use Permit Findings

As discussed at some length at the April 8, 2008, meeting, new development projects in multi-family zoning districts are not subject to the same view preservation and neighborhood compatibility analyses that are required for new construction in single-family zoning districts. However, in evaluating the proposed project, Staff analyzed the project in a manner consistent with single-family development by treating the project's allowable 36-foot height limit similar to the 16-foot "by right" height limit in single-family zones; and by analyzing the project's bulk and mass in the context of the aesthetic impact analysis in the Mitigated Negative Declaration (MND). Nevertheless, the Planning Commission questioned whether it had the authority under the conditional use permit (CUP) findings to require the height and size of the project to be further reduced beyond the development standards established for the RM-22 zoning district. Staff noted that Finding No. 3 for the requested CUP (which is required for the approval of a condominium project)<sup>1</sup> states that, "[in] approving the subject use at the specific location, there will be no significant adverse effect on adjacent property or the permitted use thereof." In a conversation with Staff on April 29, 2008, the City Attorney opined that this finding gives the Planning Commission the authority to modify or deny the project if the Planning Commission finds that the project would result in "significant adverse [effects] on adjacent property," which could include view impacts. As such, since the City Attorney has determined that the 36-foot height limit is not treated as a "by right" entitlement for this proposed condominium project—given the discretionary CUP findings that are also applicable—Staff believes that it is imperative to assess the significance of the view impacts of the project from as many of the Via La Cima properties as possible before a decision is made by the Planning Commission. Staff has not yet completed this task and will need additional time to complete this analysis for presentation on June 10, 2008.

### Prohibition against Roof-Mounted Mechanical Equipment

Members of the Planning Commission and the general public expressed concern about the potential for roof-mounted mechanical equipment. As the applicant's architect stated at the April 8, 2008, meeting, there is no roof-mounted mechanical equipment proposed. This would be memorialized as a condition of approval for the project.

### Maximize the Use of Permeable Paving Surfaces

Commissioner Knight suggested the use of permeable paving surfaces in the project. The project has received conceptual approval by the City's drainage consultant. Additional analysis and final approval will be required prior to building permit issuance. The

---

<sup>1</sup> It should be noted that this project would not require a conditional use permit if it were an apartment complex, which is a use that is permitted "by right" in the RM-22 zoning district.

conditional of approval will include a requirement for the use of permeable paving surfaces wherever they are practicable and not prohibited by some other agency or authority (such as the Fire Department).

#### Adoption of a Pesticide Management Plan

Commissioner Knight suggested the preparation of the pesticide management plan to control the introduction of pesticides into site runoff. The requirement for such a plan could be included in the conditions of approval related to the final landscape and/or drainage plans.

#### Analysis of Cumulative Traffic Impacts

The City of Rolling Hills Estates, in comments on the proposed MND for the project, asked for cumulative traffic impacts analysis focusing on three (3) intersections along Hawthorne Boulevard: Highridge Road, Indian Peak Road and Silver Spur Road. Additional analysis of this issue was supported by Commissioner Tetreault and other members of the Planning Commission. The applicant's traffic consultant is preparing this analysis, but it was not available as of the date that this report was completed. Once completed, Staff intends to ask our City Traffic Engineer to review the revised report before this matter comes back to the Planning Commission on June 10, 2008.

#### Analysis of Green House Gas Emissions

The City of Rolling Hills Estates, in comments on the proposed MND for the project, suggested an analysis of green house gas (GHG) emissions be included as a part of the project's MND. This suggestion was supported by Commissioner Knight. As noted by Staff at the April 8, 2008, meeting, the current CEQA Guidelines do not require an analysis of GHG emissions. The City of Rolling Hills Estates suggested such an analysis—which it has included in the recent analysis of projects in the Peninsula Center area—but in the absence of State-adopted guidelines or requirements, the City Attorney agrees with the Director of Planning, Building and Code Enforcement that it is not legally necessary in this case. Of course, the Planning Commission may still direct that this analysis be conducted.

#### Contact Information for Via La Cima Residents

Members of the Planning Commission wished to contact property owners on Via La Cima to arrange site visits to view the project silhouette. This information has already been provided to the Planning Commission under separate cover.

## **ADDITIONAL INFORMATION**

### **Revised Project Plans**

The applicant submitted revised plans to Staff on May 7, 2008. As such, Staff did not have time to review them before this report was distributed to the Planning Commission. The one change that Staff is aware of, however, is the revision to the roof-access stair tower, as described above.

### **Additional Public Correspondence**

Attached to tonight's report are copies of additional public correspondence received since the April 8, 2008, Planning Commission meeting.

## **CONCLUSION**

Based upon the foregoing discussion, Staff recommends that the Planning Commission continue this matter to June 10, 2008. In the meantime, Staff will complete the view analyses from the remaining residences on Via La Cima; the cumulative traffic impacts analysis will be completed and forwarded to the City's Traffic Engineer for review; and the applicant will respond to any remaining issues of concern raised by the Planning Commission, including the feasibility of additional grading.

## **ALTERNATIVES**

In addition to Staff's recommendation, the following alternatives are available for the Planning Commission's consideration:

1. Identify issues of concern with the project, provide the applicant with direction in modifying the project if necessary, and continue the public hearing to another date certain.

### **Attachments:**

Memoranda from the City's Traffic Engineer  
RW&G *Advisor* article regarding CEQA and green house gases  
Additional public correspondence  
Revised project plans



## MEMORANDUM

# RANCHO PALOS VERDES

**TO: SAIMAK MOTAHARI, P.E.  
SENIOR ENGINEER**

**FROM: JACK RYDELL, P.E., T.E., PTOE  
CONSULTANT TRAFFIC ENGINEER**

**DATE: AUGUST 10, 2007**

**SUBJECT: 28220 HIGHRIDGE ROAD  
PLANNING CASE SUB2007-0003/ZON2007-00072  
SITE PLAN REVIEW – 2<sup>ND</sup> SUBMITTAL**

As requested, I have reviewed the revised site plan for a proposed condominium development as it relates to traffic issues and offer the following comments.

1. The revised plan indicates construction of a median break and associated southbound left-turn pocket at the project driveway. This is acceptable from a planning perspective to provide adequate access to the site. Prior to final approval of the plans, the applicant should submit signing and striping plans for Public Works review. In addition to funding the cost of constructing the median break, the applicant should be conditioned to fund installation of the appropriate median opening signs and markings (per the previously discussed signing and striping plan) by the City.
2. Vegetation planting on the south side of the driveway should be designed so as not to limit visibility for exiting vehicles when viewing traffic on Highridge Road.

If you have any questions, please contact me at (562) 252-2511.

JR: 28220 Hghridge Rd Site Plan Second Review - 8-10-07

# MEMORANDUM



# RANCHO PALOS VERDES

**TO: SAIMAK MOTAHARI, P.E.  
SENIOR ENGINEER**

**FROM: JACK RYDELL, P.E., T.E., PTOE  
CONSULTANT TRAFFIC ENGINEER**

**DATE: MARCH 29, 2007**

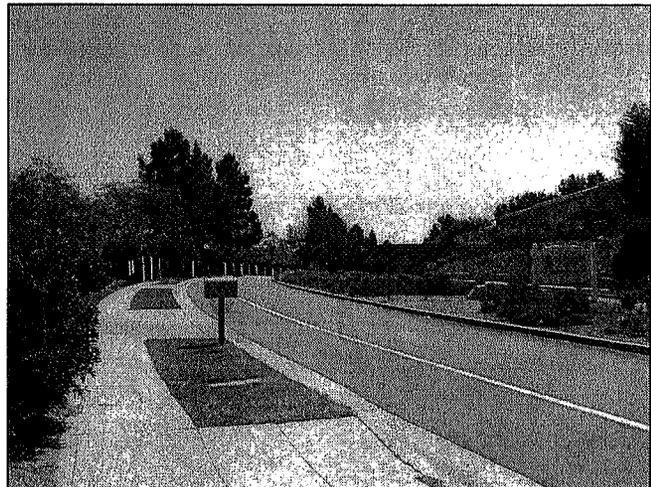
**SUBJECT: 28220 HIGHRIDGE ROAD  
PLANNING CASE SUB2007-0003/ZON2007-00072  
SITE PLAN REVIEW**

As requested, I have reviewed the subject site plan for a proposed condominium development as it relates to traffic issues and offer the following comments.

1. Based on the proposed 27 units, this development is expected to generate approximately 216 trips per day. The Los Angeles County Traffic Impact Analysis Guidelines specifies a threshold of 500 trips per day or 50 trips per peak hour for requiring a traffic impact study. Based on this information, a traffic impact analysis is not required for this development.



2. Highridge Road currently has a landscaped center median separating the northbound and southbound travel lanes. The plan does not show how access will be provided for southbound traffic. It appears that a median break will be required. Sufficient detail should be included to illustrate that adequate access is provided, including minimum stopping sight distance per American Association of State Highway and Transportation Officials (AASHTO) guidelines.



March 29, 2007

Page 2

3. The plan should include turning template information for emergency and sanitation vehicles to ensure that adequate turning radii are provided on internal driveways to adequately access the property.
4. Vegetation planting on the south side of the driveway should be designed so as not to limit visibility for exiting vehicles when viewing traffic on Highridge Road.
5. If a median cut is provided, the developer should be conditioned to fund installation of appropriate median opening signs by the City.



If you have any questions, please contact me at (562) 252-2511.

JR: 28220 Hghridge Rd Site Plan Review - 3-29-07

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## The Role of Cities in Addressing Climate Change under CEQA

BY GREG STEPANICICH

On January 1 of this year, the landmark California Global Warming Solutions Act of 2006, Health & Safety Code Section 38500 *et seq.* (the “Act”), became law. The purpose of the Act is to reduce the level of statewide greenhouse gas emissions in 2020 to 1990 levels. The Air Resources Board is charged with adopting rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emission reductions from sources producing significant levels of greenhouse gases. The Act makes no mention of the California Environmental Quality Act (“CEQA”), but the legislative findings declare that global warming poses a serious threat to the public health, natural resources and environment of California.

### NEW LEGISLATION REQUIRES CEQA GUIDELINES ON CLIMATE CHANGE

Senate Bill 97 (“SB 97”-Dutton), signed by the Governor on August 24, 2007, answers any question whether global warming or climate change is an issue to be addressed under CEQA. SB 97 adds Section 21083.05 to the Public Resources Code. Section 21083.05(a) states that the Office of Planning and Research (“OPR”) shall prepare “guidelines for the mitigation of greenhouse gas emissions or the effects of greenhouse gas emissions *as required by this division...*” Although Section 21083.05 only expressly requires public agencies to prepare new CEQA guidelines on this issue, the wording of the statute nonetheless implies that CEQA currently requires a discussion of greenhouse gas emissions in environmental documentation. OPR must prepare and transmit the new guidelines to the Resources Agency

on or before July 1, 2009. By January 1, 2010, the Resources Agency must certify and adopt the OPR guidelines. Both OPR and the Resources Agency must update the adopted guidelines to incorporate new information or criteria established by the Air Resources Board pursuant to the Act. We can anticipate that the Air Resources Board will use CEQA as one of the mechanisms to reduce greenhouse gas emissions to 1990 levels.

Until the Resources Agency adopts these guidelines, public agencies are forced to develop their own approaches to measuring and evaluating greenhouse gas. Some local public agencies have taken the position that until greenhouse gas evaluation methodologies and significance criteria are established, the impact of local land use projects on climate change is speculative and does not need to be addressed in environmental documentation. CEQA Guidelines Section 15145 provides that a lead agency does not have to discuss a potential environmental impact if the agency finds that the impact is too speculative for evaluation.

**THE SAN BERNARDINO CLIMATE CHANGE SETTLEMENT WITH THE ATTORNEY GENERAL**

The County of San Bernardino (“County”) was among the agencies that took this approach in preparing and certifying its environmental impact report (“EIR”) for a comprehensive General Plan update. The California Attorney General filed a lawsuit against the County alleging that the EIR was deficient for failing to address the impact of the General Plan update on climate change. The County settled this lawsuit by agreeing to prepare and adopt a Greenhouse Gas Emissions Reduction Plan. This plan will:

- Inventory the sources of greenhouse gases in the County;
- Establish a baseline inventory of emissions from these sources;

- Project the expected level of emissions in 2020 due to the County’s land use decisions and internal government operations; and
- Establish mitigation measures for reaching the targeted reductions required by the Plan in a manner consistent with the Act.

As part of the settlement, the Attorney General dropped its challenge to the adopted General Plan update and related EIR, in exchange for the County preparing a new EIR on the Greenhouse Gas Emissions Reduction Plan.

The Attorney General will challenge the approval of comprehensive planning and large land use projects that do not adequately address climate change in the environmental documents. The Attorney General recently submitted climate change comments on 13 local EIRs involving general plans, large-scale specific plans and regional transportation plans. A private environmental group, the Center for Biological Diversity, has filed similar CEQA challenges against the County and the Cities of Desert Hot Springs, Perris, and Banning. Successful climate change lawsuits filed by environmental or other public interest groups will likely result in the award of attorneys’ fees against the defendant public agencies.

**DO ALL PROJECTS REQUIRE CLIMATE CHANGE STUDY?**

There is no doubt that comprehensive General Plan updates by cities and counties should address climate change. The more difficult question is what size of project requires climate change analysis. The language of the Act indicates that it does not require regulation of all sources of greenhouse gases. Health and Safety Code Section 38505(i) defines sources of greenhouse gases subject to regulation under the Act as “sources whose emissions are at a level of significance as determined by the Air Resources Board that its participation in the program

established under the Act will enable the Board to effectively reduce greenhouse gas emissions.” This implies there are some sources of greenhouse gases that the Air Resources Board will determine are below a “level of significance.” Section 38561(e) requires the Air Resources Board to recommend a *de minimis* threshold of greenhouse gas emissions below which emission reduction requirements under the Act will not apply. Presumably, the climate change CEQA guidelines that OPR prepares and that the Resources Agency adopts also will exclude projects found to have an insignificant effect on climate change from greenhouse gas emission study and mitigation.

**CONCLUSION**

Deciding whether an EIR or Negative Declaration needs to address climate change involves a careful evaluation of the nature and impacts of the project. The safest course is to include climate change in the environmental review for any large residential or commercial project. In the absence of state guidelines on when a project is of sufficient size or impact to trigger climate change review, local public agencies will need to make difficult judgment calls. An in-fill residential duplex probably does not require climate change analysis while a 200-unit residential subdivision of previously undeveloped land likely does.

There are two primary approaches to consider in addressing climate change as a potentially significant environmental effect:

1. Determine that the project, either individually or cumulatively, will have a potentially significant effect on the environment, but conclude that the effect can be mitigated to a level of insignificance. Public agencies will need to adopt mitigation measures addressing climate change impacts that reasonably reduce the impact to a level of insignificance. This

approach may be taken for either a Mitigated Negative Declaration or an EIR.

2. Determine that the project, either individually or cumulatively, will have a potentially significant effect on the environment and conclude that the effect is significant and unavoidable, requiring the preparation of a statement of overriding considerations. Before making a statement of overriding considerations, the lead agency must consider all feasible mitigation measures. Public agencies can use this approach only if an EIR is prepared. Therefore, if an agency adopts this approach as a general across-the-board policy, it is precluded from preparing Negative Declarations or Mitigated Negative Declarations for any project, regardless of size.

**The safest course is to include climate change in the environmental review for any large residential or commercial project.**

Unfortunately, neither of these two approaches immunizes the public agency from litigation, as project opponents will argue that the adopted mitigation is insufficient. Further, until the state regulatory agencies adopt established analytical methodologies, project opponents will attack the method of analysis employed. Nonetheless, a public agency will be better able to defend against lawsuits by preparing a good faith, thorough, and reasonable analysis of the issue.

Any environmental review of the impact of the project on climate change should consider not

only the climate change impacts created by the project, but also the impacts climate change will have on the project. For example, a project located near bodies of water or watercourses should address the impact that rising water levels may have on the project.

It is impossible to give CEQA guidance that applies universally to all projects, as the determination of the level of review required for climate change impacts is very fact specific. Climate change is, however, an important environmental issue that public agencies can no longer dismiss as speculative.

**FOR ADVICE FROM RW&G CONCERNING CLIMATE CHANGE, PLEASE CONTACT GREG STEPANICICH OR ANY OF THE LAWYERS IN THE FIRM'S CLIMATE CHANGE PRACTICE GROUP.**

**ENVIRONMENTAL**

**The Price of Clean Water**

**BY MATTHEW E. COHEN**

As we head into the storm season, it is perhaps an appropriate time to reflect on an issue of increasing import: our storm drain systems.

In California, discharges from our Municipal Separate Storm Sewer Systems (commonly known as “MS4s”) are not treated. Despite this fact, we rarely consider the impacts that simple tasks, such as washing our cars or applying chemical fertilizers to our lawns, have on our streams, rivers, and beaches. For most people, MS4s only catch our attention when, during times of tremendous downpour, the normally tranquil ditches, canals, and streams criss-crossing our community turn into raging torrents, threatening life and property. Yet in the effort to clean up our polluted waters, MS4s are increasingly taking center stage.

**THE CLEAN WATER ACT’S INFANCY**

In 1972, Congress adopted the Clean Water Act. One of the most significant pieces of legislation in the last 40 years, the Clean Water Act set the newly created Environmental Protection Agency (“EPA”) on a path to develop and

**In 1987, Congress amended the Clean Water Act officially to require the EPA to regulate storm water discharges.**

SUBMITTED TO STAFF AFTER HEARING ON 4/8/08

**From: Grace Yung**

**To: City of Rancho Palos Verdes,**

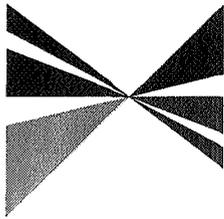
**Regarding this proposed project, ( REC Development, 28220 Highridge Rd )**

**As you are aware, we already have a lot of traffic in the area, building more units will put more traffic on the street, less parking space more stress on everybody. Building more multi-units in a saturated area, is not a good idea, It makes the area look uncomfortable.**

**Thank you.**



**Grace Yung  
President,  
HOA, Palos Verdes Monte Vista  
5658 Ravenspur Drive, unit 401,  
Rancho Palos Verdes, CA 90275.**



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Debbie Cook, Huntington Beach

Transportation and Communications  
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April 17, 2008

Ms. Kit Fox  
Associate Planner  
City of Rancho Palos Verdes  
30940 Hawthorne Blvd.  
Rancho Palos Verdes, CA 90275-5391

**RE: SCAG Clearinghouse No. I 20080165 Highridge Condominiums**

Dear Ms. Fox:

Thank you for submitting the **Highridge Condominiums** for review and comment. As areawide clearinghouse for regionally significant projects, SCAG reviews the consistency of local plans, projects and programs with regional plans. This activity is based on SCAG's responsibilities as a regional planning organization pursuant to state and federal laws and regulations. Guidance provided by these reviews is intended to assist local agencies and project sponsors to take actions that contribute to the attainment of regional goals and policies.

We have reviewed the **Highridge Condominiums**, and have determined that the proposed Project is not regionally significant per SCAG Intergovernmental Review (IGR) Criteria and California Environmental Quality Act (CEQA) Guidelines (Section 15206). Therefore, the proposed Project does not warrant comments at this time. Should there be a change in the scope of the proposed Project, we would appreciate the opportunity to review and comment at that time.

A description of the proposed Project was published in SCAG's **March 16-31, 2008 Intergovernmental Review Clearinghouse Report** for public review and comment.

The project title and SCAG Clearinghouse number should be used in all correspondence with SCAG concerning this Project. Correspondence should be sent to the attention of the Clearinghouse Coordinator. If you have any questions, please contact me at (213) 236-1857. Thank you.

Sincerely,

LAVERNE JONES, Planning Technician  
Program Development and Evaluation Division

**RECEIVED**

APR 18 2008

**PLANNING, BUILDING & CODE ENFORCEMENT**

**From:** Gwen Ariza  
**To:** Kit Fox;  
**Subject:** Re: Lack of Adjacent Building Notification  
**Date:** Tuesday, April 29, 2008 5:43:46 PM

---

Thank you for your prompt response and corrected meeting information. The address that you have on file for the owner is, of course, correct and even though we need notification, I am not sure I actually have the authority to change the notification from the Southern California Conference to our church, so would it be possible to just get a copy of the notification?

That way, the conference still gets the copy since they are the owner and we will also know in case the delinquency was from them.

Thanks again. We appreciate it.

Gwen Ariza  
RH Church Office Manager  
310 541-1819

P. S. If that is not possible, just let me know.

On Tue, Apr 29, 2008 at 5:30 PM, Kit Fox <[kitf@rpv.com](mailto:kitf@rpv.com)> wrote:

Dear Ms. Ariza:

The mailing labels for the public notices were provided by the project applicant. We require the mailing labels to be addressed to the property owner, based upon the most recent County tax assessor's records. According to the County tax assessor's records, the mailing address for the church property is "Southern California Association of Seventh-Day Adventists, 1535 E. Chevy Chase Dr., Glendale, CA 91206." This is the same address that was on the applicant's mailing labels. In the future, however, all notices will be mailed to Mr. Chang at the church's address in Rolling Hills Estates.

Just as a point of clarification, the Planning Commission has held

only 1 meeting on the project (April 8<sup>th</sup>). A second meeting is scheduled for May 13<sup>th</sup> at 7:00 PM at Hesse Park Community Building, 29301 Hawthorne Blvd., Rancho Palos Verdes, CA 90275. There will also be future public meetings before our City Council.

I apologize for the confusion in this matter. Please feel free to contact me if you have further questions.

Kit Fox, AICP

Associate Planner

City of Rancho Palos Verdes

30940 Hawthorne Blvd.

Rancho Palos Verdes, CA 90275

T: (310) 544-5228

F: (310) 544-5293

E: [kitf@rpv.com](mailto:kitf@rpv.com)

---

**From:** Joel Rojas [mailto:[joelr@rpv.com](mailto:joelr@rpv.com)]

**Sent:** Tuesday, April 29, 2008 5:11 PM

**To:** 'Gwen Ariza'; [pc@rpv.com](mailto:pc@rpv.com); [DougP@ci.rolling-hills-estates.ca.us](mailto:DougP@ci.rolling-hills-estates.ca.us)

**Cc:** 'Kit Fox'

**Subject:** RE: Lack of Adjacent Building Notification

Dear Gwen

I believe all properties located within 500 feet of the project were notified by mail of the proposed project. I have forwarded your message to the project planner; Senior Planner Kit Fox to investigate.

Joel Rojas

---

**From:** Gwen Ariza [<mailto:office@rollinghillssdachurch.org>]

**Sent:** Tuesday, April 29, 2008 4:41 PM

**To:** [pc@rpv.com](mailto:pc@rpv.com); [DougP@ci.rolling-hills-estates.ca.us](mailto:DougP@ci.rolling-hills-estates.ca.us)

**Subject:** Lack of Adjacent Building Notification

We have never received notification regarding the meetings being held concerning the proposed property construction adjacent to our property (28220 Highridge Rd, RPV)

Just today I have learned that there have been 2 meetings and we never received a mailer, e-mail or phone call indicating a meeting was being held.

Our property manager is Jacob Chang, 310 377-0818.

We wish to be notified of any further meetings. You may use this e-mail, call Jacob, or mail the notification to the church.

Yours Truly,

Gwen Ariza

--

Rolling Hills Seventh-day Adventist Church  
28340 Highridge Road  
Rolling Hills Estates, CA 90274

[www.rollinghillssdachurch.org](http://www.rollinghillssdachurch.org)

--

Rolling Hills Seventh-day Adventist Church  
28340 Highridge Road  
Rolling Hills Estates, CA 90274

[www.rollinghillssdachurch.org](http://www.rollinghillssdachurch.org)

The Director of Planning, Building and Code Enforcement  
City of Rancho Palos Verdes  
C/o Mr. Kit Fox, Associate Planner  
30940 Hawthorne Blvd  
Rancho Palos Verdes, CA 90275

MAY 05 2008

PLANNING, BUILDING AND  
CODE ENFORCEMENT

Re: Mitigated Negative Declaration Nos. SUB2007-00003 & ZON2007-00072  
The proposed Highridge Condominium Complex

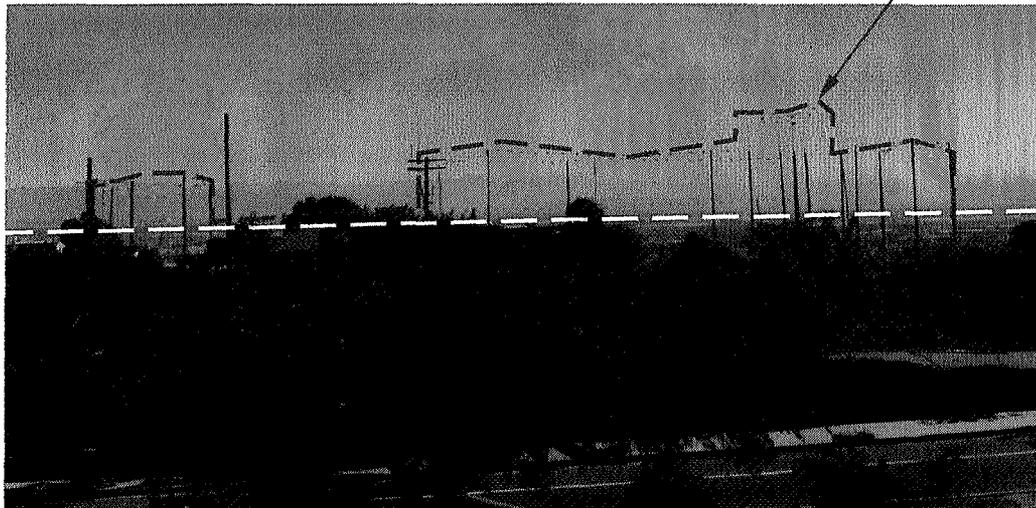
We, Barry N. and Barbara Sloan Smith of 5 Via La Cima, wish to introduce the following additional information for the Planning Commission's consideration on the proposed Project.

**Significant Cumulative View Impairment:** Based on the existing silhouette for the above referenced project, our residents will have their ocean, city lights and mountain views blocked or significantly impaired. The City of Rancho Palos Verdes represents itself as concerned about view preservation for its residents.

- **We request the City to define the existing height rules of 36 feet to be measured from the lowest elevation of the footprint of the building. This would realign RM-22 (Residential Multi-Family) to be compatible to RM-12 (Single-Family) standards with respect to view preservation. This equates to a maximum building height not to exceed 482 feet elevation as delineated on the Architects plans.**

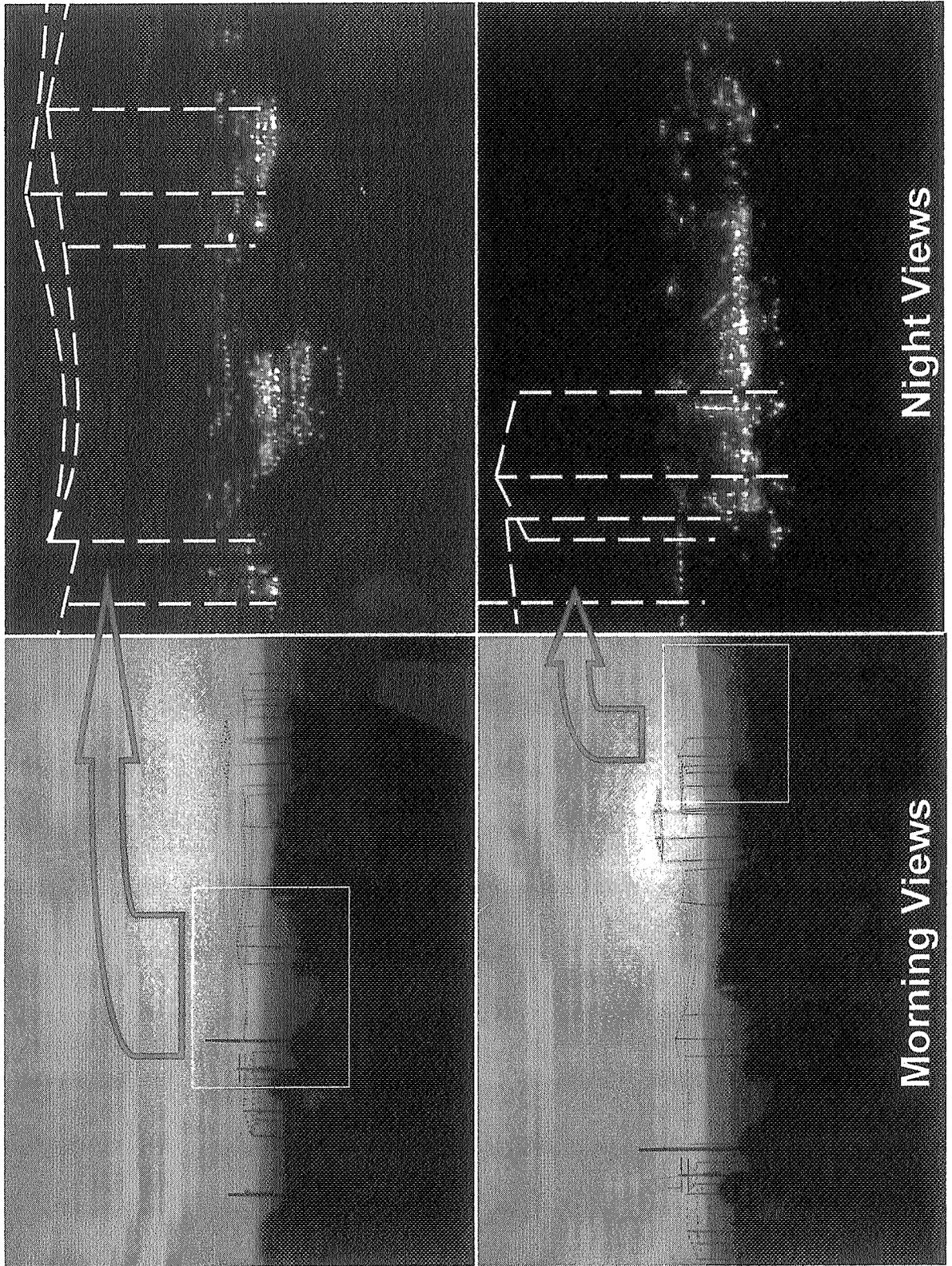
Although the above View Impairment is our largest issue, we also wish to bring to the Commission's attention the "Concerns List" outlined in the following pages and the supporting photographic documentation.

### Outline of Proposed Condominium



482 Ft  
Elevation

**View Blockage from 5 Via La Cima**



**Night Views**

**Morning Views**

**Concerns List from 5 Via La Cima in regards to the Staff Report of April 8, 2008**

1) **Soils / Geology Report**, Staff Report, Page 4

*“The City’s geotechnical consultant has conceptually approved the geology for the proposed condominium project.”*

How has the additional detailed geological analysis affected the design and construction of the Project. For example, will the applicant accept the cost of removal of Palos Verdes stone bedrock, if he finds it during the site analysis, before the commencement of grading?

2) **Conditional Use Permit – Front Setback**, Staff Report, Page 7

*“Table specifies:      Required = 25’0” minimum  
                                 Proposed = 39’6”*

Has the applicant considered utilizing the available 14’6” in reducing the height of the southerly structure (toward Highridge) to a maximum elevation at 486 feet or two (2) stories in total height?

3) **Conditional Use Permit – RM-22 Standard**, Staff Report, Page 8

*“Table specifies Height<sup>3</sup>                      Required = 36’ maximum”*

Footnote 3 states: “For multi-family projects, building height is measured from the lower of either pre-construction or finished grade at any point within the building footprint.” This point is also restated in the discussion on Page 9, Item 3.

The applicants lowest footprint is at an elevation of 448.2 feet which equates to a roof ridge elevation not to exceed 484.2 feet. Request that the forward building be reduced to two (2) stories (roof elevation of 486 feet on the existing proposed plans).

4) **Variance**, Staff Report, Page 15

*In the findings for paragraphs 1, 2, & 3, the Staff believes the 36 foot height limit “by right” is acceptable to the project.*

We believe this acceptance is in conflict with footnote 3 on RM-22 (Page 8) which states “from the lowest elevation of the building’s footprint” – not the highest anywhere along the footprint.

## Concerns List from 5 Via La Clima - continued

- 5) **Traffic Impacts**, Staff Report, Page 18 (see also Conditional Use Permit, Page 8 & Check List, Page 11)

*“ ... the City’s traffic engineer reviewed the project plans and determined that it did not exceed the City’s threshold for a traffic impacts analysis ... ”*

We do not consider the county break point of an additional 500 cars per day as the proper metric when Highridge is the only street servicing 0.46 square miles of residential area.

We don’t believe the Engineer nor Staff considered the impact on 27 additional units, creating an additional 216 daily trips, would have on the current traffic density found at peak hours on Highridge.

We provide the following traffic count at intersection of Highridge and Peacock Ridge intersection for your consideration

Monday	4/28/2008	76 cars in 5 minutes at 7:22 AM.
Tuesday	4/29/2008	74 cars in 5 minutes at 7.25 AM
Wednesday	4/30/2008	72 cars in 5 minutes at 7.21 AM
Thursday	5/01/2008	93 cars in 5 minutes at 7:27 AM
Friday	5/02/2008	103 cars in 5 minutes at 7:31 AM

It is reasonable to expect even higher traffic density at the completion of the Terranea Resort in 2009

- 6) **Property Values** , Staff Report, Page 18

*“ Analysis of property value impacts is not within the scope of the Planning Commission review of this or any other development ”*

We have personally showed the proposed envelope of the development to Realtors from our community. Each has confirmed our fear of lost property value of a minimum of \$100,000, then scaled down for Units with lessor view loss.

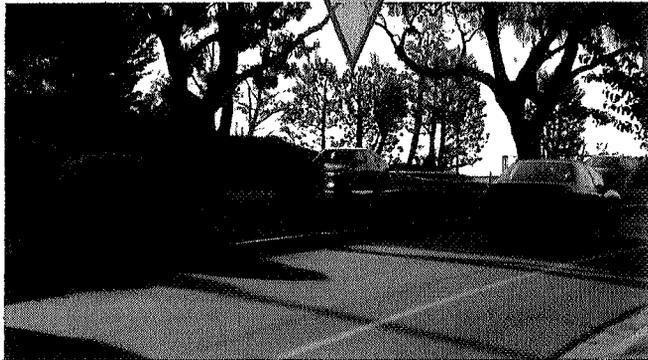
We submit that the loss of property value equates into direct loss of tax revenue for the City. Although highly subjective, we believe consideration by the Planning Commission is essential in the total findings of the Staff.

# Traffic Issues at Corner of Highridge and Peacock Ridge

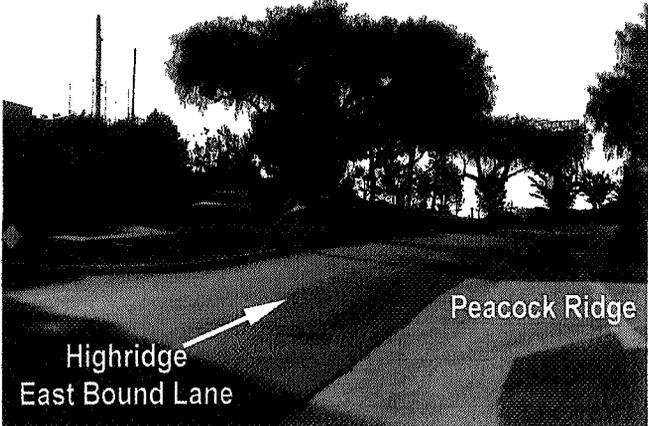


**Occluded View  
of Oncoming  
Westerly Traffic**

**View From  
East Corner  
of Intersection**

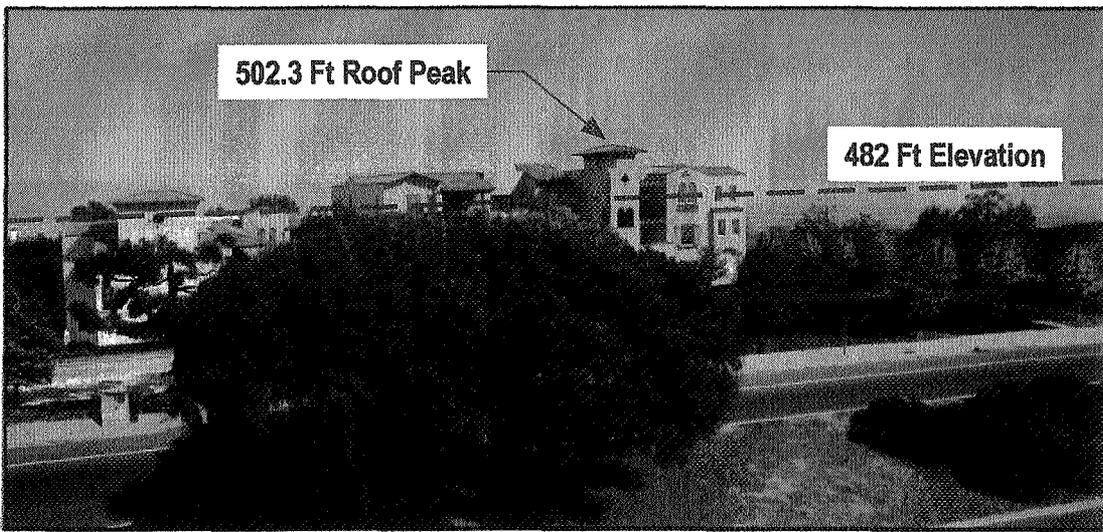
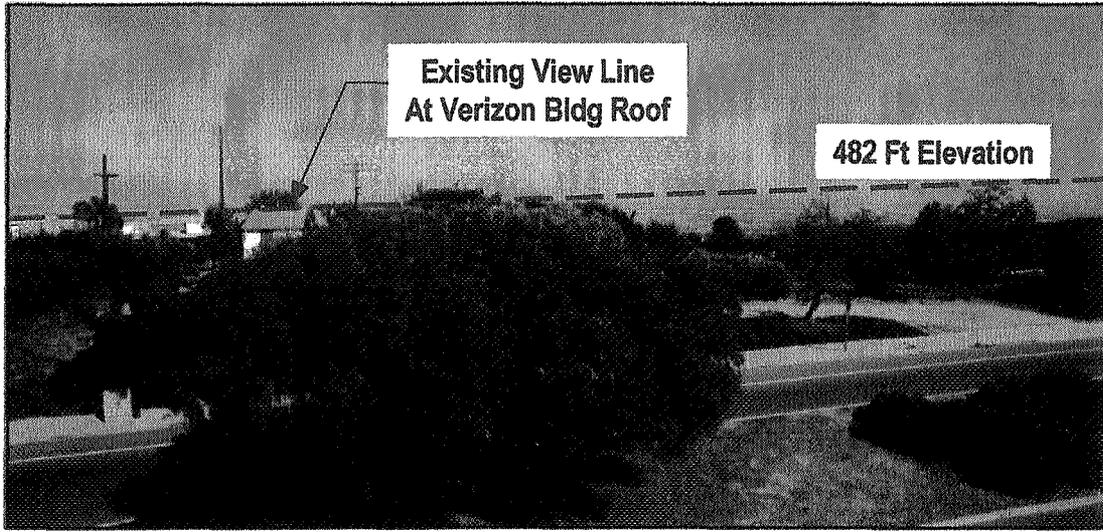


**Zoomed  
Close-up**



**View From  
West Corner  
of Intersection**

### Proposed Project Rendering - View Impairment



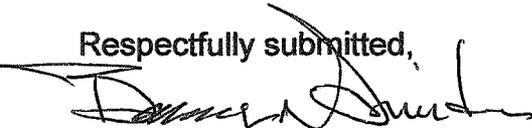
View from Balcony of Adjacent Residential Unit

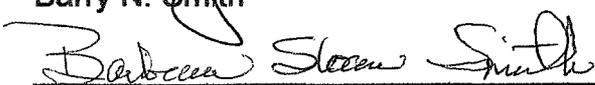
**Highridge**  
Rancho Palos Verdes, CA



Ref Pg 76 of Staff Report

Respectfully submitted,

  
Barry N. Smith

  
Barbara Sloan Smith

5 Via La Cima  
Rancho Palos Verdes, CA 90275  
Phone: (310) 377-8717  
Fax: (310) 544-6552

RECEIVED

May 2<sup>nd</sup>, 2008

MAY 05 2008

City of Rancho Palos Verdes  
Planning, Building, & Code Enforcement  
30940 Hawthorne Blvd.  
Rancho Palos Verdes, CA 90275

PLANNING, BUILDING AND  
CODE ENFORCEMENT

To: Planning Commission  
Re: Planning Case Nos. SUB2007-00003 and ZON2007-00072  
Planned development of a 27-unit residential condominium complex on Highridge Road near Peacock Ridge Road.

Dear Members of the Commission,

This is our second letter to you. We will attend the May 13<sup>th</sup> meeting to make our views known about limiting the development of the proposed condominium complex.

When we were looking to buy a townhome in 1997, we found out that many townhomes in Palos Verdes are built with a "reverse floor plan;" i.e., the bedrooms are on the lower floor and the living areas (living room and dining room) are on the upper floor. We thank all of the builders for thinking of that way back when because now thousands of residents enjoy their views more fully every day. We had always heard that the city of Rancho Palos Verdes took view preservation seriously. This adds to the shock that part of our view (and much of our neighbors' views) will be taken away with the construction of the development as proposed. With a decrease in views, the value of our homes in La Cima will proportionately decrease.

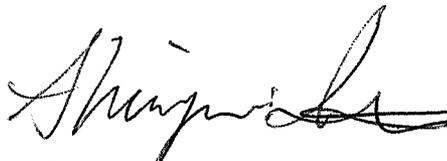
Another major concern of ours is the traffic flow and the *slope* of Highridge at the point where the complex is proposed. On a map, of course, everything looks flat and the proposed entrance to the complex (necessitating a "cut" in the median) may not look dangerous. In reality, the slope of the road will cause problems for drivers wishing to enter or exit that property. We know that our own Association's property (10 homes, ~20 vehicles, multiple visitors and delivery people) brings about a number of comings and goings. If the proposed complex truly ends up with 27 units (!), the number of vehicles, visitors, and deliveries will be much worse, and will be on a more dangerous stretch of road.

We would appreciate anything you can do that would lessen the harmful consequences we will face if this proposal goes through as planned. Thank you for your attention to this matter.

Regards,



Nina Ito



Shimpei Ito

4 Via La Cima  
Rancho Palos Verdes, CA 90275

**RECEIVED**

**MAY 05 2008**

**PLANNING, BUILDING AND  
CODE ENFORCEMENT**

May 5, 2008

Joel Rojas  
Director of Planning and  
Code Enforcement  
30940 Hawthorne Blvd.  
Rancho Palos Verdes, Ca. 90275

RE: Planning Case Nos. SUB2007-00003 and ZON2007-00072, Proposed  
Condominium Located at 28220 Highridge Road, Rancho Palos Verdes, Ca.

Director Rojas,

This is our second response to Mr. Hassanally's project.

#### VIEW

Our major issue is view restoration. Will the Planning Commission protect the view and the value of home owners of 25 years versus the new developer?

The proposed project is the first of this size and mass to be considered in RPV for over 20 years. Have the codes kept current with the density and grow of this area?

For 38 years the building site has been utilized as though it was a code ( RM-12 ). It is our understanding, the Planning Commission has the authority to recommend the reduction in number of units, height, & size and mass. We respectfully request the City to modify the existing rules delineated in RM-22 ( Residential Multi Family ) to be compatible to RM-12 ( Single Family ) standards with respect to our view preservation.

#### NOTIFICATION

When canvassing our neighborhood both in RPV and Rolling Hills, none of the neighbors had any knowledge of this project. We question the notification process?

#### PARKING

It has been brought to our attention that Highridge Apartments will be renovating in July. A gated entrance is part of their renovation. Highridge Apartments has full underground parking as well as street parking within its complex. However, Peacock Ridge is the location for all visitor and overflow parking. There is NO MORE ROOM to park on Peacock Ridge.

The Seventh Day Adventist Church also has a gated entrance, not allowing for public parking. The Casa Verdes Condos also have no additional public parking. Parking is restricted on Highridge Road. The proposed parking for the project may meet the codes but is totally unrealistic.

#### TRAFFIC

The proposed Highridge Road turnout is too close to the Peacock Ridge turnout and is just below the rise of the hill. This is an issue that needs additional review. At our first Planning Commission meeting, the developer stated the Pepper Tree in the median would be removed to satisfy his proposed turnout. The destruction of the tree would just

add to the objection of the project. When reviewing the location of the turnout, please consider saving the tree. This tree helps buffer the traffic noise and mask the structures.

Thank you for your time.

Merv & Marlene Resing  
7 Via La Cima  
Rancho Palos Verdes, Ca. 90275  
mervresing@cox.net

Nancy M. Bradley  
2 Via La Cima  
Rancho Palos Verdes, Ca. 90275

RECEIVED

MAY 06 2008

PLANNING, BUILDING AND  
CODE ENFORCEMENT

May 3, 2008

The Director of Planning, Building and Code Enforcement  
City of Rancho Palos Verdes  
c/o Mr. Kit Fox, Assoc. Planner  
30940 Hawthorne Blvd.  
Rancho Palos Verdes, Ca. 90275

Gentlemen:

This letter is in reference to the proposed 27 CONDOMINIUM BUILDING on Highridge Rd.

To date we have an overflow of parking from the nearby apartments on Peacock Ridge Rd. Lots of noise, particularly on Saturday nights. This proposed building will only make it worse with overflow from the new projected condominiums as some homes will have up to 4 bedrooms which supposes several children.

The building codes in RPV have not been updated in 20 years so there is no "up to date reference points for such buildings in this area.

The proposed turnout for the new new building will be a tremendous traffic hazard for drivers and for pedestrians. We have many children walking to and from school on this road. From my street it is difficult to make a left turn, some cars come too fast and cannot be detected until they are almost upon one, especially short people - I speak for myself and others like me.

The building is too high. If the developer would only reduce the height by reducing the number of units and thus eliminating the third floor it would be reasonable.

I hope the developer will consider the suggestions presented by the neighbors and make some alterations that would be acceptable to all.

I thank you.

*Nancy M. Bradley*

Nancy M. Bradley

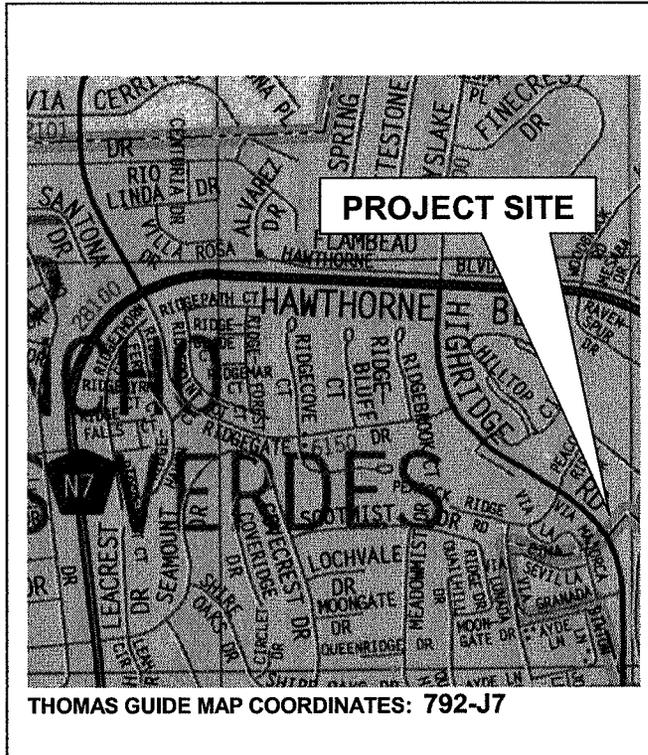
P.S. Forgives the bad quality of printing  
*WBO*

# STAFF REPORT



## RANCHO PALOS VERDES

DEPARTMENT OF PLANNING, BUILDING AND CODE ENFORCEMENT



**TO:** CHAIRMAN AND MEMBERS  
OF THE PLANNING  
COMMISSION

**FROM:** DIRECTOR OF PLANNING,  
BUILDING & CODE  
ENFORCEMENT

**DATE:** APRIL 8, 2008

**SUBJECT:** CASE NOS. SUB2007-00003 &  
ZON2007-00072 (VESTING  
TENTATIVE TRACT MAP  
NO. 68796, ET AL.)

**PROJECT  
ADDRESS:** 28220 HIGHRIDGE ROAD

**APPLICANT:** REC DEVELOPMENT, INC.  
3812 SEPULVEDA BLVD. #540  
TORRANCE, CA 90505

**PHONE:** (310) 378-1557

**LANDOWNER:** SAME AS APPLICANT

**STAFF COORDINATOR:** KIT FOX, AICP, ASSOCIATE PLANNER 

**REQUESTED ACTION:** APPROVE A 27-UNIT, 3-STORY CONDOMINIUM COMPLEX WITH SURFACE AND SUBTERRANEAN PARKING; 12,588 CUBIC YARDS OF RELATED GRADING; AND THE ANNEXATION AND REZONING OF A 440-SQUARE-FOOT PORTION OF THE 1.250-ACRE PROJECT SITE THAT CURRENTLY LIES WITHIN THE CITY OF ROLLING HILLS ESTATES

**RECOMMENDATION:** 1) RECEIVE STAFF'S PRESENTATION AND RECOMMENDATION OF CONDITIONAL APPROVAL OF ALL PROJECT COMPONENTS EXCEPT THE ROOF-ACCESS STAIR TOWER; 2) OPEN THE PUBLIC HEARING AND RECEIVE TESTIMONY FROM THE APPLICANT AND INTERESTED PARTIES; AND 3) CONTINUE THE PUBLIC HEARING TO MAY 13, 2008, TO ALLOW STAFF TO RESPOND TO ALL COMMENTS ON THE MITIGATED NEGATIVE DECLARATION AND PREPARE APPROPRIATE RESOLUTIONS

### REFERENCES:

**ZONING:** RM-22

**LAND USE:** FORMER TELEPHONE EQUIPMENT FACILITY

**CODE SECTIONS:** 16.20, 16.24, 17.04.040, 17.06.020, 17.11, 17.48.050(B), 17.60.050, 17.64.050, 17.76.040(E)

**Staff Report: Planning Case No. SUB2007-00003 & ZON2007-00072 (REC Devel.)  
April 8, 2008**

- GENERAL PLAN:** RESIDENTIAL, 12-22 DU/ACRE
- TRAILS PLAN:** N/A
- SPECIFIC PLAN:** N/A
- CEQA STATUS:** MITIGATED NEGATIVE DECLARATION
- ACTION DEADLINE:** NONE
- PLANNING COMMISSIONERS WITHIN 500-FOOT NOTIFICATION RADIUS:** NONE

**BACKGROUND**

On February 14, 2007, the project applicant, REC Development, Inc., submitted a request for Vesting Tentative Tract Map No. 68796, general plan amendment, zone change, conditional use permit, grading permit, variance, site plan review and environmental assessment (Planning Case Nos. SUB2007-00003 & ZON2007-00072) to the Department of Planning, Building and Code Enforcement. The applicant's request is a proposal to construct a 27-unit, 3-story condominium complex with surface and subterranean parking; 12,588 cubic yards of related grading; and the annexation and rezoning of a 440-square-foot portion of the 1.250-acre project site that currently lies within the City Of Rolling Hills Estates. The applications were deemed incomplete on March 13, 2007, pending the submittal of additional information, revised plans and conceptual approval by the City's geotechnical and drainage consultants. Additional information and revised plans were submitted on June 28, 2007, September 10, 2007 and November 7, 2007. The applications were subsequently deemed complete on December 7, 2007.

**SITE AND PROJECT DESCRIPTION**

The subject property is a 54,460-square-foot site that was a former Verizon telephone equipment facility, located at 28220 Highridge Road along the City's boundary with the City of Rolling Hills Estates. The project site is currently developed with an abandoned 818-square-foot telephone equipment building, antenna tower, paved access road and perimeter fencing. The southwesterly portion of the site is a pad that varies from zero to roughly ten feet (10'-0") in elevation above the sidewalk of the adjacent public street (Highridge Road). The northeasterly portion of the site slopes down toward an abutting apartment complex in Rancho Palos Verdes and a church in Rolling Hills Estates. The site is surrounded by attached multi-family residences (*Highridge Apartments*) to the northeast and northwest; detached multi-family residences (*La Cima*) to the southwest; and a church (Rolling Hills Adventist Church) in the City of Rolling Hills Estates to the southeast. The General Plan land use and zoning designations for the site are Residential, 12-22 DU/acre and RM-22, respectively.

The applicant proposes to develop a 27-unit residential condominium complex on the site. This equates to a density of twenty-two (22) units per acre or one (1) unit for every 2,000 square feet of lot area, which is consistent with the current Residential Multi-Family,

**Staff Report: Planning Case No. SUB2007-00003 & ZON2007-00072 (REC Devel.)  
April 8, 2008**

22 DU/acre (RM-22) zoning designation for the site. Existing site improvements would be removed. The condominium units would range from one (1) to four (4) bedrooms and from 893 square feet to 2,880 square feet in size, with both single-level and townhouse-style units. Each unit would have private balconies and dedicated private storage areas in the subterranean garage. According to the City's affordable housing requirements, three (3) units would be designated for sale to low-income households. Sixty-seven (67) off-street parking spaces for residents and their guests would be provided, which is two (2) more parking spaces than the minimum number required by the City's Development Code. The applicant proposes to construct a left-turn pocket and a break in the landscaped median of Highridge Road for vehicular access to the property. A common swimming pool, spa, sun deck and 12-foot-tall shade trellis would be located on the lowest level at the rear of the building, with a common roof deck and trellis on the third floor facing to the northeast. For the most part, the proposed project would comply with the 36-foot height limit established for the RM-22 zoning district, with two (2) exceptions: at the entry to the subterranean garage, the height of the building would measure forty-four feet (44'-0") from the driveway ramp surface to the highest point of the main roofline of the building; and a roof-access stair tower at the front of the building would measure forty-two feet (42'-0") in height above finished grade. The project proposes 12,588 cubic yards of grading, consisting of 11,242 cubic yards of cut and 1,346 cubic yards of fill, for a net export of 9,896 cubic yards. If the project is approved as proposed, a 440-square-foot portion of the project site that is currently located in the City of Rolling Hills Estates would be annexed to the City of Rancho Palos Verdes and rezoned RM-22 to match the zoning of the rest of the property.

**CODE CONSIDERATIONS AND ANALYSIS**

The proposed project involves a vesting tentative tract map, general plan amendment and zone change (contingent upon the approval of the annexation), conditional use permit, grading permit, variance and site plan review. In addition, based upon the environmental assessment submitted with the above-mentioned applications, a draft Mitigated Negative Declaration (MND) has been prepared for the project. Each of these elements of the proposed project is discussed separately below.

Pursuant to the City's Development Code and State planning law, the vesting tentative tract map, general plan amendment and zone change all require the final approval of the City Council. Section 17.78.030 of the City's Development Code requires concurrent processing of all of the requested entitlements for this project. Therefore, the Planning Commission's review of this project will be advisory, with recommendations to be made to the City Council. The City Council will consider the project and the Planning Commission's recommendation at a duly-noticed public hearing on a future date to be determined.

**Vesting Tentative Tract Map No. 68796**

Any division of land that proposes to create more than four (4) lots or condominium units requires the approval of a tentative tract map. In this case, the applicants have request approval of a vesting tentative tract map, which (if approved) creates vested rights to

**Staff Report: Planning Case No. SUB2007-00003 & ZON2007-00072 (REC Devel.)  
 April 8, 2008**

proceed with a project pursuant to the City ordinances, policies and standards that were in effect at the time that the application was deemed complete (i.e., as of December 7, 2007). Vesting Tentative Tract Map No. 68796 would create a 1-lot subdivision for twenty-seven (27) condominium units. The Planning Commission's role in reviewing the vesting tentative tract map is advisory. Pursuant to Section 16.16.020(C), the final action on a vesting tentative tract map application is taken by the City Council. The table below summarizes the consistency of the existing site and proposed subdivision with the RM-22 development standards:

<b>RM-22 Standard</b>	<b>Minimum Requirement</b>	<b>Existing</b>	<b>Proposed</b>
Lot Size	24,000 SF	54,460 SF	54,460 SF
Lot Width	100.00'	200.00'	200.00'
Lot Depth	110.00'	274.48'	274.48'
Lot Area per Unit	2,000 SF	N/A	2,017 SF'

In addition to these minimum standards, the proposed subdivision also meets the following standards for tract maps, as delineated in Chapter 16.20 of the City's Subdivision Ordinance:

*Public Streets, Highways, Alleys and Easements:* The proposed driveways and fire lane within the project will be private. The City will also require the developer to dedicate to the City the vehicular access rights to Highridge Road so that all driveway access for this lot will be only from the existing/proposed curb cut.

*Private Streets, Alleys or Ways:* As mentioned above, the proposed driveways and fire lane will be private. Maintenance of these areas will be the responsibility of a homeowners' association. The site and surface parking will not be gated without separate City approval, although the subterranean parking garage will be gated.

*Utility and Drainage Easements:* Any new easements necessary for the proposed development will be reserved and offered for dedication to the appropriate agencies.

*Park and Recreation Dedications and Fees:* The City's park acreage standard is four (4) acres of parkland per thousand (1,000) residents. Under the parkland dedication formula codified in the City's Subdivision Ordinance, the proposed 27-unit project would require the dedication of 0.3024 acre of parkland. However, the City's General Plan does not identify a recreational facility within or adjacent to the subject property where such dedication could occur. Therefore, Staff is recommending that the developer be required to pay a fee to the City in lieu of the dedication of parkland.

*Soils/Geology Report:* The City's geotechnical consultant has conceptually approved the geology for the proposed condominium project. Additional, detailed analyses will also be required prior to the commencement of grading or construction of the building.

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*Survey Monuments, Bonds and Other Securities:* The developer will be obligated to bond for and complete all required infrastructure improvements that are part of this project, including the proposed median break and left-turn lane from southbound Highridge Road.

*General Plan Consistency:* The General Plan land use designation for the subject property is Residential, 12-22 DU/acre. With respect to this land use designation, the 1975 Land Use Plan of the General Plan states:

No vacant land is designated in this density range. It is a reflection of an area with existing high-density residential uses. No new development is proposed due to potential extreme environmental impacts.

Notwithstanding this statement, the subject property is clearly designated at this density range on the City's General Plan land use map and is not vacant (although its former use has been abandoned). The current Housing Element of the General Plan includes programs calling upon the City to:

- Identify adequate sites for a variety of housing types (Program Category No. 1);
- Assist in the development of adequate housing to meet the needs of low- and moderate-income households (Program Category No. 2); and,
- Address and, where appropriate and legally possible, remove governmental constraints to the maintenance, improvement and development of housing (Program Category No. 3).

The development of condominiums—which are generally less expensive than detached single-family residences of comparable size—would serve to implement these programs. In addition, this project is subject to the inclusionary housing requirements of Chapter 17.11 of the City's Development Code. Based upon the proposed 27-unit project, the applicant shall be obligated to provide three (3) units affordable to households with low incomes. This is consistent with the goals and policies of the City's General Plan Housing Element.

Section 66474 of the State Subdivision Map Act (SMA) lays out the findings against which any tentative tract map shall be evaluated (SMA language is **boldface**, followed by Staff's analysis in normal type):

- (a) **The proposed map is consistent with applicable general and specific plans as specified in Government Code Section 65451.**
- (b) **The design or improvement of the proposed subdivision is consistent with applicable general and specific plans.**

For the reasons discussed above, Staff believes that the proposed project is consistent with the applicable goals and polices of the land use and housing elements of the Rancho

**Staff Report: Planning Case No. SUB2007-00003 & ZON2007-00072 (REC Devel.)  
April 8, 2008**

Palos Verdes General Plan. The subject property is not located within any specific plan area.

- (c) The site is physically suitable for the type of development.**
- (d) The site is physically suitable for the proposed density of development.**

The subject property is more than double the minimum size required for lots in the RM-22 zoning district. The twenty-seven units (27) proposed are consistent with the minimum 2,000 square feet of lot area per unit requirement of the RM-22 zoning district. Furthermore, the project complies with all applicable setbacks, lot coverage and parking requirements of the RM-22 zoning district.

- (e) The design of the subdivision or the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.**
- (f) The design of the subdivision or type of improvements is not likely to cause serious public health problems.**

The subject property has been developed and used as a telephone equipment facility for more than fifty (50) years. There are no sensitive plant or animal species; no known historical, archaeological or paleontological resources; and no known hazardous materials or conditions on the subject property. In the event that any of these are encountered prior to or during construction of the project, the recommended conditions of approval will reduce any potential impacts upon the environment, fish and wildlife, sensitive habitats or public health to less-than-significant levels.

- (g) The design of the subdivision or the type of improvements will conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision. In this connection, the governing body may approve a map if it finds that alternate easements, for access or for use, will be provided, and that these will be substantially equivalent to ones previously acquired by the public. This subsection shall apply only to easements of record or to easements established by judgment of a court of competent jurisdiction and no authority is hereby granted to a legislative body to determine that the public at large has acquired easements for access through or use of property within the proposed subdivision.**

There are no known public access easements across the subject property that should be preserved as a part of this project.

In conclusion, Staff believes that the proposed vesting tentative tract map is consistent with the City's subdivision regulations, as well as the zoning and General Plan land use designations for the site and the State Subdivision Map Act. Furthermore, the draft map has been reviewed by the City Engineer, the City's consultant traffic engineer, the City's drainage consultant and other public agencies.

General Plan Amendment and Zone Change

As mentioned above, a 440-square-foot portion of the subject property (Assessor’s Parcel No. 7589-007-802) is located in the City of Rolling Hills Estates. This portion of the site is currently zoned by the City of Rolling Hills Estates for institutional use, consistent with the adjacent church. If the proposed project is approved, the applicant would request that the City of Rancho Palos Verdes pursue the annexation of this area, with the cost of such annexation to be borne by the applicant. If annexed, it is Staff’s recommendation that the parcel be assigned a General Plan land use designation of “Residential, 12-22 DU acre” and zoned “Residential Multi-Family, 22 DU/acre” (RM-22) to be consistent with the remainder of the site. If for some reason the parcel cannot be annexed within the City of Rancho Palos Verdes, the remaining property is still large enough to accommodate a 27-unit project as it would still meet the minimum lot-area-per-unit standard of the RM-22 zoning district. However, the project would need to be modified so as not to encroach upon the 440-square-foot area of the site that would remain in the City of Rolling Hills Estates.

In conclusion, Staff believes that the annexation and rezoning of the 440-square-foot portion of the site that is in Rolling Hills Estates is consistent with the Rancho Palos Verdes General Plan and Zoning Code. It should be noted that the proposed annexation has been discussed by Staff with Rolling Hills Estates city officials, who agree that the annexation of the 440-square-foot portion of the site from Rolling Hills Estates to Rancho Palos Verdes is the best method to address this issue. The actual re-designation and rezoning of the 440-square-foot portion of the property would be contingent upon its successful annexation to the City of Rancho Palos Verdes. Staff recommends that this would be made a condition of the approval of the vesting tentative tract map.

Conditional Use Permit

The table below summarizes the project’s consistency with the multi-family development standards from the RM-22 zoning district, as established by Section 17.06.040 of the City’s Development Code

<b>RM-22 Standard</b>	<b>Required</b>	<b>Proposed</b>
Minimum Front Setback <sup>1</sup>	25’-0” for building 12’-6” for subterranean garage	39’-6” for building 12’-8” for subterranean garage
Minimum Rear Setback	20’-0”	20’-0”
Minimum Side Setback	10’-0” each side	10-0” each side
Minimum Open Space <sup>2</sup>	35%	37.5%

<sup>1</sup> The front setback for subterranean portions of the structure may be reduced by fifty percent (50%).

<sup>2</sup> In multi-family projects, up to thirty percent (30%) of the required open space area may be private open space (i.e., balconies and decks).

**Staff Report: Planning Case No. SUB2007-00003 & ZON2007-00072 (REC Devel.)  
April 8, 2008**

<b>RM-22 Standard</b>	<b>Required</b>	<b>Proposed</b>
Maximum Height <sup>3</sup>	36'	36' at main ridgeline 44' at garage entry ramp 42' at roof access stair tower
Minimum Parking Spaces		
1-Bedroom Units (2)	2	2
2+ Bedroom Units (25)	50	50
Guest Parking <sup>4</sup>	13	15
Total Parking	65	67

The development of a residential condominium requires the approval of a conditional use permit. In considering a conditional use permit application for a residential condominium, Section 17.60.050 of the Rancho Palos Verdes Development Code (RPVDC) requires the Planning Commission to make six (6) findings in reference to the property and project under consideration (RPVDC language is **boldface**, followed by Staff's analysis in normal type):

- 1. The site is adequate in size and shape to accommodate the proposed use and for all of the yards, setbacks, walls, fences, landscaping and other features required by Title 17 (Zoning) or by conditions imposed under Section 17.60.050 to integrate said use with those on adjacent land and within the neighborhood.**

As depicted in the table above, the proposed project is consistent with nearly all of the RM-22 district development standards, with the exception of the height of the building at two (2) locations (see "Variance" and "Site Plan Review" discussions below). The subject lot is more than double the minimum size required in the RM-22 district. Therefore, Staff believes that this finding can be made for the proposed project.

- 2. The site for the proposed use relates to streets and highways sufficient to carry the type and quantity of traffic generated by the subject use.**

The project takes direct access from Highridge Road, a collector roadway connecting Hawthorne Boulevard and Crest Road. The project plans have been reviewed by the City's traffic engineer, who estimated that the project would generate two hundred sixteen (216) daily trips, based upon the Los Angeles County trip generation standard for condominiums (which is more conservative than the current 7<sup>th</sup> Edition ITE trip generation standard for condominiums). Since the City's threshold for requiring a traffic impact analysis is five hundred (500) daily trips, the City's traffic engineer concluded that such an analysis of post-construction traffic impacts was not warranted and that the additional traffic would

<sup>3</sup> For multi-family projects, building height is measured from the lower of either preconstruction or finished grade at any point within the building footprint.

<sup>4</sup> The guest parking requirement is equal to twenty-five percent (25%) of the total resident parking requirement.

**Staff Report: Planning Case No. SUB2007-00003 & ZON2007-00072 (REC Devel.)  
April 8, 2008**

have no significant adverse impacts. It should be noted that the applicant prepared a focused traffic analysis for the project that confirmed the City traffic engineer's conclusion (see attachments). Therefore, Staff believes that this finding can be made for the proposed project.

**3. In approving the subject use at the specific location, there will be no significant adverse effect on adjacent property or the permitted use thereof.**

Early in the review of this application, Staff identified potential view impacts as the most likely adverse impacts on adjacent properties, particularly certain units in the 10-unit *La Cima* community located across Highridge Road from the subject property. For this reason, the applicant was asked to construct a certified silhouette of the proposed project. The applicant also prepared photographic simulations, with "before-and-after" views taken from the balcony abutting the living room from 7 Via La Cima (see attachments). The RM-22 zoning district establishes a 36-foot height limit, which is measured from the lower of either preconstruction or finished grade within the building footprint. The grade of the lot is being lowered by up to sixteen feet six inches (16'-6") such that the height of the building is up to six feet (6'-0") lower than it could be "by right" without the proposed grading. Nevertheless, the project clearly has an adverse effect upon the views from several units in the *La Cima* community. The critical point, therefore, is whether or not such effects are "significant."

*La Cima* residents have enjoyed views over the subject property for many years and have come to consider these views as a crucial component of the value of their homes. For several homeowners, these views would be adversely affected by the loss of Los Angeles basin, mountain and nighttime city light views. On the other hand, the subject property has been zoned and designated for multi-family residential use in the City's zoning and land use regulations since before the *La Cima* community was approved by the City in 1979. In addition, the height limit in the RM-22 zoning district is thirty-six feet (36'-0") "by right," so the analysis of view impacts above the 16-foot "by right" height limit that occurs when the City considers height variations for single-family residences does not come into play in this case (the exceptions are the elements requiring a variance and site plan review, as discussed below). Just as the City treats views impaired by 16-foot-tall structures in single-family areas as unprotected views, Staff believes that views impaired by a structure that complies with the "by right" height limit in a multi-family area are similarly unprotected, and that the impairment of unprotected views is not a significant adverse effect. Although it may be possible for the project to be redesigned to lower its height further, Staff believes that because of the 36-foot "by right" height limit, any view impairment created by a 36-foot-tall building on this site would be less than significant. Aside from view issues, Staff does not believe that the project has the potential to create any other significant adverse effects upon surrounding properties. Therefore, Staff believes that, in applying the City's view protection regulations consistently for single- and multi-family projects, this finding can be made for the proposed project.

**4. The proposed use is not contrary to the General Plan.**

As discussed above in the vesting tentative tract map and conditional use permit findings, the proposed project is consistent with the goals and policies of the land use and housing elements of the City's General Plan. It is a goal of the Urban Environment Element of the General Plan "to preserve and enhance the community's quality living environment; to enhance the visual character and physical quality of existing neighborhoods; and to encourage the development of housing in a manner which adequately serves the needs of all present and future residents of the community." Furthermore, it is a Housing Activity Policy of the City's General Plan to "[require] all new housing developed to include suitable and adequate landscaping, open space, and other design amenities to meet the community standards of environmental quality." Therefore, Staff believes that this finding can be made for the proposed project.

- 5. If the site of the proposed use is within any of the overlay control districts established by Chapter 17.40 (Overlay Control Districts) of Title 17 (Zoning), the proposed use complies with all applicable requirements of that chapter.**

The subject property is not located within an overlay control district. Therefore, this finding does not apply to the proposed project.

- 6. Conditions regarding any of the requirements listed in this paragraph, which the Planning Commission finds to be necessary to protect the health, safety and general welfare, have been imposed:**
- a. Setbacks and buffers;**
  - b. Fences or walls;**
  - c. Lighting;**
  - d. Vehicular ingress and egress;**
  - e. Noise, vibration, odors and similar emissions;**
  - f. Landscaping;**
  - g. Maintenance of structures, grounds or signs;**
  - h. Service roads or alleys; and**
  - i. Such other conditions as will make possible development of the city in an orderly and efficient manner and in conformity with the intent and purposes set forth in this title.**

If approved, Staff would recommend inclusion of appropriate conditions to ensure the protection of public health, safety and general welfare. These conditions would include any mitigation measures identified in the draft Mitigated Negative Declaration for the project, which is discussed below. Examples include (but are not limited to):

- Limitations on the heights of walls and fences;
- Conditions regarding the placement and type of exterior light fixtures;
- Requirements for marking fire lanes and prohibiting parking therein;
- Requirements for compliance with the City's attached unit development standards regarding the transmission of sound and vibration through common walls and floors;

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- Requirements for water-conserving landscaping and irrigation in the common areas;
- Limitations on the height of foliage and trees in the common areas; and,
- Restrictions on the number and types of signage for the project.

In conclusion, Staff believes that all of the necessary findings for the approval of the conditional use permit to establish a residential condominium complex can be made for the proposed project. However, several surrounding residents have suggested project modifications that they believe would better integrate the project into the surrounding neighborhood, particularly with respect to view impacts. The Planning Commission may consider incorporating some or all of these suggestions into the project, and directing the applicant to make the appropriate changes to the project accomplish this.

Grading Permit

The table below summarizes the proposed grading associated with this project:

	<b>Cut</b>	<b>Fill</b>	<b>Total Earth Movement</b>	<b>Net Earth Movement</b>
<b>Under Building</b>	8,432 CY	442 CY	8,874 CY	<7,990 CY>
<b>Outside Building</b>	2,810 CY	904 CY	3,714 CY	<1,906 CY>
<b>Total</b>	11,242 CY	1,436 CY	12,588 CY	<9,896 CY>

The maximum depth of cut proposed is sixteen feet six inches (16'-6") within the footprint of the building and the maximum depth of fill proposed is nine feet (9'-0") beneath the pool and patio deck at the rear of the property. There would be a low retaining wall along the northeasterly and southeasterly sides of the patio deck.

In considering a grading permit application, RPVDC Section 17.76.040(E) requires the Planning Commission to make nine findings in reference to the property and project under consideration (RPVDC language is **boldface**, followed by Staff's analysis in normal type):

- 1. The grading does not exceed that which is necessary for the permitted primary use of the lot, as defined in Section 17.96.2210 of the Development Code.**

The proposed project encompasses 12,588 cubic yards of earth movement. Most of this material (i.e., 9,896 cubic yards) would be exported from the site. Most of the proposed cut would occur within the building footprint for the subterranean garage and lowest level of condominium units, while most of the proposed fill would occur within the footprint of the proposed patio deck at the rear of the property. The excavation of the site and export of material allows the 36-foot-tall building to be set lower on the site than could be allowed "by right" without the proposed grading (or with less grading). Therefore, Staff believes that this finding can be made for the proposed project.

- 2. **The grading and/or related construction does not significantly adversely affect the visual relationships with, nor the views from, neighboring properties. In cases where grading is proposed for a new residence or an addition to an existing residence, this finding shall be satisfied when the proposed grading results in a lower finished grade under the building footprint such that the height of the proposed structure, as measured pursuant to Section 17.02.040(B) of this Title, is lower than a structure that could have been built in the same location on the lot if measured from preconstruction (existing) grade.**

As discussed above, the proposed grading results in a lower structure than would be permitted “by right” without the proposed grading. With the exception of the elements described below in the discussion of the “Variance” and “Site Plan Review,” the project complies with the 36-foot height limit for the RM-22 zoning district. Therefore, Staff believes that this finding can be made for the proposed project.

- 3. **The nature of the grading minimizes disturbance to the natural contours, and finished contours are reasonably natural.**

The site is generally flat, with a gentle descending slope at the rear of the property. The proposed grading would generally lower the grade of the property overall, but would maintain the gently-sloping character of the site. Therefore, Staff believes that this finding can be made for the proposed project.

- 4. **The grading takes into account the preservation of natural topographic features and appearances by means of land sculpting so as to blend any man-made or manufactured slope into the natural topography.**

There are no natural topographic features on the subject property. Therefore, this finding is not applicable to the proposed project.

- 5. **For new single-family residences, the grading and/or related construction is compatible with the immediate neighborhood character, as defined in Section 17.02.040(A)(6) of the Development Code.**

The proposed project is not a new single-family residence. Therefore, this finding is not applicable to the proposed project.

- 6. **In new residential tracts, the grading includes provisions for the preservation and introduction of plant materials so as to protect slopes from soil erosion and slippage, and minimize visual effects of grading and construction on hillside areas.**

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The proposed project is a new residential tract, although it is not a single-family subdivision. This intent of this finding is to minimize the visual impacts and disturbance of existing vegetation that commonly occurs with cut-and-fill grading of terraced single-family neighborhoods (as was a common practice in the City prior to incorporation). The existing property is mostly flat, with a gentle slope descending at the rear, and these basic landforms will be maintained with the grading of the property. Therefore, Staff believes that this finding can be made for the proposed project.

- 7. The grading utilizes street designs and improvements which serve to minimize grading alternatives and harmonize with the natural contours and character of the hillside.**

The proposed project does not involve the construction of new streets. Therefore, this finding is not applicable to the proposed project.

- 8. The grading would not cause excessive and unnecessary disturbance of natural landscape or wildlife habitat through removal of vegetation.**

There is existing mature foliage on the site, but no wildlife habitat that supports any sensitive (i.e., endangered or threatened) species. Therefore, Staff believes that this finding can be made for the proposed project.

- 9. The grading conforms to the City's standards for grading on slopes, creation of new slopes, heights of retaining walls, and maximum driveway steepness.**

RPVDC Section 17.76.040(E)(9) establishes additional grading criteria. The table below summarizes the proposed project's consistency with these criteria.

Development Standard	Grading Criteria	Proposed
Grading on slopes over 35% steepness	Permitted on vacant lots created prior to the City's incorporation, based upon a finding that the grading will not threaten public health, safety and welfare [§ 17.76.040(E)(9)(a)]	Not applicable
Maximum finished slopes	35% steepness, unless next to a driveway where 67% steepness is permitted [§ 17.76.040(E)(9)(b)]	No new slopes of over 20% proposed

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Development Standard	Grading Criteria	Proposed
Maximum depth of cut or fill	5' depth, unless based upon a finding that unusual topography, soil conditions, previous grading or other circumstances make such grading reasonable and necessary [§ 17.76.040(E)(9)(c)]	16'-6" cut/9'-0" fill <b>[NOT CONSISTENT]</b>
Restricted grading areas	No grading on slopes over 50% steepness [§ 17.76.040(E)(9)(d)]	Maximum existing site slope is 29%
Retaining walls	One 8'-tall upslope wall [§ 17.76.040(E)(9)(e)(i)]	None proposed
	One 3½'-tall downslope wall [§ 17.76.040(E)(9)(e)(ii)]	One 2½'-tall downslope wall proposed
	One 3½'-tall up- or downslope wall in each sideyard [§ 17.76.040(E)(9)(e)(iii)]	One 2½'-tall downslope wall proposed
	One 5'-tall up- or downslope wall adjacent to driveway [§ 17.76.040(E)(9)(e)(iv)]	Not applicable
	Retaining walls within building footprint may exceed 8' [§ 17.76.040(E)(9)(e)(v)]	Not applicable
Driveways	20% maximum slope permitted, with a single 10'-long section up to 22% [§ 17.76.040(E)(9)(f)(i)]	10% driveway slope proposed
	67% slopes permitted adjacent to driveways [§ 17.76.040(E)(9)(f)(ii)]	Not applicable

The proposed project is consistent with nearly all of these criteria, but is inconsistent with the criteria related to the maximum depths of cut and fill. The proposed 16½-foot depth of cut and 9-foot depth of fill may be approved, based upon a finding that unusual topography, soil conditions, previous grading or other circumstances make such grading reasonable and necessary. Grading down the pad within the footprint of the proposed building allows for a 36-foot-tall structure that is lower than would otherwise be permitted "by right" without the proposed grading. Staff believes that these circumstances warrant approval of the increased depth of cut and fill. Therefore, Staff believes that the proposed grading is consistent with City grading standards, and that this finding can be made for the proposed project.

In conclusion, Staff believes that all of the applicable grading findings can be made for the proposed project.

Variance

The requested variance is for the proposed 44-foot height of the building at the entry to the subterranean garage. Since the building height is measured from the lower of existing or finished grade, the surface of the driveway ramp becomes the benchmark grade elevation for this portion of the front facade. As such, the requested variance covers only the extreme southeasterly twenty-five feet (25'-0") of the front facade, which is the width of the driveway ramp. By contrast, the width of the proposed building is one hundred eighty feet (180'-0"). Therefore, the requested variance encompasses less than fourteen percent (14%) of the frontage of the building.

In considering a variance application, RPVDC Section 17.64.050 requires the Planning Commission to make four (4) findings in reference to the property and project under consideration (RPVDC language is **boldface**, followed by Staff's analysis in normal type):

1. **There are exceptional or extraordinary circumstances or conditions applicable to the property involved, or to the intended use of the property, which do not apply generally to other property in the same zoning district.**

The proposed project requires grading within the building footprint to accommodate the subterranean garage. Due to the way in which building height is measured, the height of the 25-foot-wide portion of the front facade exceeds the 36-foot height limit, even though the height of the building at this point matches the 36-foot height of the building elsewhere on the property. Staff believes that the measurement of the building height from the surface of the driveway ramp to the subterranean garage is an exceptional circumstance that does not generally apply to other properties in the RM-12 zoning district. Therefore, Staff believes that this finding can be made for the proposed project.

2. **Such variance is necessary for the preservation and enjoyment of a substantial property right of the applicant, which right is possessed by other property owners under like conditions in the same zoning district.**

The "by right" height limit in the RM-22 zoning district is thirty-six feet (36'-0"). Were it not for the excavation for the subterranean garage, the height of the 25-foot-wide portion of the front facade of the building that is the subject of this variance request would comply with this height limit. Granting this variance preserves the applicant's right to construct a 36-foot-tall building on the remainder of the property. Therefore, Staff believes that this finding can be made for the proposed project.

3. **Granting the variance will not be materially detrimental to the public welfare or injurious to property and improvements in the area in which the property is located.**

The need for this variance requested is triggered by the grading of the lot to create subterranean parking. If such grading were not proposed, the 25-foot-wide portion of the

front facade that is the subject of this variance request could be just as tall as (if not taller than) currently proposed and still be in compliance with the 36-foot height limit. Although the height of the proposed 36-foot-tall building clearly affects views from nearby properties, because the variance does not request to increase a portion of the structure above the main 36-foot-high ridgeline, the approval of the requested variance will not exacerbate this condition. Therefore, Staff believes that this finding can be made for the proposed project.

**4. Granting the variance will not be contrary to the objectives of the General Plan or the policies and requirements of the Coastal Specific Plan.**

As discussed above, Staff believes that the proposed project as a whole is consistent with the City's General Plan. The requested variance involves only a relatively small portion of the building's front facade. The subject property is not located within the City's coastal specific plan district. Therefore, Staff believes that this finding can be made for the proposed project.

In conclusion, Staff believes that all of the applicable variance findings can be made for the proposed project.

Site Plan Review

The requested site plan review is to allow a 42-foot-tall roof-access stairway tower at the front of the building, pursuant to RPVDC Section 17.48.050(B). The applicant indicates that this stairway is required to provide roof access for public safety purposes, thereby needing to exceed the 36-foot height limit.

In considering a site plan view application for roof-mounted equipment and/or architectural features exceeding the maximum building height, RPVDC Section 17.48.050(B) requires the Planning Commission to make two (2) findings in reference to the property and project under consideration (RPVDC language is **boldface**, followed by Staff's analysis in normal type):

**1. The roof-mounted equipment and/or architectural features may be erected above the height limits pursuant to the requirements of the Building Code.**

If approved, the proposed building—including the roof-access stair tower—will require the review and approval of the City's Building and Safety Division. Staff has no reason to believe that the entire project cannot be built in accordance with the provisions of the City's adopted Building Code. Therefore Staff believes that this finding can be made for the proposed project.

**2. The roof-mounted equipment and/or architectural features will not cause significant view impairment from adjacent property.**

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Based upon site inspections from several residences in the *La Cima* community, it appears that the stair tower will encroach upon distant views of the San Gabriel and Santa Monica mountains above the 36-foot height limit. As discussed above in the "Conditional Use Permit" findings, Staff believes that the view impacts attributable to the overall project are not significant because of the 36-foot "by right" height limit for the property. With respect to the stair tower, however, the assessment of the significance of view impairment is focused upon the stair tower itself, which exceeds by six feet (6'-0") the 36-foot height limit. This is similar to the assessment of view impairment in height variation cases in single-family neighborhoods, where only the portion of the structure above the 16-foot "by right" height limit is considered. The incremental impairment of the distant mountain views that is caused by the stair tower is considered by Staff to be a significant impact. Therefore Staff believes that this finding cannot be made for the proposed project.

In conclusion, Staff believes that all of the applicable site plan review findings cannot be made for the proposed project. As such, approval of this project would be conditioned to require the project to be redesigned such that the roof-access stair tower does not exceed the 36-foot height limit.

#### Environmental Assessment

Based upon the information provided by the developer, Staff determined that the proposed project could have significant impacts upon the environment unless mitigation measures were imposed. Accordingly, a draft Mitigated Negative Declaration (MND) was prepared for the project, and has been circulated in accordance with CEQA. The 20-day public comment period for the MND ends on Tuesday, April 8, 2008. For this reason, Staff is only recommending that the Planning Commission accept public comment on the project and MND at tonight's meeting, with final action on the applications to be taken on a future date certain. This will allow time for Staff to prepare any needed response to public comments on the MND prior to its certification. Final action to certify the MND would be taken by the City Council, in conjunction with its review of the vesting tentative tract map, general plan amendment and zone change and other entitlements for the project.

The draft MND identified several potential environmental effects that require mitigation to reduce their impacts to less-than-significant levels. Many of these effects are short-term and construction-related, such as noise, construction hours, air quality, haul routes and the like. Others are longer-term operational impacts such as aesthetics, recreation and utilities and service systems. Staff believes that the recommended mitigation measures will reduce all of the impacts identified to less-than-significant levels.

#### ADDITIONAL INFORMATION

##### Public Notification

On March 19, 2008, public notices were mailed to the applicant/property owner and one hundred eighty-six (186) other property owners within a 500-foot radius of the project site.

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On March 22, 2008, public notice of the April 8, 2008, public hearing for this application was published in the Palos Verdes Peninsula News. As discussed above, Staff has also prepared a draft Mitigated Negative Declaration for the project and circulated notice of same to surrounding property owners and other agencies and jurisdictions with a possible interest in the project. As of the date this report was completed, Staff had received one (1) letter from the Los Angeles County Sanitation Districts (LACSD) providing information about existing sewer, storm drain and solid waste capacity; and a petition and six (6) individual letters from residents of the *La Cima* community in opposition to the proposed project. The information provided by LACSD confirms Staff's conclusion that there is adequate sewer, storm drain and solid waste capacity for the proposed project. The letters from the *La Cima* residents raise the following issues of concern:

*View Impacts:* The proposed project will reduce existing views, particularly from Units 6 through 10 in *La Cima*, which most directly overlook the subject property. Some residents recommend limiting the height of the project so as not to exceed the height of the abandoned Verizon building on the subject property or the height of the adjacent apartment buildings. As discussed above, the proposed project generally complies with the 36-foot height limit for the RM-22 zoning district. It might be possible to increase the quantity and depth of grading to lower the building further, although this may create complications with site drainage and increase the length of the construction process.

*Building Mass:* Some residents express concern that the proposed building is too bulky, and is out-of-character with the surrounding neighborhood. There is no neighborhood compatibility analysis requirement for multi-family projects. However, if there were such a requirement and this project was compared to other similar projects in the surrounding RM-22 zoning district (of which *La Cima* is not one), Staff believes that the proposed project is no more bulky and massive—and actually less dense—than similar nearby multi-family projects. Nevertheless, the draft MND proposes a mitigation measure (AES-1) requiring the application of additional architectural detail to certain blank 2- and 3-story facades of the building.

*Property Values:* Residents assert that the loss of view will result in decreased property values, both directly for the units affected and indirectly for all property owners within the *La Cima* community. This may well be true. However, the analysis of property-value impacts is not within the scope of the Planning Commission's review of this or any other development project.

*Traffic Impacts:* Many residents assert that the proposed project will have significant traffic impacts upon Highridge Road. Several residents have asked for a traffic study and one suggests eliminating the proposed left-turn pocket in the median of Highridge Road. As discussed above and in the MND, the City's traffic engineer reviewed the project plans and determined that it did not exceed the City's threshold for a traffic impacts analysis or for review by the City's Traffic Safety Commission. The City's traffic engineer also had recommendations regarding the proposed left-turn pocket, which would be included as conditions of approval for the project. A focused traffic analysis was prepared by the

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applicant's consultant, but the scope of this analysis is rather limited. A "full-blown" traffic impacts analysis could be prepared for the project for inclusion with the MND, but Staff does not expect it to reveal any significant impacts that have not already been identified.

Staff recommends continuing this matter to a future date certain, possibly to the Planning Commission meeting of May 13, 2008. This will give Staff time to respond to all of the comments on the MND prior to its certification, and Staff will be prepared to present draft P.C. Resolutions for the Commission's consideration. Also, if the Planning Commission directs the applicant to consider modifications to the proposed project—based upon public input and its own deliberations—this will provide time to do so.

**CEQA Compliance**

For the reasons discussed above, Staff recommends adoption of a Mitigated Negative Declaration for the project as currently proposed. It should be noted that, if new environmental impacts are identified as a result of comments on the MND and/or project applications, the MND may need to be re-circulated for public review prior to its certification.

**Permit Streamlining Act Compliance**

The application for Planning Case Nos. SUB2007-00003 and ZON2007-00072 was deemed complete for processing on December 7, 2008. Since the project has been determined to require the preparation of a Mitigated Negative Declaration (see discussion above), the Permit Streamlining Act would typically require a decision in this matter to be rendered within one hundred eighty (180) days of the date that the application was deemed complete (i.e., June 4, 2008). However, since this application includes legislative actions by the City Council for the requested general plan amendment and zone change, the 180-day action deadline does not apply in this case.

**CONCLUSION**

Based on the discussion presented above, Staff recommends conditional approval of the proposed project, with the exception of the roof-access stair tower. However, given that Staff knows that this project will be controversial and that there are likely to be additional comments on the MND that may need to be addressed, Staff recommends that the Planning Commission accept public testimony on the proposed project and the draft MND, identify any issues of concern and, if necessary, provide Staff and/or the applicant with direction in modifying the MND and/or project, and continue the item to the Planning Commission meeting of May 13, 2008.

**ALTERNATIVES**

In addition to the Staff recommendation, the following alternatives are available for the Planning Commission's consideration:

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1. Identify any issues of concern with the proposed project, provide Staff and/or the applicant with direction in modifying the project and/or conditions of approval, and continue the public hearing to another date certain.

**Attachments:**

Draft Mitigated Negative Declaration

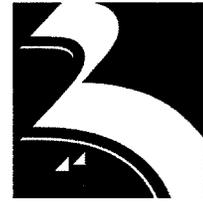
Public correspondence

Focused traffic analysis (prepared for applicant by DKS Associates)

Photographic simulations (prepared for applicant by Focus 360)

Project plans and supplemental information

**City of Rancho Palos Verdes**  
**ENVIRONMENTAL CHECKLIST FORM**



**1. Project title:**

Planning Case Nos. SUB2007-00003 and ZON2007-00072  
(Vesting Tentative Tract Map No. 68796, General Plan Amendment, Zone Change,  
Conditional Use Permit, Grading Permit, Variance and Environmental Assessment)

**2. Lead agency name/ address:**

City of Rancho Palos Verdes  
Department of Planning, Building & Code Enforcement  
30940 Hawthorne Boulevard  
Rancho Palos Verdes, CA 90275

**3. Contact person and phone number:**

Kit Fox, AICP, Associate Planner  
City of Rancho Palos Verdes  
(310) 544-5228

**4. Project location:**

28220 Highridge Road (APN# 7587-007-800, -801, -802 and -803)  
City of Rancho Palos Verdes  
County of Los Angeles

**5. Project sponsor's name and address:**

REC Development  
ATTN: Zaffar Hassanally  
3812 Sepulveda Blvd., Ste. 540  
Torrance, CA 90505

**6. General plan designation:**

Residential, 12-22 DU/acre

**7. Coastal plan designation:**

Not applicable

**8. Zoning:**

Residential Multi-Family, 22 DU/acre (RM-22)

**9. Description of project:**

The applicant proposes to develop a 27-unit residential condominium complex on a 54,460-square-foot (1.250-acre) site on Highridge Road. This equates to a density of twenty-two (22) units per acre or one (1) unit for every 2,000 square feet of lot area, which is consistent with the current Residential Multi-Family, 22 DU/acre (RM-22) zoning designation for the site. Existing site improvements—consisting of a former telephone equipment building, antenna tower, access driveway and perimeter fencing—would be removed. The condominium units would range from one (1) to four (4) bedrooms and from 893 square feet

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**Case Nos. SUB2007-00003 & ZON2007-00072**  
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to 2,880 square feet in size, with both single-level and townhouse-style units. Each unit would have private balconies and dedicated private storage areas in the subterranean garage. According to the City's affordable housing requirements, three (3) units would be designated for sale to low-income households. Sixty-seven (67) off-street parking spaces for residents and their guests would be provided, which is one (1) more parking space than the minimum number required by the City's Development Code. The applicant proposes to construct a left-turn pocket and a break in the landscaped median of Highridge Road for vehicular access to the property. A common swimming pool, spa, sun deck and 12-foot-tall shade trellis would be located on the lowest level at the rear of the building, with a common roof deck and trellis on the third floor facing to the northeast. For the most part, the proposed project would comply with the 36-foot height limit established for the RM-22 zoning district, with two (2) exceptions: at the entry to the subterranean garage, the height of the building would measure forty-four feet (44'-0") from the driveway ramp surface to the highest point of the main roofline of the building; and a roof-access stair tower at the front of the building would measure forty-two feet (42'-0") in height above finished grade. The project proposes 12,588 cubic yards of grading, consisting of 11,242 cubic yards of cut and 1,346 cubic yards of fill, for a net export of 9,896 cubic yards. If the project is approved as proposed, a 440-square-foot (0.010 acre) portion of the project site (APN 7587-007-802) that is currently located in the City of Rolling Hills Estates would be annexed to the City of Rancho Palos Verdes and rezoned RM-22 to match the zoning of the rest of the property.

**10. Description of project site (as it currently exists):**

The project site measures 1.250 acres and is currently developed with an abandoned 818-square-foot telephone equipment building, antenna tower, paved access road and perimeter fencing. The southwesterly portion of the site is a pad that varies from zero to roughly ten feet (10'-0") in elevation above the sidewalk of the adjacent public street (Highridge Road). The northeasterly portion of the site slopes down toward an abutting apartment complex in Rancho Palos Verdes and a church in Rolling Hills Estates.

**11. Surrounding land uses and setting:**

	Land Uses	Significant Features
On-site	818-square-foot former telephone equipment building and related site improvements	All existing site improvements are to be demolished
Northeast & Northwest	255-unit, 11-building 3-story apartment complex (Highridge Apartments) in the 29100-block of Peacock Ridge Drive, a private street	Approved and constructed under the County's jurisdiction, in 1971, a few units in some buildings overlook the project site but most do not
Southeast	Church (Rolling Hills Adventist Church) at 28340 Highridge Road in the City of Rolling Hills Estates	The sanctuary building, constructed in 1972, sits at the extreme northeasterly end of the deep, narrow lot

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**Case Nos. SUB2007-00003 & ZON2007-00072**  
**March 19, 2008**

	Land Uses	Significant Features
Southwest	10-unit multi-family residential complex ( <i>La Cima</i> ) across Highridge Road on Via La Cima, a gated private street	Approved by the City of Rancho Palos Verdes in 1979, neighborhood includes ten (10) split-level detached condominium units along the northeasterly and northwesterly perimeters of the site, oriented so as to take advantage of views of Santa Monica Bay, downtown Los Angeles, the greater Los Angeles Basin, the San Gabriel Mountains and the Los Angeles/Long Beach port complex

**10. Other public agencies whose approval is required:**

The annexation of the 440-square-foot (0.010 acre) portion of the subject property that is not currently in the City of Rancho Palos Verdes also requires the approval of the City of Rolling Hills Estates and the Los Angeles County Local Agency Formation Commission (LAFCO).



**Project Site: 28220 Highridge Road**

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**Highridge**  
Rancho Palos Verdes, CA



**Photographic Simulation of Proposed Project**

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**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

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

- |   |   |   |
|---|---|---|
| <input type="checkbox"/> Land Use and Planning          | <input type="checkbox"/> Biological Resources           | <input type="checkbox"/> Aesthetics                         |
| <input type="checkbox"/> Population and Housing         | <input type="checkbox"/> Energy/Mineral Resources       | <input type="checkbox"/> Cultural Resources                 |
| <input type="checkbox"/> Geology and Soils              | <input type="checkbox"/> Hazards and Hazardous Material | <input type="checkbox"/> Recreation                         |
| <input type="checkbox"/> Hydrology and Water Quality    | <input type="checkbox"/> Noise                          | <input type="checkbox"/> Agricultural Resources             |
| <input type="checkbox"/> Air Quality                    | <input type="checkbox"/> Public Services                | <input type="checkbox"/> Mandatory Findings of Significance |
| <input type="checkbox"/> Transportation and Circulation | <input type="checkbox"/> Utilities and Service Systems  |   |

**DETERMINATION:**

On the basis of this initial evaluation:

- I find that the 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 the mitigation measures described on an attached sheet have been added to the project. 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 significant effect(s) 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 earlier analysis as described on attached sheets, if the effect is a "potentially significant impact" or "potentially significant unless mitigated". An ENVIRONMENTAL IMPACT REPORT is required but 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, there WILL NOT be a significant effect in this case because all potentially significant effect (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed on the proposed project

Signature:  Date: March 19, 2008

Printed Name: Kit Fox, Associate Planner For: City of Rancho Palos Verdes

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**EVALUATION OF ENVIRONMENTAL IMPACTS:**

Issues and Supporting Information Sources	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>1. LAND USE AND PLANNING. Would the proposal:</b>					
a) Conflict with any applicable land use plan, policy, or regulation including, but not limited to the general plan, specific plan, local coastal plan, or zoning ordinance?	1,2,8		X		
b) Conflict with applicable environmental plans or policies adopted by agencies with jurisdiction over the project?	1,2,8		X		
c) Be incompatible with existing land use in the vicinity?	1,2			X	
d) Conflict with any applicable habitat conservation plan or natural community conservation plan?					X
e) Disrupt or divide the physical arrangement of an established community (including a low-income or minority community)?					X
<p><b>Comments:</b></p> <p>a-b) A 440-square-foot portion of the 54,460-square-foot project site is located in the City of Rolling Hills Estates. This portion of the property is designated for institutional use, consistent with the abutting church property. Since multi-family residential uses are inconsistent with the current zoning of this portion of the site, this area will be annexed by the City of Rancho Palos Verdes and rezoned RM-22, which is the zoning designation for the remaining 54,020 square feet of the site. The annexation and rezoning of this area must occur with the concurrence of the City of Rolling Hills Estates and the Los Angeles County Local Agency Formation Commission (LAFCO). Therefore, in order to reduce the land use and planning impacts of the proposed project to less-than-significant levels, the following mitigation measure is recommended:</p> <p><u>LUP-1:</u> Prior to final tract map recordation, the 440-square-foot (0.010 acre) portion of the project site that is located in the City of Rolling Hills Estates (Assessor's Parcel No. 7589-007-802) shall be annexed to the City of Rancho Palos Verdes, in accordance with the procedures established by the Los Angeles County Local Agency Formation Commission (LAFCO). The applicant shall be responsible for all City costs associated with processing the annexation request.</p> <p>c) Surrounding land uses are predominantly multi-family residential in nature. The abutting church site in Rolling Hills Estates is zoned for institutional use, but the proposed project will only be adjacent to the church parking lot, not to the sanctuary or other church buildings.</p> <p>d) The City has an adopted Natural Communities Conservation Plan (NCCP). However, the subject property is located roughly 0.40 mile from the nearest portion of the NCCP Preserve, which is the Crestridge property near Crestridge Road and Crenshaw Boulevard.</p> <p>e) The project site is an abandoned telephone equipment facility that is surrounding be developed properties. The proposed project is an in-fill project within the surrounding community. The proposed project would replace the existing site improvements, but would not disrupt or divide the existing pattern of development surrounding the project site.</p>					

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Issues and Supporting Information Sources	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>2. POPULATION AND HOUSING. Would the proposal:</b>					
a) Cumulatively exceed official regional or local population projections?	6,15			X	
b) Induce substantial growth in an area either directly or indirectly (e.g. through projects in an undeveloped area or major infrastructure)?	6,15			X	
c) Displace existing housing, especially affordable housing?					X
d) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?					X
<b>Comments:</b>					
<p>a-b) The proposed project involves the construction of twenty-seven (27) new dwelling units. Based upon the 2007 estimates from the State Department of Finance (DOF) of 2.769 persons per household, the proposed project would be expected to accommodate seventy-five (75) new residents. The DOF estimates the 2007 population of the City of Rancho Palos Verdes as 43,092 persons, so the proposed project would result in increase of only 0.2%. Furthermore, the most recent Regional Housing Needs Assessment (RHNA) allotment for the City of Rancho Palos Verdes is sixty (60) additional housing units during the period from July 1, 2005 through June 30, 2014. The proposed project would increase the number of housing units in the City, but would not exceed total number of units allocated to the City by the Southern California Association of Governments (SCAG) for the current reporting period. Therefore, the population and housing impacts of the proposed project will be less than significant.</p> <p>c-d) There are no existing dwelling units on the subject property. Therefore, the proposed project will not displace any existing residences or people.</p>					
<b>3. GEOLOGY AND SOILS. Would the proposal:</b>					
a) Expose people or structure 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?	4,13,14		X		
ii) Strong seismic ground shaking?	4,13,14		X		
iii) Seismic-related ground failure, including liquefaction?	4,13,14		X		
iv) Landslides?	4,13,14		X		
b) Result in substantial soil erosion or the loss of topsoil?	13,14			X	

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Issues and Supporting Information Sources	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Be located on a geological unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off site landslide, lateral spreading, subsidence, liquefaction or collapse?	13,14		X		
d) Be located on expansive soil, as defined in the Uniform Building Code, thus creating substantial risks to life or property?	13,14		X		
e) Have soils incapable or adequately supporting the use of septic tanks or alternative wastewater disposal systems, where sewers are not available for the disposal of wastewater?					X
<p><b>Comments:</b></p> <p>a, c-d) The proposed project involves 12,588 cubic yards of grading (11,242 cubic yards of cut and 1,346 cubic yards of fill), with a net export of 9,896 cubic yards. The maximum depth of cut for the subterranean garage is 16'-6" and the maximum depth of fill is 9'-0" at the pool deck, which will be bounded on two (2) sides by a low retaining wall. According to the Official Maps of Seismic Hazard Zones provided by the State of California Department of Conservation, the subject property lot is not located within an earthquake-induced landslide zone, although the existing slopes abutting the apartment complex to the northeast of the site (which are not a part of the subject property) are identified as being potentially subject to earthquake-induced landslides. The subject property is within the vicinity of the Palos Verdes fault zone, although there is no evidence of active faulting on the subject property. The soils of the Palos Verdes Peninsula are also generally known to be expansive and occasionally unstable. Given the known and presumed soils conditions on and around the project site, the applicant has conducted soil investigations, which have been reviewed and conceptually approved by the City's geotechnical consultant. Nevertheless, the following mitigation measure is recommended to reduce the geology and soils impacts of the project to less-than-significant levels:</p> <p><u>GEO-1:</u> Prior to the issuance of a building permit by the City's Building Official, the applicant shall obtain final approval of the grading and construction plans from the City's geotechnical consultant. The applicant shall be responsible for the preparation and submittal of all soil engineering and/or geology reports required by the City's geotechnical consultant in order to grant such final approval.</p> <p>b) During grading and construction operations, top soil will be exposed and removed from the property. However, the City's Building and Safety Division will require the preparation and implementation of an erosion control plan for wind- and waterborne soil. A site landscape plan will also be prepared and implemented to help stabilize post-construction slopes. These standard project conditions will reduce any project-related erosion to less-than-significant levels.</p> <p>e) The project will be connected to the existing public sanitary sewer system; septic systems or alternative wastewater disposal systems will not be permitted.</p>					
<p><b>4. HYDROLOGY AND WATER QUALITY. Would the proposal:</b></p>					
a) Violate any water quality standard or wastewater discharge requirements?	18			X	

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Issues and Supporting Information Sources	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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?					X
c) Substantially alter the existing drainage pattern of the site or areas, 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?	18			X	
d) Substantially alter the existing drainage pattern of the site or areas including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on or off site?	18			X	
e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	18			X	
f) Otherwise substantially degrade water quality?	18			X	
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?					X
h) Place within a 100-year flood hazard area, structures which would impede or redirect flood flows?					X
i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?					X
j) Inundation by seiche, tsunami, or mudflow?					X
<b>Comments:</b> a, c-f) The proposed parking lot would alter the topography of the site and increase the amount of impermeable surface area. This will result in changes to the current drainage patterns on the project site, as well as the potential for erosion and run-off during construction. Due to the scope of the project, it required the review and conceptual approval of the					

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<p>City's National Pollutant Discharge Elimination System (NPDES) consultant. The City's NPDES consultant has determined that the project will comply with all applicable requirements for the control and treatment of erosion and runoff from the project site. As such, the hydrology and water quality impacts of this project will be less than significant.</p> <p>b) The proposed project will not involve or require the withdrawal of groundwater. In addition, given the elevation and topography of the project site, it would not be likely to provide suitable opportunities for groundwater recharge.</p> <p>g-h) There are no Federally-mapped 100-year flood hazard areas in the City of Rancho Palos Verdes.</p> <p>i) There is no dam or levee anywhere in the vicinity of the project site.</p> <p>j) The subject property does not adjoin an ocean, lake or other body of water, so there is no risk of inundation by seiche, tsunami, or mudflow.</p>					
<p><b>5. AIR QUALITY. Would the proposal:</b></p>					
a) Violate any air quality standard or contribute to an existing or projected air quality violation?	3		X		
b) Expose sensitive receptors to substantial pollutant concentrations?	3		X		
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 that exceed quantitative thresholds for ozone precursors)?	3		X		
d) Create objectionable odors affecting a substantial number of people?					X
e) Conflict with or obstruct the implementation of any applicable air quality plan?	3,16		X		
<p><b>Comments:</b></p> <p>a-c, e) The subject site is located within the South Coast Air Basin, which is an area of non-attainment for Federal air quality standards for ozone (O<sub>3</sub>), carbon monoxide (CO), and suspended particulate matter (PM<sup>10</sup> and PM<sup>2.5</sup>). The proposed project involves 12,588 cubic yards of grading (11,242 cubic yards of cut and 1,346 cubic yards of fill), with a net export of 9,896 cubic yards. The movement of soil and the operation of construction equipment have the potential to create short-term construction-related air quality impacts upon nearby sensitive receptors, including multi-family residences to the northeast, northwest and southwest. In addition, four (4) of the proposed units would have fireplaces. The South Coast Air Quality Management District (SCAQMD) has recently adopted rules regulating wood-burning device, which include a prohibition against wood-burning fireplaces in new construction. As such, the following mitigation measures are recommended to reduce the air quality impacts of the project to less-than-significant levels:</p> <p><u>AIR-1:</u> Prior to the issuance of grading permits, the applicant shall demonstrate to the Director of Planning, Building and Code Enforcement that dust generated by grading activities shall comply with the South Coast Air Quality Management District Rule 403 and the City Municipal Code requirements that require regular watering for the control of dust.</p> <p><u>AIR-2:</u> During construction, all grading activities shall cease during periods of high winds (i.e., greater than 30 mph). To assure compliance with this measure, grading activities are subject to periodic inspections by City staff.</p> <p><u>AIR-3:</u> Construction equipment shall be kept in proper operating condition, including proper engine tuning and exhaust control systems.</p>					

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<p><b>AIR-4:</b> Trucks and other construction vehicles shall not park, queue and/or idle at the project site or in the adjoining public rights-of-way before 7:00 AM, Monday through Saturday, in accordance with the permitted hours of construction stated in Section 17.56.020(B) of the Rancho Palos Verdes Municipal Code.</p>					
<p><b>AIR-5:</b> Prior to the issuance of building permits, the applicant shall demonstrate the project's compliance with the South Coast Air Quality Management District Rule 445 and the City Municipal Code requirements regarding wood-burning devices.</p>					
<p>d) Since the proposed project is not an industrial or commercial use, no objectionable odors are expected to be generated during or after the completion of construction.</p>					
<p><b>6. TRANSPORTATION/CIRCULATION. Would the proposal:</b></p>					
a) Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system?	9,10		X		
b) Exceed either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	9,10			X	
c) Result in inadequate emergency access or inadequate access to nearby uses?					X
d) Result in insufficient parking capacity on-site or off-site?					X
e) 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?					X
f) Conflicts with adopted policies, plans, or programs supporting alternative transportation (e.g. bus turnouts, bicycle racks)?					X
g) Substantially increase hazards due to a design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?	18		X		
<p><b>Comments:</b></p> <p>a-b) The project plans have been reviewed by the City's traffic engineer. Based upon the Los Angeles County trip generation standard for condominiums (which is more conservative than the current 7<sup>th</sup> Edition ITE trip generation standard for condominiums), the City's traffic engineer estimated that the project would generate two hundred sixteen (216) daily trips. However, the threshold for requiring a traffic impact analysis is five hundred (500) daily trips, so the City's traffic engineer concluded that such an analysis of post-construction traffic impacts was not warranted. It should be noted that the applicant prepared a focused traffic analysis for the project that confirmed the City traffic engineer's conclusion. During construction, however, 9,896 cubic yards of soil would be removed from the site, which equates to roughly four hundred ninety-five (495) truck trips. These truck trips have the potential to create adverse impacts along the route on and off the Peninsula (i.e., Hawthorne Boulevard). Therefore, the following mitigation measure is recommended to reduce the transportation/circulation impacts of the project to less-than-significant levels:</p>					

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Issues and Supporting Information Sources	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<p><u>TRA-1:</u> Prior to grading permit issuance, the applicant shall obtain approval of a haul route from the Director of Public Works. The applicant shall ensure that loaded trucks are appropriately covered to prevent soil from spilling on the roadway along the haul route.</p> <p>c) The surface parking lot includes a "hammerhead" turn-around area for Fire Department access to the building. The new driveway curb cut will be in the same general location as the existing curb cut, and no other nearby uses take access to or through the subject property.</p> <p>d) Based upon the 27-unit proposal, a minimum of sixty-six (66) on-site parking spaces are required for residents and guests, pursuant to the multi-family residential parking standards of the Rancho Palos Verdes Municipal Code. The proposed project would provide sixty-seven (67) parking spaces, including two (2) handicapped-accessible spaces. No off-site parking spaces are proposed or necessary.</p> <p>e) The proposed project is a residential condominium and has no impact upon air traffic patterns.</p> <p>f) There are no adopted policies, plans, or programs supporting alternative transportation that include the subject property and/or any abutting right-of-way.</p> <p>g) The project proposes a break in the median of Highridge Road to provide a left-turn pocket for access to the project site. This would be located at a descending curve in Highridge Road. The preliminary street improvements plans were reviewed by the City's traffic engineer, who recommended the imposition of conditions upon these proposed right-of-way improvements. Therefore, in order to reduce the transportation/circulation impacts of the proposed project to less-than-significant levels, the following mitigation measures are recommended:</p> <p><u>TRA-2:</u> Prior to recordation of the final tract map, the applicant shall submit street improvement plans for the median break and left-turn pocket on Highridge Road to the Director of Public Works for final review and approval.</p> <p><u>TRA-3:</u> Prior to recordation of the final tract map, the applicant shall post a bond or other security acceptable to the Director of Public Works for any approved improvements within the public right-of-way of Highridge Road.</p> <p><u>TRA-4:</u> Vegetation, walls or other site improvements located on the south side of the driveway shall be limited to no more than thirty inches (30") in height so as to preserve sight distance in accordance with Section 17.48.070 of the Rancho Palos Verdes Municipal Code.</p>					
<p><b>7. BIOLOGICAL RESOURCES. Would the proposal result in:</b></p>					
<p>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 US Fish and Wildlife Service?</p>					X
<p>b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?</p>					X

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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?					X
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					X
e) Conflict with any local polices or ordinances protecting biological resources, such as tree preservation policy or ordinance?					X
f) Conflict with the provisions of an adopted Habitat Conservation Plan or Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?					X
<b>Comments:</b>					
a-d) According to the City's vegetation maps, the subject site is not located in an area where there is protected habitat and/or a wetlands area. The site was developed as a telephone equipment facility nearly sixty (60) years ago. As such, there will be no impacts to biological resources as a result of the proposed project.					
e) The City has a Coastal Sage Scrub Conservation and Management Ordinance, which is codified as Chapter 17.41 of the Rancho Palos Verdes Municipal Code. However, this ordinance only applies to parcels over two (2) acres in size that contain coastal sage scrub (CSS) habitat. The subject property qualifies on neither of these grounds.					
f) The City has an adopted Natural Communities Conservation Plan (NCCP). However, the subject property is located roughly 0.40 mile from the nearest portion of the NCCP Preserve, which is the Crestridge property near Crestridge Road and Crenshaw Boulevard.					
<b>8 ENERGY AND MINERAL RESOURCES. Would the proposal:</b>					
a) Conflict with adopted energy conservation plans?	18			X	
b) Use non-renewable resources in a wasteful and inefficient manner?	18			X	
c) Result in the loss of availability of a known mineral resource that would be of future value to the region and the residents of the State?					X
d) 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?					X

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Issues and Supporting Information Sources	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>Comments:</b>					
a-b) The City has initiated a "Green Building" Ordinance, although it has not yet been reviewed or adopted by the City Council. Non-renewable resources would be used during the construction of the project, and by residents once the project is completed. The use of environmentally-friendly building materials, household appliances, lighting and plumbing fixtures and mechanical equipment will be encouraged through the project conditions of approval. As such, the project's impacts upon the use of energy and non-renewable resources is expected to be less than significant.					
c-d) There are no mineral resources known or expected to exist on the subject property.					
<b>9. HAZARDS AND HAZARDOUS MATERIAL. Would the proposal involve:</b>					
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous material?	11		X		
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?	11		X		
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of and existing or proposed school?	11		X		
d) Be located on a site, which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment?					X
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?					X
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?					X
g) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?					X

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Issues and Supporting Information Sources	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	17			X	

**Comments:**

a-c) The applicant has prepared a Phase I environmental assessment of the property to identify the presence or absence of hazardous materials. The Phase I report noted the possible presence of PCBs, asbestos-containing materials (ACMs) and lead paint in the abandoned telephone equipment building. The demolition of this building as a part of the proposed project has the potential to release these hazardous materials. Therefore, in order to reduce the hazards and hazardous materials impacts of the proposed project to less-than-significant levels, the following mitigation measures are recommended:

HAZ-1: Prior to approval of grading permits, the applicant shall conduct a soil investigation to determine whether site conditions pose any significant health or environmental risks associated with the past use of the site, and the nature and extent of any associated contamination. The investigation shall also include sampling and analysis to determine the PCB status of the site and building. The results of these investigations shall be presented in a report prepared in accordance with applicable law and standard practice.

HAZ-2: No grading associated with the project shall occur until the soils investigation report is reviewed and approved by the City. If the soils investigation report requires remedial actions to address contamination, no grading activities shall occur in identified areas until appropriate response actions have been completed in accordance with applicable law and standard practice to the satisfaction of the City.

HAZ-3: During grading or other soil disturbing activities, if malodorous or discolored soils or soils thought to contain significant levels of contaminants are encountered; the applicant or his contractors shall enlist the services of a qualified environmental consultant to recommend methods of handling and/or removal from the site. The need for and methods of any required response actions shall be coordinated with, and subject to, approval by the City.

HAZ-4: Prior to disturbing the suspected asbestos and/or lead containing materials identified in the Phase I report for the property, a consultant qualified in sampling and analysis of said materials shall be retained by the applicant. If samples test positive, specifications shall be prepared for the removal of identified asbestos and/or lead materials as necessary. A licensed asbestos contractor and Certified Asbestos Consultant, pursuant to EPA/AHERA Section 206 and CCR Title 8, Article 2.6 shall be retained by the applicant to properly document, inspect, monitor, remove, and encapsulate the asbestos materials prior to disposal. Prior to demolition, precautionary steps shall be taken to reduce worker exposure to lead, according to occupational health standards. Removal of lead-based paint, if necessary, shall be subject to applicable state and federal regulatory guidelines.

d) The proposed project is not located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5.

e-f) The subject property is not located within two (2) miles of Torrance Municipal Airport or in the vicinity of any private airstrip.

g) In 2004, the cities of Rancho Palos Verdes and Rolling Hills Estates adopted a Joint Natural Hazards Mitigation Plan (JNHMP). The purpose of the JNHMP is "to promote sound public policy designed to protect citizens, critical facilities, infrastructure, private property, and the environment from natural hazards." The development of the proposed project is not incompatible with the purpose of the JNHMP.

h) Based upon the most recent maps prepared by the California Department of Forestry and Fire Protection (CalFire), the entire Palos Verdes Peninsula is within a Very High Fire Hazard Severity Zone. However, the subject property is surrounded by other developed properties in an urbanized area of the Peninsula. Therefore, the risk of increased exposure of residents to wildland fires is expected to be less than significant.

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Issues and Supporting Information Sources	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>10. NOISE. Would the proposal result in:</b>					
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?				X	
b) Exposure of persons to or generation of excessive groundbourne vibration or groundbourne noise levels?	18		X		
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	18		X		
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	18		X		
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 a public use airport, would the project expose people residing or working in the project area to excessive noise levels?					X
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 levels?					X
<b>Comments:</b>					
<p>a) The City of Rancho Palos Verdes does not have a noise ordinance. However, General Plan Noise Policy No. 5 "[requires] residential uses in the 70 dB(A) location range to provide regulatory screening or some other noise-inhibiting agent to ensure compliance with the noise ordinance." The Noise Levels Contour diagram in the General Plan depicts Highridge Road as falling with the 60 db(A) noise contour. Therefore, noise impacts upon future project residents are expected to be less than significant.</p> <p>b-d) The proposed project involves 12,588 cubic yards of grading (11,242 cubic yards of cut and 1,346 cubic yards of fill), with a net export of 9,896 cubic yards, and the construction of a 42,978-square-foot building. The movement of soil and the operation of construction equipment have the potential to create short-term construction-related noise impacts upon nearby sensitive receptors, including multi-family residences to the northeast, northwest and southwest. As such, the following mitigation measures are recommended to reduce the noise impacts of the project to less-than-significant levels:</p> <p><u>NOI-1:</u> Permitted hours and days for construction activity are 7:00 AM to 7:00 PM, Monday through Saturday, with no construction activity permitted on Sundays or on the legal holidays specified in Section 17.96.920 of the Rancho Palos Verdes Municipal Code without a special construction permit.</p> <p><u>NOI-2:</u> The project shall utilize construction equipment equipped with standard noise insulating features during construction to reduce source noise levels.</p>					

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Issues and Supporting Information Sources	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<p><b>NOI-3:</b> All project construction equipment shall be properly maintained to assure that no additional noise, due to worn or improperly maintained parts is generated.</p>					
<p><b>NOI-4:</b> Haul routes used to transport soil exported from the project site shall be approved by the Director of Public Works to minimize exposure of sensitive receptors to potential adverse noise levels from hauling operations.</p>					
<p>e-f) The subject property is not located within two (2) miles of Torrance Municipal Airport or in the vicinity of any private airstrip.</p>					
<p><b>11. PUBLIC SERVICES.</b></p>					
<p>a) Would the project result in substantial adverse physical impacts associated with the provisions of 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 following public services:</p>					
<p>i) Fire protection?</p>	15			X	
<p>ii) Police protection?</p>	15			X	
<p>iii) Schools?</p>	15			X	
<p>iv) Parks?</p>	15			X	
<p>v) Other public facilities?</p>	15			X	
<p><b>Comments:</b></p>					
<p>a) The estimated population of the proposed 27-unit project is seventy-five (75) persons, which amounts to only a 0.2% increase in the City's 2007 estimated population of 43,092. This small increase in population is not expected to place significant additional demands upon public safety services (i.e., fire and police). As conditions of project approval, the applicant will be required to pay fees to the Palos Verdes Peninsula Unified School District (PVPUSD) and the City for the project's proportional impacts upon schools and parks, respectively. Therefore, the public services impacts of the project are expected to be less than significant.</p>					
<p><b>12. UTILITIES AND SERVICE SYSTEMS. Would the project:</b></p>					
<p>a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?</p>	18			X	
<p>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?</p>	18			X	
<p>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?</p>	18			X	

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d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	18		X		
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?	18			X	
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	18			X	
g) Comply with federal, state, and local statutes and regulations related to solid waste?	18			X	
<p><b>Comments:</b></p> <p>a-c, e-g) The proposed project would result in the construction of twenty-seven (27) new dwelling units, which equates to only a 0.2% increase in the number of dwelling units in the City (based upon 2007 estimates). The project site has access to existing water, waste water and sewage disposal infrastructure in the vicinity and the City has existing contracts for solid waste disposal for residential properties in the City. Therefore, the additional demand for these services resulting from the proposed project is expected to be less than significant.</p> <p>d) California Water Service Company (Cal Water) provides the City's water service. Given that the proposed project would increase the number of households and persons in the City by only 0.2%, the increase in demand for water attributable to this project is expected to be minimal compared to the amount of water used in the Cal Water service area. The applicant would be responsible for installing any new water distribution facilities required on site. Nevertheless, the following mitigation measures are recommended to reduce the water supply impacts of the project to less-than-significant levels:</p> <p><u>UTL-1:</u> Prior to final map approval, the applicant shall provide evidence of confirmation from California Water Service Company that current water supplies are adequate to serve the proposed project.</p> <p><u>UTL-2:</u> Prior to building permit issuance, the applicant shall ensure that construction plans and specifications for the project includes the following interior water-conservation measures for the following plumbing devices and appliances:</p> <ul style="list-style-type: none"> <li>• Reduce water pressure to 50 pounds per square inch or less by means of a pressure-reducing valve;</li> <li>• Install water-conserving clothes washers;</li> <li>• Install water-conserving dishwashers and/or spray emitters that are retrofitted to reduce flow; and,</li> <li>• Install one-and-one-half gallon, ultra-low flush toilets.</li> </ul> <p><u>UTL-3:</u> Prior to building permit issuance, the applicant shall submit landscape and irrigation plans for the common open space areas for the review and approval of the Director of Planning, Building and Code Enforcement. Said plans shall incorporate, at a minimum, the following water-conservation measures:</p> <ul style="list-style-type: none"> <li>• Extensive use of native plant materials.</li> <li>• Low water-demand plants.</li> <li>• Minimum use of lawn or, when used, installation of warm season grasses.</li> <li>• Grouped plants of similar water demand to reduce over-irrigation of low water demand plants.</li> <li>• Extensive use of mulch in all landscaped areas to improve the soil's water-holding capacity.</li> <li>• Drip irrigation, soil moisture sensors, and automatic irrigation systems.</li> <li>• Use of reclaimed wastewater, stored rainwater or grey water for irrigation.</li> </ul>					

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<b>13. AESTHETICS. Would the proposal:</b>					
a) Have a substantial effect on a scenic vista?	18'		X		
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historical buildings, within a state scenic highway?					X
c) Substantially degrade the existing visual character or quality of the site and its surroundings?					X
d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	18		X		
<p><b>Comments:</b></p> <p>a) The Visual Aspects diagram in the City's General Plan identifies the location of scenic vistas to be preserved, restored and enhanced. The subject property does not fall within any scenic vista identified in the General Plan. Currently, there are views over the subject property towards Santa Monica Bay, downtown Los Angeles, the greater Los Angeles Basin, the San Gabriel Mountains and the Los Angeles/Long Beach port complex from private property and public rights-of-way. The proposed building would block different portions of these views from different vantage points, but the proposed building height is generally consistent with the maximum 36-foot-height limit established for the RM-22 zoning district. With respect to the appearance of the building, most facades present a variety of windows, balconies, and wood, stucco and wrought-iron trim to soften the mass of the building. However, a few facades of the building are blank due to Development Code requirements for separation between adjoining wings of the building. The appearance of these blank facades could be improved by the placement of additional architectural trim and details to reduce their mass. The installation of site landscaping would also help to soften the building's appearance. As such, the following mitigation measures are recommended to reduce the aesthetic impacts of the project to less-than-significant levels:</p> <p><u>AES-1:</u> Prior to building permit issuance, the building elevations shall be revised to provide architectural trim and detailing on the blank 2- and 3-story facades of the facing wings of the building.</p> <p><u>AES-2:</u> Prior to building permit issuance, the applicant shall submit a site landscape plan for the review and approval of the Director of Planning, Building and Code Enforcement.</p> <p><u>AES-3:</u> Common area landscaping shall be maintained so as not to result in significant view impairment from the viewing area of another property, as defined in Section 17.02.040 of the Rancho Palos Verdes Municipal Code.</p> <p><u>AES-4:</u> Any temporary or permanent project signage shall require the approval of a sign permit by the Director of Planning, Building and Code Enforcement, and shall be consistent with the provisions of Section 17.76.050(E)(2).</p> <p>b-c) There are no significant scenic or historic resources on the subject property, nor does it display any unique visual character or quality. The project site is generally surrounded by other multi-family residential projects. The existing building on the site is functionally obsolete and in poor condition. The proposed project would replace the existing structure on this developed site.</p> <p>d) The proposed condominium building will have exterior lighting, both in the private and common areas, as well as on the grounds. This lighting creates a significant new source of nighttime lighting in the area surrounding the project site, particularly compared to the existing site conditions. Therefore, the following mitigation measures are recommended to reduce the light and glare impacts of the project to less-than-significant levels:</p> <p><u>AES-5:</u> Prior to building permit issuance, the applicant shall submit a site lighting plan for the review and approval of the Director of Planning, Building and Code Enforcement. The plans shall demonstrate that lighting fixtures on the building and grounds shall be designed and installed so as to contain light on the subject property and not spill over onto adjacent private properties or public rights-of-way.</p>					

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Issues and Supporting Information Sources	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<p><u>AES-6:</u> Exterior lighting fixtures on the grounds shall be low, bollard-type fixtures, not to exceed forty-two inches (42") in height.</p> <p><u>AES-7:</u> Exterior lighting fixtures on private balconies and common exterior walkways shall be energy-efficient fixtures, such as compact fluorescents. Said fixtures shall be equipped with light sensors so that they will only be illuminated during hours of darkness.</p> <p><u>AES-8:</u> No internally-illuminated signage may be used on the project site.</p>					
<p><b>14. CULTURAL RESOURCES. Would the proposal:</b></p>					
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5 of the State CEQA Guidelines?	12			X	
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the State CEQA Guidelines?	12		X		
c) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	12		X		
d) Disturbed any human remains, including those interred outside of formal cemeteries?	12		X		
<p><b>Comments:</b></p> <p>a) The existing telephone equipment building on the site would be demolished as a part of the proposed project. The building is more than fifty (50) years old, and is a simple square building with a gable roof and no distinguishing architectural features. As such, it is not a "historically significant" structure as defined in the State CEQA Guidelines, and its demolition would have less-than-significant impacts upon the surrounding community.</p> <p>b-d) According to the City's Archaeology Map, the subject site is not within a probable area of archaeological resources. The applicant consulted with the South Central Coastal Information Center (SCCIC), which identified no known archaeological sites on or within a half-mile radius of the subject property. Nevertheless, SCCIC notes that "there is still potential of buried prehistoric and/or history resources with the project boundaries," and recommends the preparation of a Phase I archaeological survey. Therefore, in order to reduce the cultural resources impacts of the proposed project to less-than-significant levels, the following mitigation measures are recommended:</p> <p><u>CUL-1:</u> Prior to the issuance of a grading permit, the applicant shall conduct a Phase 1 archaeological survey of the property. The survey results shall be provided to the Director of Planning, Building and Code Enforcement for review prior to grading permit issuance.</p> <p><u>CUL-2:</u> Prior to the commencement of grading, the applicant shall retain a qualified paleontologist and archeologist to monitor grading and excavation. In the event undetected buried cultural resources are encountered during grading and excavation, work shall be halted or diverted from the resource area and the archeologist and/or paleontologist shall evaluate the remains and propose appropriate mitigation measures.</p>					
<p><b>15. RECREATION. Would the proposal:</b></p>					
a) Would the project increase the use of neighborhood and regional parks or other recreational facilities, such that substantial physical deterioration of the facility would occur or be accelerated?	18		X		

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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?	18			X	
<p><b>Comments:</b></p> <p>a) The proposed project is expected to increase the City's population by seventy-five (75) persons. Although this amounts to only a 0.2% population increase (based upon 2007 estimates), additional residents will place additional demands on the City's recreational facilities. The City's park acreage standard is four (4) acres of parkland per thousand (1,000) residents. Under the parkland dedication formula codified in the City's Subdivision Ordinance, the proposed 27-unit project would require the dedication of 0.3024 acre of parkland. However, the City's General Plan does not identify a recreational facility within or adjacent to the subject property. In such cases, a developer may pay a fee to the City in lieu of the dedication of parkland. Therefore, in order to reduce the recreation impacts of the proposed project to less-than-significant levels, the following mitigation measure is recommended:</p> <p><u>REC-1:</u> Prior to final tract map recordation, the applicant shall pay to the City a fee equal to the value of 0.3024 acre of parkland in lieu of the dedication of such land to the City, pursuant to the provision of Section 16.20.100 of the Rancho Palos Verdes Municipal Code.</p> <p>b) The proposed project includes both common and private open space and recreation facilities. The common facilities include a pool, spa, sundeck and patio trellis on the lowest level and a roof deck and trellis on the third floor. The private facilities include balconies for each unit. These facilities will be constructed concurrent with the proposed project and will, in and of themselves, have no significant impacts that are not addressed elsewhere in this analysis.</p>					
<p><b>16. AGRICULTURE RESOURCES: Would the project:</b></p>					
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resource Agency, to non-agricultural use?					X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?					X
c) Involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland, to a non-agricultural use?					X
<p><b>Comments:</b></p> <p>a-c) Although commercial agriculture on properties over one (1) acre in size is a conditionally permitted use in the RM-22 zoning district, there is no such current use on the property, nor is there evidence of such use since the establishment of the telephone equipment building and related improvements on the site in 1950. As such, there will be no agricultural resources impacts as a result of this project.</p>					

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<b>17. MANDATORY FINDINGS OF SIGNIFICANCE.</b>					
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to 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?				X	
<b>Comments:</b> The proposed project will not degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to 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 pre-history.					
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 the past projects, the effects of other current projects, and the effects of probable future projects)?				X	
<b>Comments:</b> The proposed project is a relatively small project compared to existing and on-going multi-family development in the vicinity of the project site, most of which is currently occurring in the commercial district of the City of Rolling Hills Estates. The proposed project would result in negligible increases of 0.2% in the number of persons and households in the City. Once construction of the project is completed, the traffic expected to be generated by the project is less than one-half of the number of trips that would require a traffic impact analysis. This project is an in-fill development in an area of the City that is zoned for and developed with multi-family residences, many of them at higher densities than the proposed project. The environmental impacts of the project will be below the level of significance after mitigation. Therefore, the proposed project is not anticipated to result in a significant cumulative impact.					
c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?				X	
<b>Comments:</b> As discussed above, all potentially-significant environmental effects of the proposed project can be mitigated to less-than-significant levels. Therefore, the proposed project will have no substantial adverse effects on human beings, either directly or indirectly.					
<b>18. EARLIER ANALYSES.</b>					
Earlier analysis may be used where, pursuant to the tiering, program EIR, or other CEQA process, one or more effects have been adequately analyzed in an earlier EIR or Negative Declaration. Section 15063 (c) (3) (D). In this case a discussion should identify the following items:					
a) <b>Earlier analysis used.</b> Identify earlier analyses and state where they are available for review.					
<b>Comments:</b> There has been no previous analysis of this site under CEQA.					

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<p>b) <b>Impacts adequately addressed.</b> Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.</p>					
<p><b>Comments:</b> There has been no previous analysis of this site under CEQA.</p>					
<p>c) <b>Mitigation measures.</b> For effects that are "Less than Significant with Mitigation Incorporated," describe the mitigation measures, which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions of the project.</p>					
<p><b>Comments:</b> There has been no previous analysis of this site under CEQA.</p>					
<p><b>Authority:</b> Public Resources Code Sections 21083 and 21087.</p>					
<p><b>Reference:</b> Public Resources Code Sections 21080 (c), 21080.1, 21080.3, 21082.1, 21083, 21083.3, 21093, 321094, 21151; <i>Sundstrom v. County of Mendocino</i>, 202 Cal. App. 3d 296 (1988); <i>Leonoff v. Monterey Board of Supervisors</i>, 222 Cal. App. 3d 1337 (1990).</p>					
<p><b>19. SOURCE REFERENCES</b></p>					
1	City of Rancho Palos Verdes, <u>Rancho Palos Verdes General Plan</u> , and associated Environmental Impact Report. Rancho Palos Verdes, California as amended through August 2001.				
2	City of Rancho Palos Verdes Zoning Map				
3	South Coast Air Quality Management District. <u>CEQA AIR Quality Handbook</u> . Diamond Bar, California: November 1993				
4	Official Maps of Seismic Hazard Zones provided by the Department of Conservation of the State of California, Division of Mines and Geology				
5	City of Rancho Palos Verdes Archeology Map.				
6	City of Rancho Palos Verdes General Plan Housing Element, adopted August 2001				
7	City of Rancho Palos Verdes, <u>Natural Communities Conservation Plan</u> . Rancho Palos Verdes, California as adopted August 2004				
8	Letter from the City of Rolling Hills Estates regarding annexation of APN 7589-007-802. Rolling Hills Estates, California, March 2007.				
9	DKS Associates, <u>Focused Traffic Analysis for 28220 Highridge Road in the City of Rancho Palos Verdes</u> . Irvine, California, August 2007.				
10	Institute of Traffic Engineers, <u>ITE Trip Generation, 7<sup>th</sup> Edition</u> .				
11	Waterstone Environmental, Inc., <u>Phase I Environmental Assessment Report</u> . Anaheim, California, August 2006.				
12	South Central Coastal Information Center, <u>Record Search Results for 28220 Highridge Road</u> . Fullerton, California, August 2006.				
13	Hu Associates, Inc., <u>Preliminary Soil Investigation, Proposed Condominium Complex, 28220 Highridge Road</u> . Santa Fe Springs, California, September 2006.				
14	Hu Associates, Inc., <u>Response to City of Rancho Palos Verdes Geotechnical Investigation Report Review Sheet, Proposed Condominium Complex, 28220 Highridge Road</u> . Santa Fe Springs, California, August 2007.				
15	State of California, Department of Finance, <u>2007 Population and Housing Estimates</u> . Sacramento, California, accessed via website March 2008				
16	South Coast Air Quality Management District, <u>Rule 445 "Wood Burning Devices"</u> . Diamond Bar, California, accessed via website March 2008				

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17	State of California, Department of Forestry and Fire Protection, <u>Very High Fire Hazard Severity Zone Maps</u> . Sacramento, California, accessed via website, March 2008				
18	Withee Malcolm Architects, Project Plans and Applications.				

**ATTACHMENTS:**

Mitigation Monitoring Program



# 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

STEPHEN R. MAGUIN  
Chief Engineer and General Manager

**RECEIVED**

March 24, 2008

File No: SBC-00.04-00

MAR 25 2008

**PLANNING, BUILDING &  
CODE ENFORCEMENT**

Mr. Joel Rojas, AICP, Director  
Planning, Building and Code Enforcement  
City of Rancho Palos Verdes  
30940 Hawthorne Boulevard  
Rancho Palos Verdes, CA 90275

Dear Mr. Rojas:

**Planning Case Nos. SUB2007-00003 and ZON2007-00072,  
Vesting Tentative Tract Map No. 068796**

The County Sanitation Districts of Los Angeles County (Districts) received a Public Notice/Proposed Mitigated Negative Declaration for the subject project on March 21, 2008. The proposed development is located within the jurisdictional boundaries of District No. 30. 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 Verdes North Slope Trunk Sewer, Sections 2 and 3, located in a right of way along the south side of Rolling Ridge Road west of Range Horse Lane. This 10-inch diameter trunk sewer has a design capacity of 2.1 million gallons per day (mgd) and conveyed a peak flow of 0.5 mgd when last measured in 2007.
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 309.4 mgd.
3. The expected average wastewater flow from the project site is 5,265 gallons per day. For a copy of the Districts' average wastewater generation factors, go to [www.lacsd.org](http://www.lacsd.org), Information Center, Will Serve Program, 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](http://www.lacsd.org), Information Center, Will Serve Program, Obtain Will Serve Letter, and click on the appropriate link on

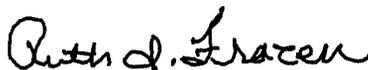
page 2. For more specific information regarding the connection fee application procedure and fees, please contact the Connection Fee Counter at extension 2727.

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,

Stephen R. Maguin



Ruth I. Frazen  
Customer Service Specialist  
Facilities Planning Department

RIF:rf

**RECEIVED**

March 26, 2008

MAR 26 2008

Dr. and Mrs. Carl L. Hejna  
#1 La Cima  
Rancho Palos Verdes,  
CA, 90275

**PLANNING, BUILDING &  
CODE ENFORCEMENT**

City of Rancho Palos Verdes  
Planning, Building, & Code Enforcement  
30940 Hawthorne Blvd.  
Rancho Palos Verdes,  
CA 90275

Attention: Planning Commission City of Rancho Palos Verdes  
Regarding Planning Case NOs. SUB2007-00003 and ZON2007-00072

The planned development of a 27-unit residential condominium complex on Highridge Road will result in the substantial loss of view, property value and add significantly to the density and traffic congestion on the surrounding streets, most impacted of which are Highridge Road, Hawthorne Blvd., Crestridge Road, and Crenshaw Blvd.

As a homeowner in the 10-unit <sup>YR</sup>25 old planned development, "La Cima" off of Peacock Ridge Road and Highridge Road our east facing views will be severely impacted and those units in our development directly opposite the 27-unit residential condominium complex on Highridge Road will have entire views blocked. Our La Cima development has since its inception, worked with the City of Rancho Palos Verdes and its View Restoration and Preservation policies to keep the foliage trimmed and appropriate at the proposed 27-unit building location. In fact, the City of Rancho Palos Verdes clearly recognizes the import of the views our homes have with regard to that locale as it has been the City of Rancho Palos Verdes who has continued each year to preserve our "view lots" and our "vista points," which this 27-unit residential condominium complex on Highridge Road will ultimately block.

It is our unique topographical location across the street from the proposed 27-unit site that provide unique and irreplaceable views. The development of the Highridge Road parcel of land with such a massive structure does not occur in a manner which is harmonious and compatible with our existing units. The character of our community will suffer from the proposed development also with regard to our property values.

Both the 'near view' and the 'far view' of our home will be blocked and subsequently one of the significant assessed values of our property will diminish. Potential homeowners in our development have as their main reason for purchase the views to which our home(s) include.

The Director of Planning, Building and Code Enforcement  
City of Rancho Palos Verdes  
C/o Mr. Kit Fox, Associate Planner  
30940 Hawthorne Blvd  
Rancho Palos Verdes, CA 90275

25 March 2008

**RECEIVED**

MAR 27 2008

PLANNING, BUILDING &  
CODE ENFORCEMENT

Re: Mitigated Negative Declaration Nos. SUB2007-00003 & ZON2007-00003  
The proposed Highridge Condominium Complex

We, Barry N. and Barbara Sloan Smith of 5 Via La Cima, wish to advise the City that the proposed project will violate our rights and the City's principle of View Preservation. We herein protest the continuation of this project until the following concerns are addressed.

- **View Preservation:** The proposed plan provides two major building structures. The three story building closest to Highridge has a roof elevation of "497" or 36 feet above the street entry elevation of "461". The front entry to the subterranean garage has two code violations, one at a 44 foot Height (+8 feet) and another at 42 feet (+6 feet). The rear building has a roof elevation of "486". Both buildings, along with the exceptions, exceed the height of the existing view line established from the rooftop of the westerly Peacock Ridge Apartments, the existing Verizon building roof line (elevation "482") to the Easterly tree lines of the Terraces. This view line has existed and has been preserved prior to our purchase in 1996.

**It is requested that the City require the applicant to reduce the height of all building structures to an elevation not to exceed "482" in order to preserve the established view line.**

Please see photo attachments of stated violation.

- **Traffic Density and Hazards:** A major reason for the formation and incorporation of the City in 1973 was the principle of controlling unfettered expansion of high density construction and to retain a reasonable amount of "open space". Highridge Road provides the only East - West access to the major North-South conduits of Hawthorne and Crenshaw for commuter and shopping traffic. Morning and evening traffic along Highridge is very high. We witness large numbers of children walking to and from Ridgecrest School and Highridge Park. The residences of La Cima are on record with the City to have stop signs at the Peacock Ridge / Highridge intersection. We have also requested the annual trimming of shrubbery within the median strip in an attempt to mitigate the ever-increasing occurrence of near accidents. The addition of 27 units will add more traffic to this already congested thoroughfare. It will exacerbate the existing difficult situation.

**We request that the City perform a traffic density and flow study. We wish to prevent accidents, hazards and injuries to pedestrians and vehicular traffic.**

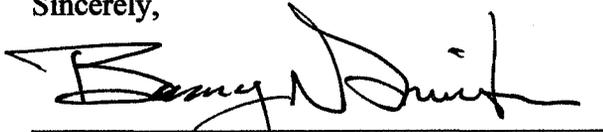
Re: Mitigated Negative Declaration Nos. SUB2007-00003 & ZON2007-00072  
The proposed Highridge Condominium Complex

- **Property Values:** We purchased our Town House in La Cima because of its proximity to the Shopping Center, the City's attention to retaining open spaces and minimal traffic issues. The view from our home is of Malibu, the Santa Monica Bay, the Hollywood hills, Downtown Los Angeles, Mount Baldy, San Jacinto Mountains and the City of Long Beach. Real-estate parties we have spoken to state that the view is the major selling point of the La Cima complex. Loss of view means the direct loss of property value.

**The establishment of a three-story set of buildings of this size, on the highest northerly knoll of Highridge Road, West of Crestridge Road, must be considered incompatible and inappropriate for this location.**

Our notification of the April 8th hearing was postmarked March 20 and was received March 22. This was only 17 days, not the required 20 days. This is an important matter and all the affected parties should have an opportunity to hear the entire presentation and discussion. We will be out of the country from March 29 through April 14. We request that an additional hearing date be scheduled.

Sincerely,



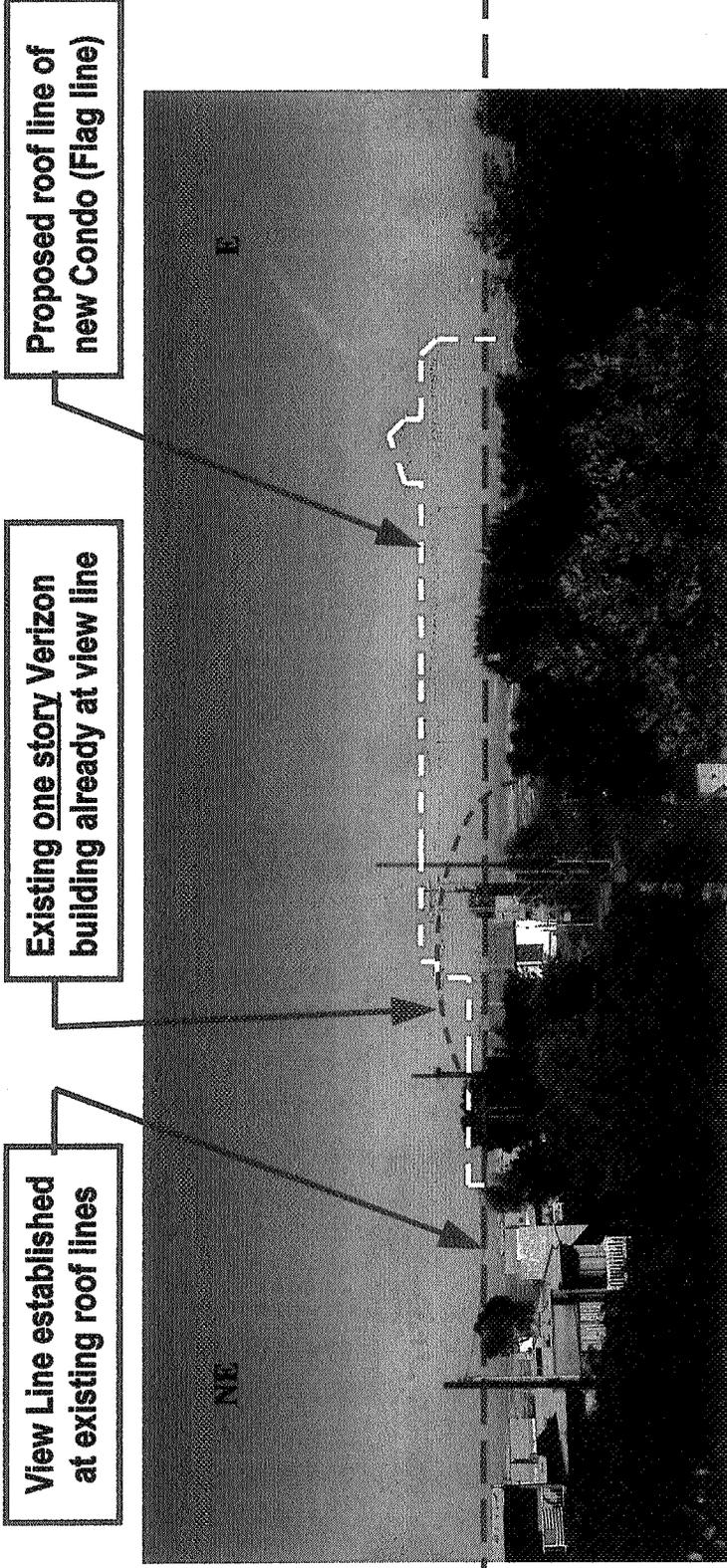
Barry N. Smith



Barbara Sloan Smith

5 Via La Cima  
Rancho Palos Verdes, CA 90275  
Phone: (310) 377-8717  
Fax: (310) 544-6552

# View from 5 Via La Cima

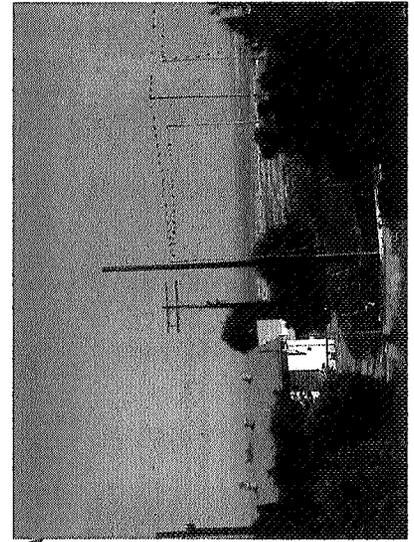


View Line established at existing roof lines

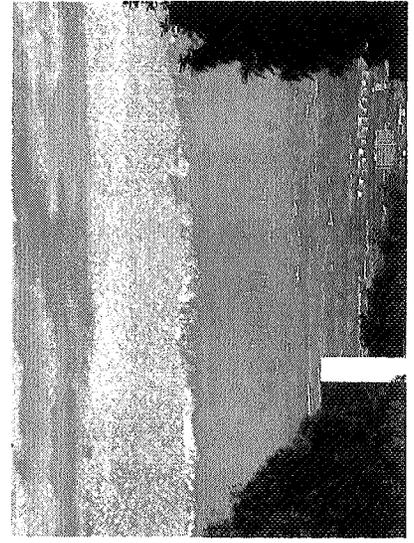
Existing one story Verizon building already at view line

Proposed roof line of new Condo (Flag line)

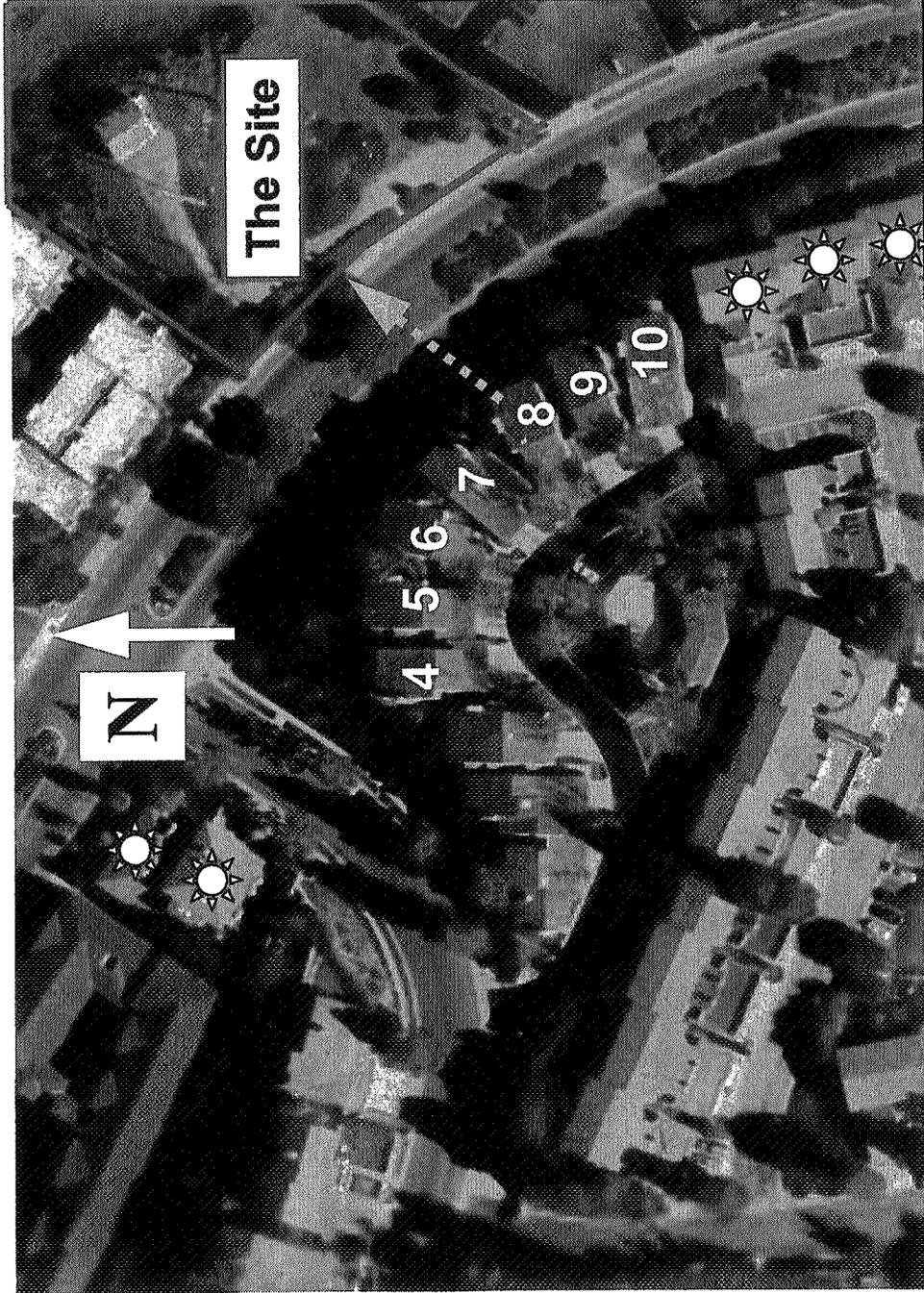
City view in background



Downtown L.A.



# La Cima Aerial Plot Plan Units Affected by View Blockage



**RECEIVED**

MAR 28 2008

**PLANNING, BUILDING &  
CODE ENFORCEMENT**

TO: Joel Rojas, Director of Planning  
City of Rancho Palos Verdes

FROM: Mike Conner, resident at Via La Cima, RPV

RE: Highridge Construction Project

DATE: March 25, 2008

Dear Mr. Rojas:

The ten homeowners at 1-10 Via La Cima would like to give testimony, either individually or through a representative at the April 8, 2008 public hearing.

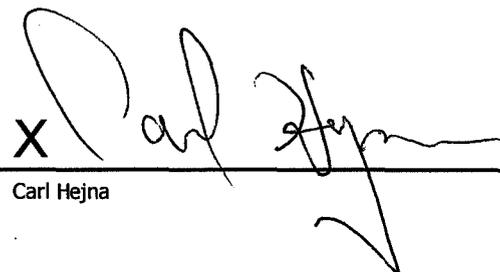
In short, we as a directly affected group, feel that the silhouette of the proposed Highridge Road complex, both in mass and in height, is incompatible with the neighborhood.

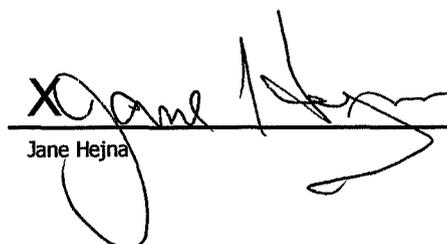
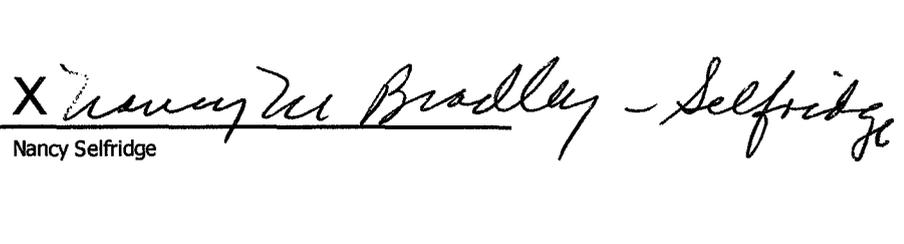
In addition, we wonder if the additional traffic will heighten the danger to neighborhood children who cross Highridge illegally because there is no crosswalk, stop sign or traffic light.

We understand that the property's owner, Mr. Hassanally, has a right to build a structure that complies fully within the Rancho Palos Verdes zoning laws. We also understand that Mr. Hassanally's proposal falls outside of these rules and that some variances are being requested.

In the spirit of compromise, we are sure that accommodation can be reached on both sides.

Respectfully submitted,

 X  X  
Mike Conner Carl Hejna

 X  X  
Jane Hejna Nancy Selfridge

X *William F. Smith*

William Smith

X *Claudia Smith*

Claudia Smith

X *Sheen Shimpei*

Sheen Shimpei

X *Nina Ito*

Nina Ito

X *Barry Smith*

Barry Smith

X *Barbara Smith*

Barbara Smith

X *Dek Hagenburger*

Dek Hagenburger

X *Karen Hagenburger*

Karen Hagenburger

X *Mervin Resing*

Mervin Resing

X *Marlene Resing*

Marlene Resing

X Elaine E Miller

Elaine Miller

X Judith K. Conner

Judith Conner

X Richard J Baker

Richard Baker

X Carol L Baker

Carol Baker

**RECEIVED**

MAR 28 2008

**PLANNING, BUILDING &  
CODE ENFORCEMENT**

Nancy M. Bradley  
2 Via La Cima  
Rancho Palos Verdes, Ca. 90275

March 27, 2008

City of Rancho Palos Verdes  
Planning, Building, & Code Enforcement  
30940 Hawthorne Blvd.  
Rancho Palos Verdes, Ca. 90275

Att. Planning Commision City of Rancho P.V.

Ref.: Planning Case Nos. SUB2007-0003 and ZON2007-00072

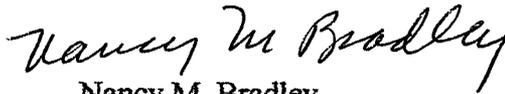
Gentlemen,

As a homeowner of one of La Cima's planned development homes since 1985 I would like to express my concern about the proposed building of the above reference.

Our views will be blocked totally for some and partially for others; traffic will increase and cause congestion on Highridge Road which is heavily used already, day and night. Traffic since 1985 in noticeably heavier and this proposed high-density building will only make matters worse.

Such a building will impact negatively the value of my home as well as of all the other homeowners in this unique 10-unit complex. I oppose construction of this building as proposed.

Thank you.

  
Nancy M. Bradley

**RECEIVED**

MAR 28 2008

**PLANNING, BUILDING &  
CODE ENFORCEMENT**

March 26, 2008

City of Rancho Palos Verdes  
Planning, Building, & Code Enforcement  
30940 Hawthorne Blvd.  
Rancho Palos Verdes, CA 90275

To: Planning Commission  
Re: Planning Case Nos. SUB2007-00003 and ZON2007-00072  
Planned development of a 27-unit residential condominium complex on Highridge  
Road near Peacock Ridge Road.

Dear Members of the Commission,

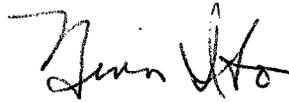
We bought our home at 4 Via La Cima in 1997 primarily for the view. We have a lovely view that includes the L.A. basin, the Santa Monica Bay, and a portion of the Long Beach area. With the construction of a condominium complex across the street, our view of Long Beach will apparently be taken away.

We understand that the owner of the property across the street has the right to build, but we are asking that the planning commission do whatever it can to help us preserve as much of the view from La Cima as possible. The homes in the La Cima Homeowners Association which directly face the proposed complex (Units #6 through 10) will, if that property is built as depicted by the silhouette construction, instantly and drastically drop in value. The decrease in their home values will not bode well for the rest of us (Units #1 through 5).

Thank you for your attention to this matter. We have been happy to live in a city where views are taken seriously. We look forward to the public hearing on April 8<sup>th</sup>.

Regards,

  
Shimpei Ito

  
Nina Ito

4 Via La Cima  
Rancho Palos Verdes, CA 90275

**RECEIVED**

MAR 31 2008

**Delivered by Hand**

**PLANNING, BUILDING &  
CODE ENFORCEMENT**

March 31, 2008

Joel Rojas  
Director of Planning, Building and  
Code Enforcement  
City of Rancho Palos Verdes  
30940 Hawthorne Blvd  
Rancho Palos Verdes, CA 90275

**RE:** Planning Case Nos. SUB2007-00003 and ZON2007-00072, Proposed  
Condominiums Located at 28220 Highridge Road, Rancho Palos Verdes, CA.

Director Rojas:

The undersigned is presenting preliminary written comments in opposition to the  
**Proposed Mitigated Negative Declaration** in the above referenced matter.

**Significant Cumulative View Impairment:** In accordance with the existing silhouette,  
our view impairment ranges from one hundred percent (100%) to thirty percent (30%)  
from areas of the household considered to be the viewing areas. From the most  
prominent viewing area we will lose 100% of the mountains, Cities of Long Beach,  
Santa Monica, Hollywood and downtown Los Angeles along with complete obliteration  
of the respective city lights at night, and our years of enjoyment of this spectacular scene.

When we purchased this home, the motivation was the view. The price we paid was  
substantially predicated on the views. This view impairment will materially damage our  
selling price in an amount now being investigated.

In addition to our view impairment, there are multiple neighboring properties and home  
owners that are suffering significant adverse loss of views. There has not been sufficient  
time to mobilize a greater number of these affected home owners to formally object to  
this project.

The City of Rancho Palos Verdes has represented itself as concerned about view  
preservation for its residents. To allow the referenced project to proceed, without  
modification, will produce a result inconsistent with the intent and purpose of view  
preservation.

**Traffic Congestion, Density and Increased Hazards:** Adding sixty four (64) resident  
vehicles along with additional guest vehicles plus constructing a left turn pocket and  
break in the median strip for vehicle access to the proposed property, is a recipe for an  
increase in traffic and safety related problems along this section of Highridge Road.

The proposed left turn pocket is but yards above an existing left turn servicing the intersection of Peacock Ridge Rd. On a daily basis we observe near miss accidents between vehicles proceeding down Highridge (often at a higher than anticipated rate of speed) and vehicles turning left utilizing this existing intersection to enter a multifamily complex. The vehicles turning left have difficulty determining whether there are any vehicles actually coming down Highridge and at what rate of speed and whether they can safely continue across Highridge. Some don't make it without a problem. The problem they most frequently encounter is the need to hit the accelerator to complete the turn in front of the oncoming vehicle or motorcycle.

Now, add to the above the fact that there are multiples of children walking up and down the same side of Highridge Road as the proposed project, on their way to Ridgecrest School and Highridge Park. This is evident in both the morning and afternoon hours. The proposed new left turn pocket will become another point of potential danger for these children when the left turning vehicle needs to speed up (while looking up Highridge Road) to avoid an accident with a vehicle proceeding down Highridge Road.

The City needs to perform the appropriate study to determine the effect of increased traffic related problems along with the "danger factor" to pedestrians. If there is a potential safety issue and the new pocket is constructed, is there a new liability issue?

**Recommendations:**

Reject the existing site plan and request the developer to submit a modified development plan for this project that considers the following:

1. Reduce the number of units to be built so as to reduce bulk and mass in the interest of less damage to neighborhood character and compatibility.
2. Reduce the height of the proposed structure so that its roof line is not higher than the existing roof line of the multifamily structure adjacent to and immediately below the proposed project.
3. One (1) and two (2) above could reasonably minimize the view impairment and hopefully maintain the City's commitment to view preservation for its residents.
4. Eliminate the construction of the left turn pocket to avoid the accidents and injuries resulting from another problematic traffic control issue.
5. The provision of appropriate traffic studies designed to assess problems related to additional traffic density and dangers to pedestrians and vehicular traffic.
6. Provides for additional public hearing(s) so that other affected homeowners, now not represented, may provide comment.

**Background:** This writer has been a resident of our peninsula since 1966. I have lived and raised a family in Palos Verdes Estates, Rolling Hills Estates and Rancho Palos Verdes. I have presented for city approval as well as completed residential development plans in each of these cities. These experiences suggest that neither Palos Verdes Estates nor Rolling Hills Estates would, for the reasons above, allow this project to proceed, under similar circumstances, without significant modifications.

Respectfully,



D. W. (Dek) Hagenburger  
6 Via La Cima  
Rancho Palos Verdes, CA 90275  
310-541-7771  
[dwhhssi@msn.com](mailto:dwhhssi@msn.com)

**CC:**  
Kit Fox, Associate Planner, City of Rancho Palos Verdes

**RECEIVED**

March 29,2008

MAR 31 2008

Joel Rojas  
Director of Planning and  
Code Enforcement  
30940 Hawthorne Blvd,  
Rancho Palos Verdes.Ca. 90275

**PLANNING, BUILDING &  
CODE ENFORCEMENT**

RE: Planning Case Nos. SUB2007-00003 and ZON2007-00072, Proposed  
Condominium Located at 28220 Highridge Road, Rancho Palos Verdes. Ca.

Director Rojas,

We are objecting to the proposed project by Mr. Hassanally. We allowed his photographer to come into our home and take view pictures so he could design a building that would be advantageous to all parties. However, the propose height and mass of the new condominium project will only benefit Mr. Hassanally at the cost of La Cima's property value and is not harmonious with the existing surrounding buildings.

The City of Rancho Palos Verdes has always represented itself as concerned about view preservation for its residents. Since the 1970's this property has been owned by several utilities. Our view at La Cima has been maintained since our inception in 1982 by the City of R.P.V., the utility companies, and Highridge Apts. Also, the 7th Day Adventist Church ( in Rolling Hills ) has voluntarily maintain our view.

Another consideration is the increase in traffic by adding 64 resident vehicles along with additional guest vehicles. Additionally, their will be many construction vehicles. Since the reopening of the Ridgecrest School the walking traffic of the children has greatly increased and we are concerned as to their safety.

Mr. Hassanally should not be permitted to profit at the expense of so many.

We request the City of Rancho Palos Verdes preserve the existing view and property values of La Cima by redesigning the project.

We also request an appropriate traffic study be executed.

NOTE: The artist rendering is very misleading as to the height off the street and the mass of the building.

Enclosed are (6) pictures. Sometimes pictures speak louder than words!

Thank you for you time.

Respectfully,

Capt. Merv & Marlene Resing  
7 Via La Cima  
Rancho Palos Verdes, Ca.  
90275  
mervresing@cox.net

#1 Now



Top of  
PEPPER TREE  
in Highridge

#1

AFTER

NO city view }  
NO city lights } GONE  
NO mountains }  
==



#2 Now



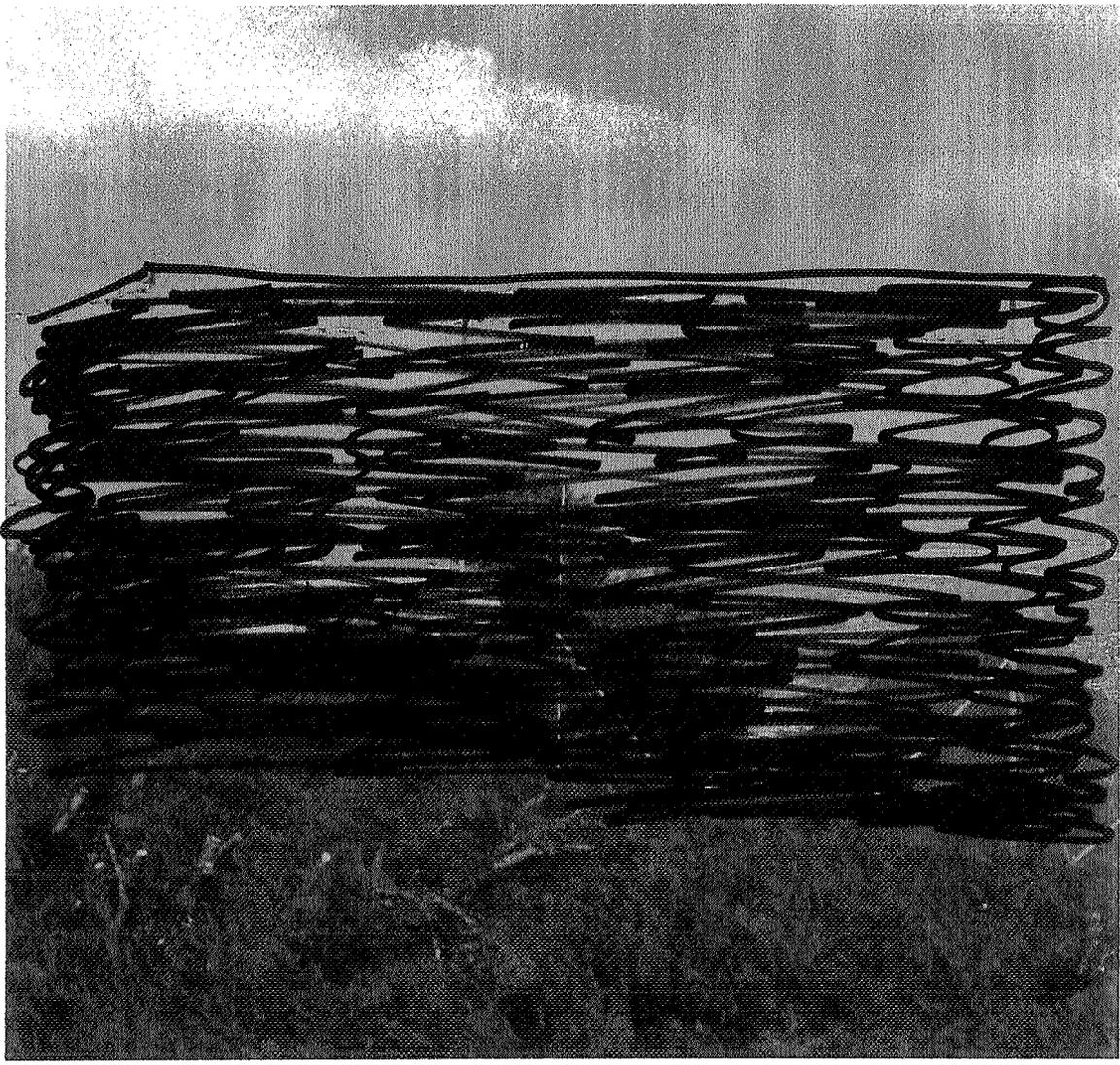
This tree  
is trimmed  
EVERY YEAR

Top of  
PEPPER TREES  
ON HIGH RIDGE

#2 AFTER

NO CITY LIGHTS  
NO CITY DAY  
NO MOUNTAINS

} GONE



#3 NOW

From: "Timaree Hagenburger" <discovern@comcast.net>  
Date: March 19, 2008 12:42:35 PM PDT  
To: "discovern@comcast.net"  
Cc: "Dek Hagenburger" <dahesi@com.com>  
Subject: Pictures of your view - email 2 of 3

3 more pictures...

From: Timaree Hagenburger [mailto:discovern@comcast.net]  
Sent: Wednesday, March 19, 2008 12:42 PM  
To: 'discovern@comcast.net'  
Cc: 'Dek Hagenburger'  
Subject: Pictures of your view - email 1 of 3

Marlene-  
Here are the pictures that we took from the patio. I am sending 3 emails, since the picture files are quite large. Good luck with the fight. It would be very unfortunate if that building gets constructed as planned. See you next time we visit!

Sool and Timaree Hagenburger  
discovern@comcast.net



city topped  
PINE TREE  
FOR  
VIEW

#3

AFTER

NO City Lights  
NO City View  
NO MOUNTAINS

GONE  
~

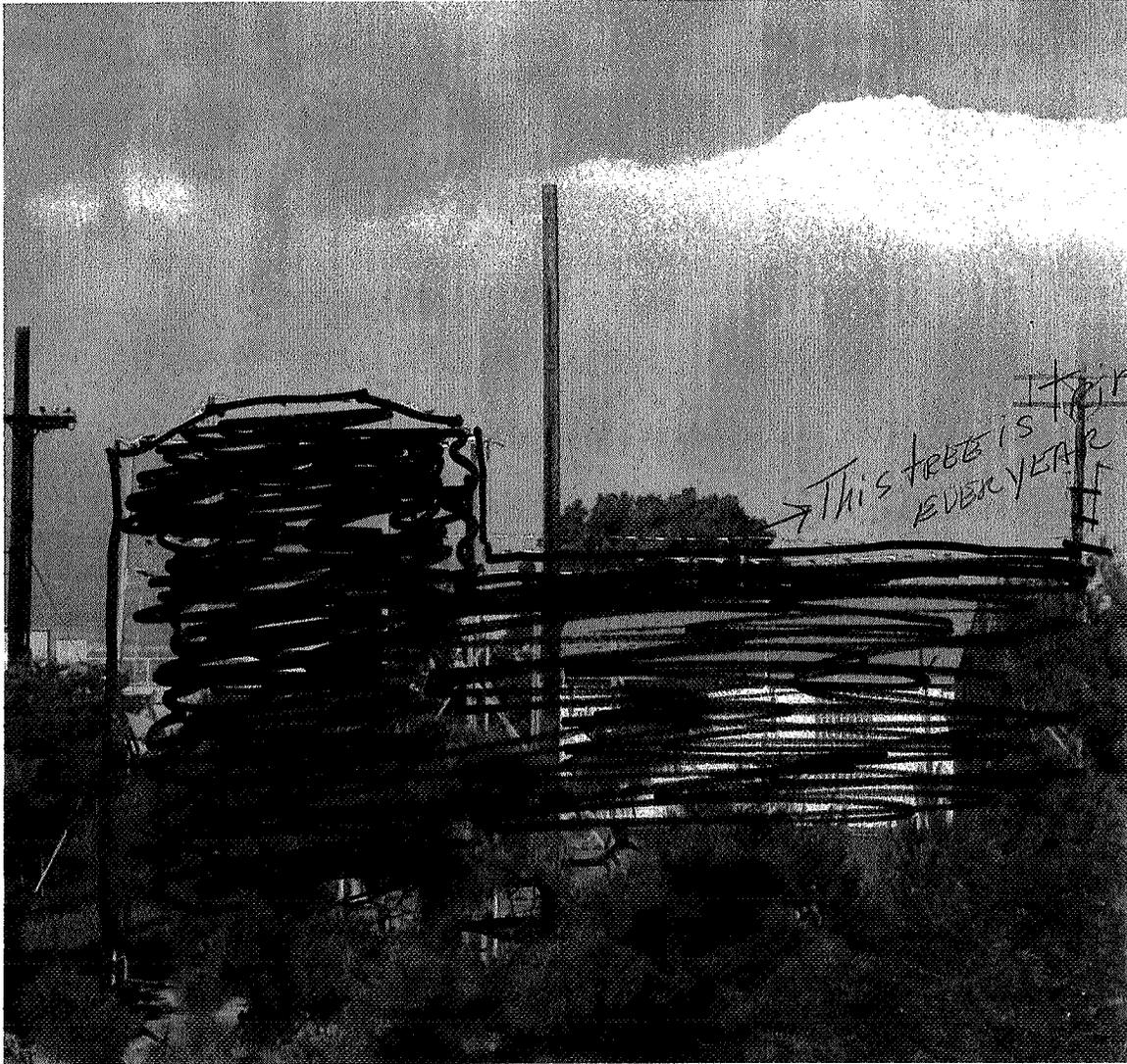
From: "Timaree Hagenburger" <discovernut@stcglobal.net>  
Date: March 10, 2008 12:42:55 PM PDT  
To: "timaree@stcglobal.net"<  
Cc: "Dak Hagenburger" <dakhead@men.com>  
Subject: Pictures of your view - email 2 of 3

3 more pictures

From: Timaree Hagenburger [mailto:discovernut@stcglobal.net]  
Sent: Wednesday, March 19, 2008 12:42 PM  
To: "timaree@stcglobal.net"  
Cc: "Dak Hagenburger"  
Subject: Pictures of your view - email 1 of 3

Mario:-  
Here are the pictures that we took from the patio. I am sending 3 emails, since the picture files are quite large. Good luck with the light. It would be very unfortunate if that building gets constructed as planned. See you next time we visit!

Scol and Timaree Hagenburger  
discovernut@stcglobal.net



→ THIS TREE IS  
EVERY YEAR  
IT IS TRIMMED  
TO PRESERVE  
OUR VIEW.

#4 now



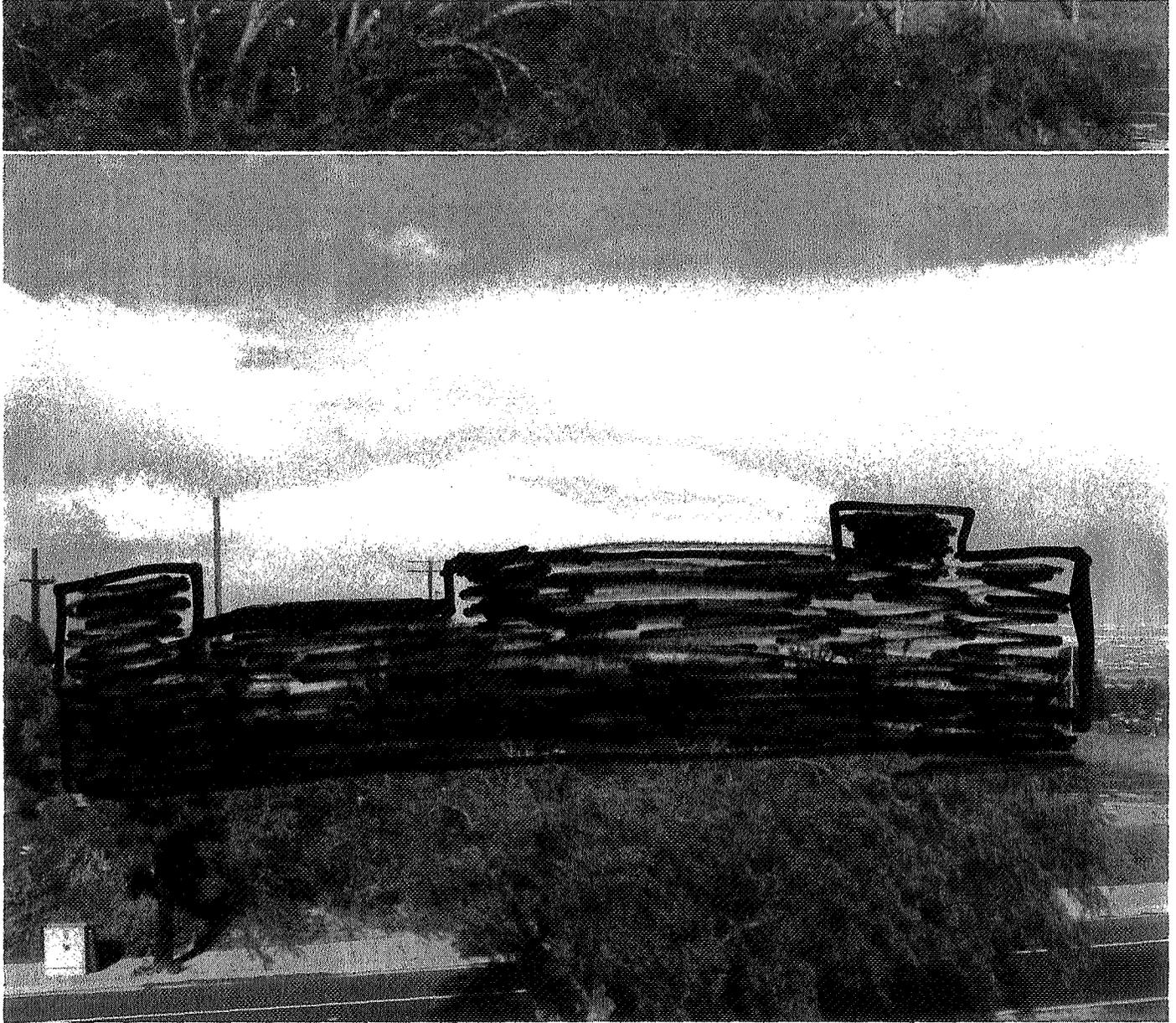
BASE  
OF  
CONDOR

↓  
Trimmed by  
R.P.V.

↓  
Trimmed by  
R.P.V.

#4 AFTER

NO city views }  
NO city lights } GONE  
NO MOUNTAINS } 2





From Unit 5



From Unit 7

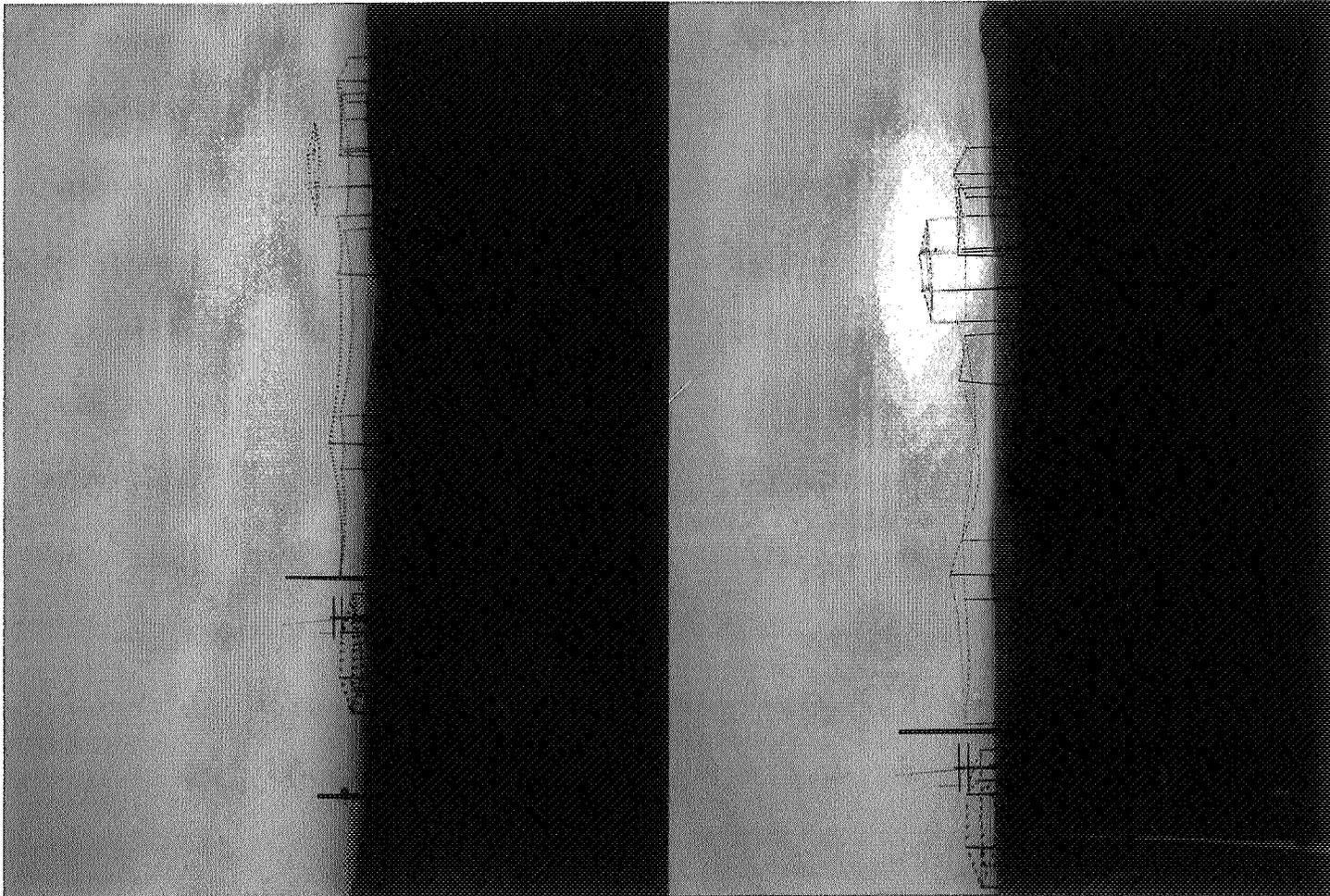


From Unit 7



From Unit 7

PLC



SUNRISE  
@

4 Via La Cima

**RECEIVED**

August 24, 2007

SEP 10 2007

**PLANNING, BUILDING &  
CODE ENFORCEMENT**

Ms. Barbara Woodward  
Real Estate Connection  
3812 Sepulveda Boulevard  
Suite 540  
Torrance, California 90505

**Subject: Focused Traffic Analysis for 28220 Highridge Road in the City  
of Rancho Palos Verdes** P# 07219-000-000

Dear Barbara:

The following is a Focused Traffic Analysis prepared by DKS Associates (DKS) for the proposed residential condominium complex (proposed project) located at 28220 Highridge Road in the City of Rancho Palos Verdes (City). The proposed project would develop 27 residential condominiums on approximately 1.24 acres located approximately one-half a mile south of the intersection of Highridge Road/Hawthorne Boulevard.

The purpose of this focused analysis is to determine whether the proposed project would require a full traffic impact analysis per the Los Angeles County *Traffic Impact Analysis Report Guidelines* (January 1997) which are currently used by the City.

### ***Trip Generation***

Trip generation estimates for the proposed project were determined using trip rates from LA County's traffic study guidelines, and the Institute of Transportation Engineers (ITE) *Trip Generation*, 7<sup>th</sup> Edition. Table A provides the trip generation estimates for the proposed project.

As shown in the table, the proposed project would generate approximately 216 daily trips, 15 a.m. peak hour trips (2 inbound and 13 outbound), and 20 p.m. peak hour trips (13 inbound and 7 outbound) when using the more conservative LA County trip generation rates. When using the trip rates from ITE, the proposed project would generate approximately 158 daily trips, 10 a.m. peak hour trips (2 inbound and 10 outbound), and 14 p.m. peak hour trips (9 inbound and 5 outbound).



2222 Martin  
Suite 150  
Irvine, CA 92612

(949) 863-0041  
(949) 863-1339 fax  
www.dksassociates.com

**Table A – Project Trip Generation Estimates**

Land Use	Size	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
<b>Trip Rates</b>								
Condominiums (per LA County Guidelines)	per DU	8.00	0.06	0.48	0.54	0.47	0.26	0.73
Condominiums (per ITE Trip Rates)	per DU	5.86	0.07	0.37	0.44	0.35	0.17	0.52
<b>Trip Generation</b>								
Proposed Condominiums (per LA County)	27 DU	<b>216</b>	<b>2</b>	<b>13</b>	<b>15</b>	<b>13</b>	<b>7</b>	<b>20</b>
Proposed Condominiums (per ITE Trip Rates)	27 DU	<b>158</b>	<b>2</b>	<b>10</b>	<b>12</b>	<b>9</b>	<b>5</b>	<b>14</b>

Note: Trip rates based on Institute of Transportation Engineers (ITE) *Trip Generation*, 7th Edition and *Los Angeles County Traffic Study Guidelines*, January 1997.

According to the *Los Angeles County Traffic Impact Report Guidelines*:

*“...A traffic report is generally needed if a project generates over 500 trips per day or where the following possible adverse impacts may occur:*

- *the limited visibility of access points on curved roadways*
- *the need for pavement widening to provide left-turn and right-turn lanes at access points into the proposed project*
- *the impact of increased traffic volumes on local residential streets*
- *the need for road realignment to improve sight distance...”*

Therefore, based on the trip generation estimates based on LA County and ITE rates, the proposed project would not require a traffic impact analysis.

### **Project Trip Distribution and Assignment**

Trip distribution patterns for the proposed project were derived based on factors such as: 1) location of housing and jobs within the City and adjacent Cities, and Los Angeles and Orange Counties; and 2) transportation facility characteristics that impact travel demand (i.e. locations of urban arterials).

Figure 1 illustrates the resulting trip distribution patterns of the proposed project. The trip distribution percentages were applied to the project's trip generation estimates to calculate the turn movement volumes at the project driveway and the nearby intersection of Highridge Road/Hawthorne Boulevard. The resulting trip assignments at the intersection of Highridge Road/Hawthorne Boulevard are also shown in Figure 1.

Based on the project trip assignment, project traffic generated on the street network would be considered negligible and insignificant.

### **Other Possible Adverse Impacts**

1. *“...the limited visibility of access points on curved roadways.”*

Based on a review of the site plan and aerial photography the proposed project appears to have adequate visibility and adequate sight distance.

Ms. Barbra Woodward  
August 24, 2007  
Page 3 of 3

2. *"...the need for pavement widening to provide left-turn and right-turn lanes at access points into the proposed project."*

Based on a review of the site plan and discussions with the client, the project will construct a break in existing median on Highridge Road to provide for a southbound left turn lane into the project site and southbound egress from the project site. The median break will be designed to City standards.

3. *"...the impact of increased traffic volumes on local residential streets."*

As seen in the project's trip assignment, a maximum of 12 trips are forecast to travel northbound on Highridge Road, while only one (1) trip is forecast to travel southbound on Highridge Road. This amount of traffic is considered negligible.

4. *"...the need for road realignment to improve sight distance."*

Based on a review of the site plan and aerial photography the proposed project appears to have adequate visibility and adequate sight distance. The proposed median break on Highridge Road will be designed to meet City standards and adhere to sight distance requirements.

I trust this information will serve your planning purposes. Please call me at (949) 863-0041 if you have any questions.

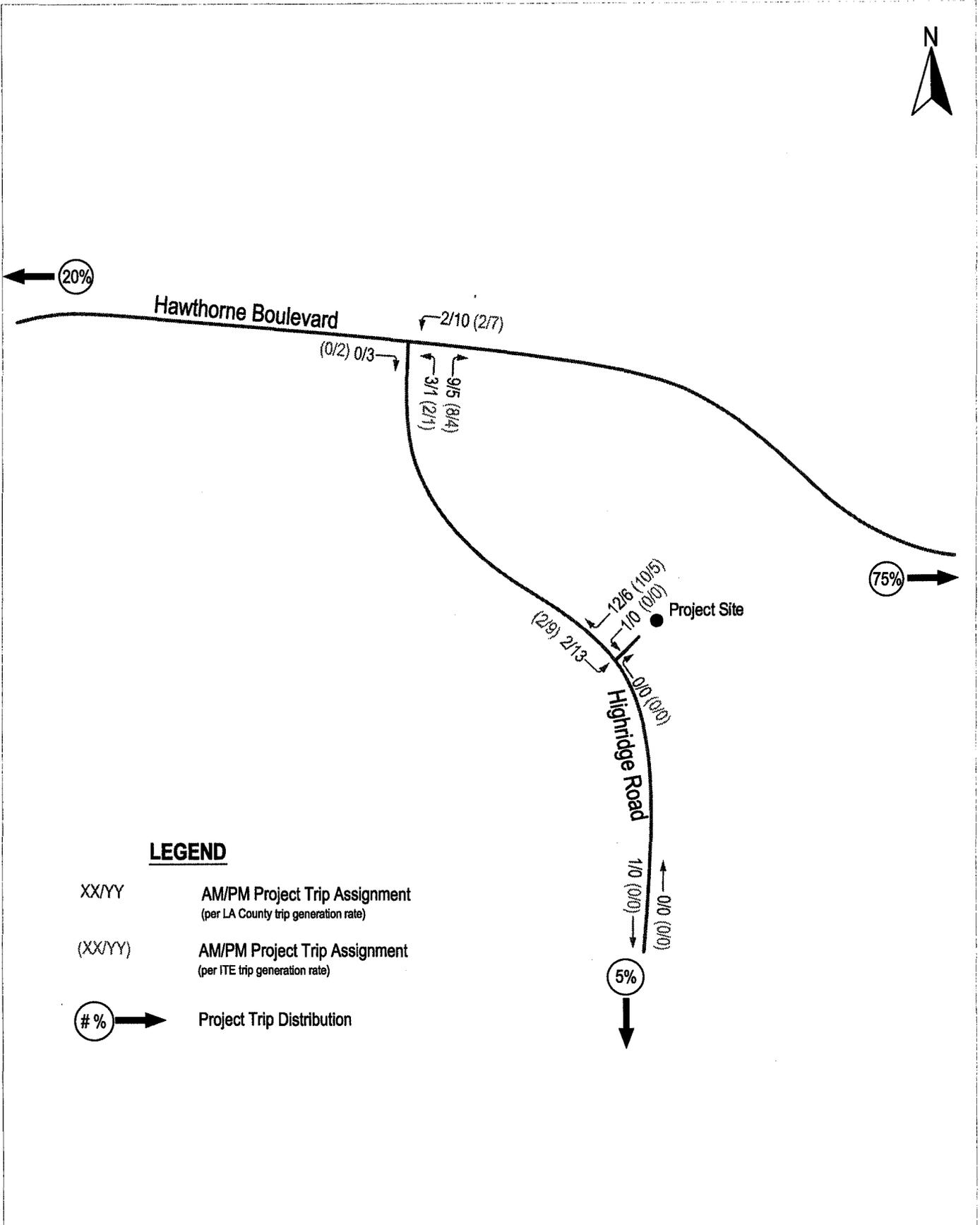
Sincerely,

**DKS Associates**  
A California Corporation



Dennis M. Pascua, PTP  
Senior Transportation Planner

Attachment: Figure 1 – Project Trip Distribution and Assignment





Existing Condition



View from Balcony of Adjacent Residential Unit

Proposed Development

# Highridge

Rancho Palos Verdes, CA



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# Highridge

Rancho Palos Verdes, CA

**Kit Fox**

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**From:** Sarah Fischer [sfischer@witheelmalcolm.com]  
**Sent:** Wednesday, June 18, 2008 11:41 AM  
**To:** kitf@rpv.com  
**Cc:** Dirk Thelen; Zafar Hassanally (E-mail)  
**Subject:** A6074 - Highridge revised site plan  
**Attachments:** SD04-siteplan\_ALT2.pdf; SD05 Building plans\_ALT2.pdf

Kit,

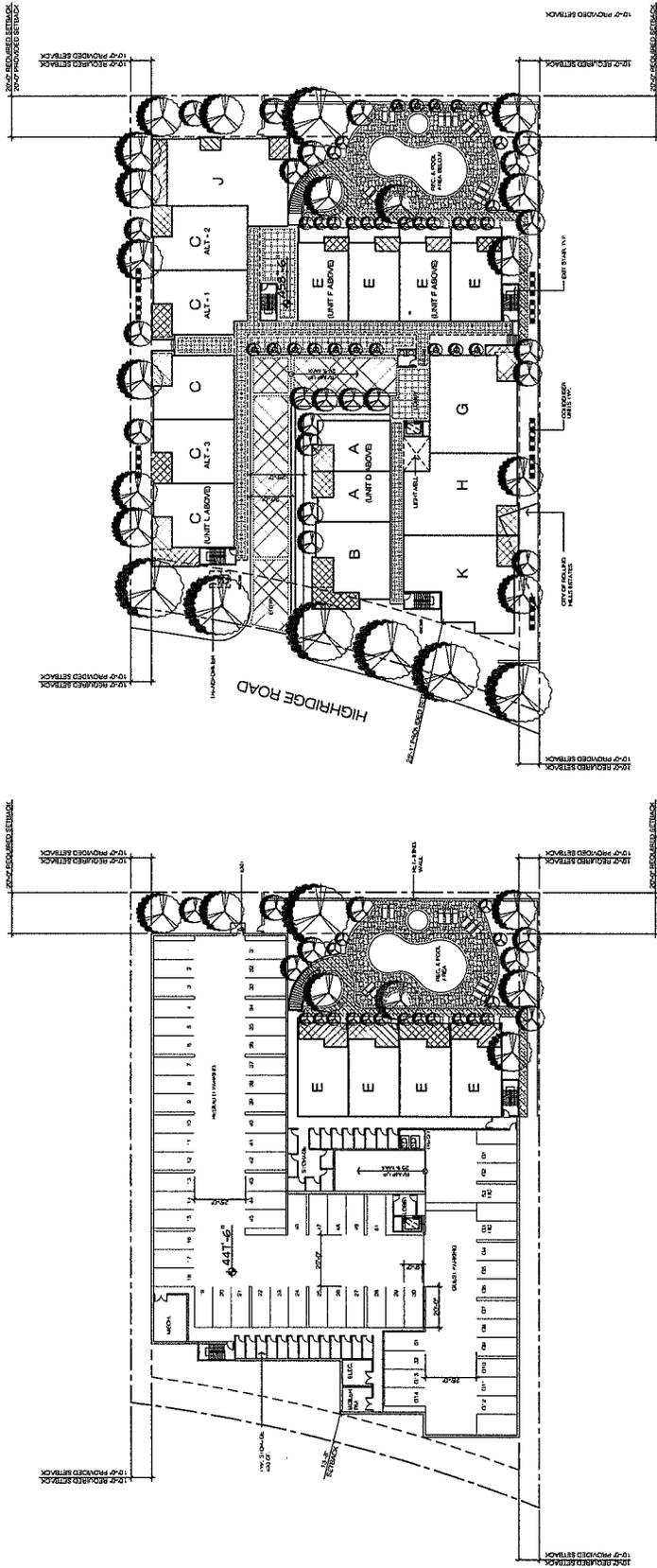
Per Zafar's request I am sending over preliminary copies of the revised site plan for Highridge. The changes include an increase of 1 unit to a total of 28, per the density bonus. There is also a requested lot coverage increase from 35% to 38%. Also, please note that in addition to lowering the building from 3 levels at Highridge in the original design down to 2 levels, we also lowered the podium height 30 inches from an elevation of 461'-0" to 458'-6".

Please review the drawings and contact us with any questions or comments.

Thanks,  
Sarah

**Sarah Fischer**  
sfischer@witheelmalcolm.com





**SITE / PODIUM BUILDING PLAN**

**SITE / BUILDING PLANS**  
**HIGHRISE CONDOMINIUMS**  
 CLIENT: REAL ESTATE CONNECTION  
 ARCHITECT: Withee Malcom Architects, LLP  
 2201 W. 10th Street  
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 JOB NO. A0074.000  
 DATE: 06/18/2008  
 PRINTED: JUN 18 2008



**BUILDING A - PROJECT SUMMARY**

LOT AREA	1.24 ACRES (54,061 SF)
NET AREA	22,381 SF (2,050 SF PER UNIT)
DEVELOPABLE AREA	45,408 SF (1,630 SF PER UNIT)
RESIDENTIAL	45,408 SF
OFFICE	0 SF
RETAIL	0 SF
RECREATION	0 SF
INDUSTRIAL	0 SF
OTHER	0 SF
<b>TOTAL DEVELOPABLE AREA</b>	<b>45,408 SF</b>

UNIT TYPE	PLAN	DESCRIPTION	QUANTITY	GROSS AREA	NET AREA	NET GROSS	NET GROSS	NET GROSS
1	1 BR/1 BA	1,100 SF	10	11,000 SF	10,500 SF	110,000 SF	110,000 SF	110,000 SF
2	2 BR/2 BA	1,200 SF	10	12,000 SF	11,500 SF	120,000 SF	120,000 SF	120,000 SF
3	3 BR/3 BA	1,300 SF	10	13,000 SF	12,500 SF	130,000 SF	130,000 SF	130,000 SF
4	4 BR/4 BA	1,400 SF	10	14,000 SF	13,500 SF	140,000 SF	140,000 SF	140,000 SF
5	5 BR/5 BA	1,500 SF	10	15,000 SF	14,500 SF	150,000 SF	150,000 SF	150,000 SF
6	6 BR/6 BA	1,600 SF	10	16,000 SF	15,500 SF	160,000 SF	160,000 SF	160,000 SF
7	7 BR/7 BA	1,700 SF	10	17,000 SF	16,500 SF	170,000 SF	170,000 SF	170,000 SF
8	8 BR/8 BA	1,800 SF	10	18,000 SF	17,500 SF	180,000 SF	180,000 SF	180,000 SF
9	9 BR/9 BA	1,900 SF	10	19,000 SF	18,500 SF	190,000 SF	190,000 SF	190,000 SF
10	10 BR/10 BA	2,000 SF	10	20,000 SF	19,500 SF	200,000 SF	200,000 SF	200,000 SF
<b>TOTAL</b>			<b>100</b>	<b>1,000,000 SF</b>	<b>950,000 SF</b>	<b>10,000,000 SF</b>	<b>10,000,000 SF</b>	<b>10,000,000 SF</b>

**BUILDING A - PARKING SUMMARY**

RESIDENTIAL	100
OFFICE	0
RETAIL	0
RECREATION	0
INDUSTRIAL	0
OTHER	0
<b>TOTAL</b>	<b>100</b>

RESIDENTIAL	100
OFFICE	0
RETAIL	0
RECREATION	0
INDUSTRIAL	0
OTHER	0
<b>TOTAL</b>	<b>100</b>



**17.11.060 Affordable Housing Incentives.**

**A. Density Bonus.**

- 1. **New Construction.** When a developer of a new housing project consisting of five or more dwelling units agrees to provide at least ten percent of all units as very low income units, twenty percent of all units as low income units, fifty percent of all units for qualifying senior residents, or twenty percent of the total dwelling units in a condominium project as defined in subdivision (f) of Section 1351 of the Civil Code for persons and families of moderate income, a density bonus, as defined by Section 17.96.550 of the Municipal Code, and/or affordable housing incentive shall be provided by the city. The density bonus shall not be included when determining the number of dwelling units equal to ten or twenty percent of the total units. At least one additional or alternative incentive, as described in Section 17.11.060(B) of this chapter, or other incentives or concessions of equivalent financial value based upon the land costs per dwelling unit, shall be provided in addition to the density bonus unless the city makes a written finding, based upon substantial evidence, that the additional concession or incentive is not required in order to provide for affordable housing costs, as defined in Section 50052.5 of the Health and Safety Code or Government Code Section 65915(c). The units shall be rented or sold only to households whose income is at a level that does not exceed the required affordability level of the unit. The affordable units shall be similar in exterior appearance, configuration and basic amenities (such as storage space and outdoor living areas) to the market rate units in the proposed project.

When a developer of new housing agrees to provide at least ten percent of all units as very low income units and twenty percent of all units as low income units, density bonuses shall not accrue cumulatively, and only one density bonus and at least one other additional incentive shall be provided.

- 2. **Condominium Conversion.** Where an applicant for a conversion of an apartment project to a condominium project agrees to provide at least thirty-three percent of the total proposed condominium units to low and moderate income households or at least fifteen percent of the total units to lower income households, and agrees to pay reasonably necessary administrative costs incurred by the city, a density bonus and/or affordable housing incentive shall be provided by the city. The density bonus units shall be provided within the existing structure or structures to be converted.

The units shall be sold only to households whose income is at a level which does not exceed the required affordability level of the unit. Except where it has been demonstrated not to be feasible, the affordable units

shall be similar in appearance, configuration and amenities to the market rate units in the proposed project.

An apartment project originally developed with a density bonus or other incentive pursuant to Section 17.11.060(A)(1) of this chapter, shall not be eligible for a further density bonus or incentive under this subsection.

- B. Additional or Alternative Incentives. At the option of the city, affordable housing incentives in lieu of, or in addition to, a density bonus may be provided. Incentives, both for purposes of mandatory incentives as may be required by Section 17.11.060(A)(1) and for purposes of in-lieu incentives pursuant to this subsection, include, but are not limited to:
1. A reduction in site development standards or modification of zoning requirements or architectural design requirements which exceed minimum state standards, including modification of setback, parking or lot size requirements;
  2. Approval of a mixed use project, if the other uses are compatible with residential development and with other development in the surrounding area;
  3. Other regulatory concessions which result in identifiable and actual cost reductions.
- C. Application. Applicants for density bonuses shall file an application for a density bonus with the director. The application shall specify the total number of dwelling units proposed, the number of low income, qualifying senior units, and/or condominium units for persons and families of moderate income proposed, proposed rent or price of the units, the location of the units, proposed means of administering the units, and such other information as may be required by the director. If an additional incentive is requested, beyond that required pursuant to Section 17.11.060(A)(1) of this chapter, the feasibility requirements of Section 17.11.080 of this chapter shall also apply. The application shall be accompanied by a fee, to be established by resolution of the city council, to cover the city's cost of reviewing and administering the proposed density bonus project.